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OF  
SOUTH AFRICA



REPUBLIEK  
VAN  
SUID-AFRIKA

# Government Gazette Staatskoerant

*Regulation Gazette*

**No. 6707**

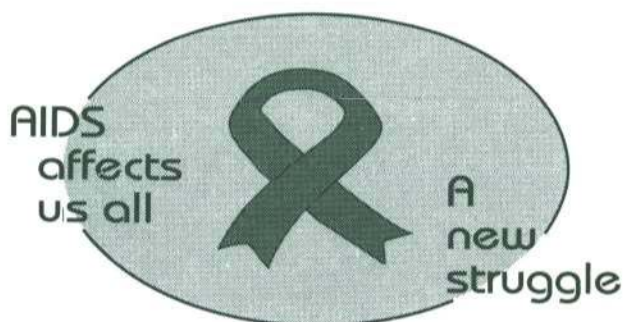
*Regulasiekoerant*

Vol. 414

PRETORIA, 30 DECEMBER  
DESEMBER 1999

No. 20772

**We all have the power to prevent AIDS**



**Prevention is the cure**

**AIDS  
HELPLINE**

**0800 012 322**

DEPARTMENT OF HEALTH



# PROCLAMATION

*by the*

*Acting President of the Republic of South Africa*

**No. R. 131, 1999**

SHIPPING LAWS AMENDMENT ACT, 1998 (ACT No. 57 OF 1998)

## COMMENCEMENT OF REMAINING PROVISIONS

In terms of section 33 of the Shipping Laws Amendment Act, 1998 (Act No. 57 of 1998), I hereby determine **31 December 1999** as the date on which sections 1, 3 to 26 inclusive, 28 and 31 of the said Act shall come into operation.

Given under my Hand and the Seal of the Republic of South Africa at Pretoria this Twentieth day of December, One thousand Nine hundred and Ninety-nine.

**J. G. ZUMA**

**Acting President**

By Order of the President-in-Cabinet:

**A. M. OMAR**

**Minister of the Cabinet**

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# PROKLAMASIE

*van die*

*Waarnemende President van die Republiek van Suid-Afrika*

**No. R. 131, 1999**

WYSIGINGSWET OP SKEEPVAARTWETTE, 1998 (WET No. 57 VAN 1998)

## INWERKINGTREDING VAN OORBLYWENDE BEPALINGS

Kragtens artikel 33 van die Wysigingswet op Skeepvaartwette, 1998 (Wet No. 57 van 1998), bepaal ek hierby **31 Desember 1999** as die datum waarop artikels 1, 3 tot en met 26, 28 en 31 van gemelde Wet in werking tree.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Pretoria, op hede die Twintigste dag van Desember Eenduisend Negehonderd Nege-en-negentig.

**J. G. ZUMA**

**Waarnemende President**

Op las van die President-in-Kabinet:

**A. M. OMAR**

**Minister van die Kabinet**

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# GOVERNMENT NOTICES GOEWERMENTSKENNISGEWINGS

## DEPARTMENT OF TRANSPORT DEPARTEMENT VAN VERVOER

No. R. 1547

30 December 1999

MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951)

### MERCHANT SHIPPING (TRAINING AND CERTIFICATION) REGULATIONS, 1999

The Minister of Transport has, under section 356 of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), made the regulations in the Schedule.

#### SCHEDULE

##### *Arrangement of regulations*

*Regulation  
No.*

#### PART 1 GENERAL

1. Interpretation
2. Introduction and classes of certificates
3. Revalidation of certificates
4. Equivalence of certificates issued before commencement of regulations, etc
5. Registrar of Seafarers
6. Senior examiners
7. Quality assurance
8. Syllabus committee

#### PART 2 ASSESSMENT

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11. How to apply
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18. Assessment procedure
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21. Use of English in examination
22. Examination results

#### PART 3 CERTIFICATION REQUIREMENTS

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24. Skipper (unlimited or coastal)
25. Mate (coastal)
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27. Master (coastal)
28. Deck officer
29. Endorsement as chief mate of ship of less than 3 000 GT on unlimited voyages
30. Endorsement as master of ship of less than 500 GT on unlimited voyages
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32. Master
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***Division 2—Engineer officer certificates***

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- 48. Proficiency in survival craft
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- 50. Efficient cook

***Division 4—Personnel on tankers and ro-ro passenger ships***

- 51. Tanker cargo endorsement
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***Division 5—Qualifying service and removal of limitations, etc***

- 53. Insufficient qualifying service
- 54. Qualifying service as rating
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- 56. Non-trading service
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- 58. Recognition of naval officer's certificate
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- 62. Proof of service on foreign ships
- 63. Novel craft
- 64. Removal of near-coastal limitation to certificate of competency as skipper
- 65. Removal of port operations limitation
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**PART 4****TRAINING INSTITUTIONS AND TRAINING PROGRAMMES**

- 67. Accreditation of training institutions
- 68. Training programmes and training record books
- 69. In-service training
- 70. Duties of instructors and candidates

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AND TITLE AND COMMENCEMENT**

- 71. Repeal of regulations, and savings
- 72. Transitional arrangements
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**Annex:** Documents to accompany application for examination



**PART 1**  
**GENERAL**

**Interpretation**

1. (1) In these regulations, any word or expression given a meaning in the Act shall have that meaning and, unless the context indicates otherwise—

**"accelerated training"** means an approved programme of intensive training that is designed to reduce the period of qualifying service;

**"accredited institution"** means a training institution accredited under regulation 67;

**"approved"** means approved by the Authority;

**"approved sea service"**, in relation to—

- (a) a deck officer certificate, means sea service on trading ships relevant to the duties and functions carried out by officers associated with the deck department;
- (b) an engineer officer certificate, means sea service on trading ships relevant to the duties and functions carried out by officers associated with the engine department;
- (c) a deck rating certificate, means sea service in any capacity working on deck and carrying out duties and functions associated with the deck workings on trading ships;
- (d) an engineer rating certificate, means sea service in any capacity working in the engine-room and carrying out duties and functions associated with the engine-room workings on trading ships; and
- (e) a general purpose rating certificate, means sea service contemplated in paragraphs (c) and (d);

**"assessor"** means a person appointed as an assessor under regulation 19(2);

**"assistant engineer officer"** means a person under training to become an engineer officer;

**"certificated"** means duly certificated under the Act or deemed under the Act to be so certificated;

**"chief engineer officer"** means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of a ship;

**"chief mate"** means the deck officer next in rank to the master and upon whom the command of the ship will fall in the event of the incapacity of the master;

**"chemical tanker"** means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in chapter 17 of the IBC Code;

**"deck officer"** means an officer, including a master, certificated in accordance with part 3, division 1; and

**"deck officer certificate"** shall be construed accordingly;

**"deck rating"** means a rating certificated as an ordinary seaman or able seaman in accordance with part 3, division 3; and **"deck rating certificate"** shall be construed accordingly;

**"endorsement"** means a document appended to a certificate and entitling the holder thereof to serve—

- (a) on a ship in a capacity other than that specified on the title page of the certificate;
- (b) on a specific type of ship in the capacity indicated in the certificate; or
- (c) on a ship engaged on a specific voyage when he or she cannot comply fully with the requirements as to medical fitness;

**"engineer officer"** means an officer certificated in accordance with part 3, division 2; and **"engineer officer certificate"** shall be construed accordingly;

**"engineer rating"** means a rating certificated as a wiper or an oiler in accordance with part 3, division 3; and

**"engineer rating certificate"** shall be construed accordingly;

**"examiner"** means a person designated under section 77(4) of the Act, and includes an assessor;

**"fishing vessel"** means a ship used for catching fish or other living resources of the sea for financial gain or reward;

**"gas carrier"** means a ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in chapter 19 of the IGC Code;

**"general purpose rating"** means a rating certificated as an efficient general purpose rating (port operations) in accordance with part 3, division 3; and **"general purpose rating certificate"** shall be construed accordingly;

**"GMDSS"** means the global maritime distress and safety system;

**"GT"** means gross register tons, and in the case of a ship with dual tonnage, the higher tonnage;

**"IBC Code"** means the latest edition of the *International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk* published by the International Maritime Organization, as amended from time to time;



**"IGC Code"** means the latest edition of the *International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* published by the International Maritime Organization, as amended from time to time;

**"management level"** means the level of responsibility associated with—

- (a) serving as master, chief mate, chief engineer officer or second engineer officer on a trading ship; and
- (b) ensuring that all functions within the designated area of responsibility are properly performed;

**"mining operations"** means the exploitation by a ship at anchor, whether by mining or otherwise, of the mineral resources of the seabed or subsoil thereof, excluding oil and gas resources;

**"near-coastal voyage"** means a voyage on a ship of 500 GT or less restricted to the sea area adjacent to the southern African coast between Punta do Ouro and the mouth of the Orange River and extending not further than 250 nautical miles offshore;

**"offshore"** means seaward measured from the low-water line (as defined in section 1 of the Maritime Zones Act, 1994 (Act No. 15 of 1994)) along the coast of the African continent;

**"oil tanker"** means a ship constructed and used for the carriage in bulk of petroleum or petroleum products;

**"operational level"** means the level of responsibility associated with—

- (a) serving as officer in charge of a navigational or engineering watch or as designated duty engineer officer for periodically unmanned machinery spaces or as radio officer on a trading ship; and
- (b) maintaining direct control over the performance of all functions within the designated area of responsibility in accordance with proper procedures and under the direction of an individual serving in the management level for that area of responsibility;

**"port operations"** means voyages restricted to a port operations area; and **"port operations service"** shall be construed accordingly;

**"port operations area"** means the sea area within a radius of 12 nautical miles measured—

- (a) in the case of the port of Saldanha Bay, from the mid-point of an imaginary line joining the North Head light and the South Head light; and
- (b) in the case of any other port in the Republic, from the outermost breakwater light;

**"port operations vessel"** means a harbour tug, dredger, hopper, pilot boat, work boat, bunker barge, ferry, tender, self-propelled floating crane or any other type of ship restricted to a port operations area;

**"propulsion power"** means the total maximum continuous rated output power in kilowatts of all a ship's main propulsion machinery appearing on the ship's certificate of registry or other official document;

**"qualifying service"** means either approved sea service or sea service or port operations service, as appropriate to the certificate concerned;

**"radio officer"** means a person employed as such and having responsibility for the operation of the radio installations on a ship;

**"rating"** means a seaman other than a master or an officer;

**"Registrar"** means the Registrar of Seafarers referred to in regulation 5;

**"ro-ro passenger ship"** means a passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3 of the Safety Convention;

**"seagoing ship"** means a ship other than one that navigates exclusively in inland waters or in a port operations area;

**"sea service"** means service on seagoing ships;

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

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

**"support level"** means the level of responsibility associated with performing assigned tasks, duties or responsibilities on a trading ship under the direction of an individual serving in the operational or management level;

**"tanker"** means a chemical tanker, a gas carrier or an oil tanker;

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

**"the Code"** means the *Code for South African Maritime Qualifications* published by the Authority, as amended from time to time;

**"trading ship"** means a seagoing ship engaged in trade and proceeding to sea on regular voyages, excluding—

- (a) warships, naval auxiliaries or other ships owned or operated by a state and engaged only on government non-commercial service;



- (b) fishing vessels;
- (c) ships used solely for sport or recreation; and
- (d) sailing ships of traditional build;

"unlimited voyage" means a voyage other than one contemplated in the definitions of near-coastal voyage and port operations.

(2) Any reference in these regulations to a particular level of assessment shall be read as a reference to assessment, in accordance with regulation 18, at that particular level to ensure that the candidate has attained the relevant competencies specified in the Code.

(3) References in these regulations to the holder of a certificate or to holding a certificate are references to the lawful holder of the certificate or to lawfully holding the certificate, as the case may be.

### Introduction and classes of certificates

2. (1) These regulations prescribe, for the purposes of section 73 of the Act, the standards of competency and the conditions to be satisfied for certification as master, ship's officer or rating on South African ships other than fishing vessels.

(2) A person is qualified as a master, ship's officer or rating for the purposes of section 73 of the Act and entitled to serve in the capacity and perform the functions involved at the level of responsibility specified in his or her certificate on a ship of the type, tonnage and power and means of propulsion so specified while engaged on the particular voyage concerned, if—

- (a) in the case of a master or ship's officer, he or she holds—
  - (i) a valid certificate of competency as such referred to in subregulation (3) or (4);
  - (ii) a valid certificate of competency as such that is treated as equivalent to a certificate contemplated in subparagraph (i) by virtue of regulation 23 of the Merchant Shipping (Safe Manning) Regulations, 1999; or
  - (iii) a valid certificate as such issued by or on behalf of the government of another country and has been authorized to serve on a South Africa ship under section 83(1) of the Act; and
- (b) in the case of a rating, he or she holds—
  - (i) a valid certificate of qualification as such referred to in subregulation (5);
  - (ii) a valid certificate of qualification as such that is treated as equivalent to a certificate contemplated in subparagraph (i) by virtue of regulation 23 of the Merchant Shipping (Safe Manning) Regulations, 1999; or
  - (iii) a valid certificate as such issued and endorsed in accordance with the STCW Convention by or on behalf of the government of another country; or
  - (iv) any other certificate issued by or on behalf of the government of another country which, in the opinion of the Authority, qualifies the person to serve on a South African ship in the capacity concerned.

(3) Subject to subregulation (7), the certificates of competency, with their limitations, endorsements and relative levels of responsibility (if any), applicable to deck officers are—

- (a) master (special grade);
- (b) master
  - (i) master of a ship of any tonnage on unlimited voyages; (*management level*)
  - (ii) limited to mining operations;
- (c) chief mate
  - (i) chief mate of a ship of any tonnage on unlimited voyages; (*management level*)
  - (ii) endorsed master of a ship of less than 3 000 GT on unlimited voyages; (*management level*)
  - (iii) endorsed master of a ship of any tonnage on near-coastal voyages; (*management level*)
  - (iv) limited to mining operations;
- (d) deck officer
  - (i) deck watchkeeping officer on a ship of any tonnage on unlimited voyages; (*operational level*)
  - (ii) endorsed chief mate of a ship of less than 3 000 GT on unlimited voyages; (*management level*)
  - (iii) endorsed master of a ship of less than 500 GT on unlimited voyages; (*management level*)
  - (iv) endorsed master of a ship of less than 500 GT on near-coastal voyages; (*management level*)
  - (v) limited to mining operations;
- (e) master (coastal)
  - (i) master of a ship of less than 500 GT on near-coastal voyages; (*management level*)



- (ii) endorsed deck watchkeeping officer on a ship of any tonnage on unlimited voyages; (*operational level*)
  - (iii) limited to mining operations;
  - (f) mate (coastal)
    - (i) chief mate and/or officer in charge of a navigational watch on a ship of less than 500 GT on near-coastal voyages; (*management level*)
    - (ii) limited to mining operations;
  - (g) master (port operations)
    - master of a ship operating within a port operations area, with or without a port breakwater limitation;
  - (h) skipper (unlimited)
    - master of a ship of less than 100 GT on unlimited voyages; (*management level*)
  - (i) skipper (coastal)
    - master of a ship of less than 100 GT on near-coastal voyages; (*management level*) and
  - (j) skipper (port operations)
    - (i) master of a ship of less than 200 GT operating within a port operations area, with or without a port breakwater limitation;
    - (ii) endorsed mate of a ship operating within a port operations area, with or without a port breakwater limitation.
- (4) Subject to subregulation (7), the certificates of competency, with their limitations, endorsements and relative levels of responsibility (if any), applicable to engineer officers are—
- (a) chief engineer officer (special grade);
  - (b) chief engineer officer
    - (i) chief engineer officer of a ship of 3 000 kW propulsion power or more; (*management level*)
    - (ii) chief engineer officer of a ship of less than 3 000 kW propulsion power; (*management level*)
  - (c) second engineer officer
    - (i) second engineer officer of a ship of 3 000 kW propulsion power or more; (*management level*)
    - (ii) second engineer officer of a ship of less than 3 000 kW propulsion power; (*management level*)
    - (iii) endorsed chief engineer officer of a ship of less than 3 000 kW propulsion power; (*management level*)
    - (iv) endorsed chief engineer officer of a ship of less than 750 kW propulsion power; (*management level*)
  - (d) engineer officer
    - (i) engine-room watchkeeping officer on a ship of any kilowatt propulsion power; (*operational level*)
    - (ii) endorsed chief engineer officer of a ship of any kilowatt propulsion power operating within a port operations area;
  - (e) chief engineer officer (port operations)
    - chief engineer officer of a ship of any kilowatt propulsion power operating within a port operations area only, with or without a port breakwater limitation; and
  - (f) second engineer officer (port operations)
    - (i) second engineer officer or an engine-room watchkeeping officer of a ship of any kilowatt propulsion power operating in a port operations area;
    - (ii) endorsed chief engineer officer of a ship of less than 1 500 kW propulsion power operating within a port operations area, with or without a port breakwater limitation.
- (5) Subject to subregulation (7), the certificates of qualification, with their limitations and relative levels of responsibility (if any), applicable to ratings are—
- (a) ordinary seaman (*support level*)
    - limited to port operations;
  - (b) able seaman (*support level*)
    - limited to port operations;
  - (c) wiper (*support level*)
    - limited to port operations;
  - (d) oiler (*support level*)
    - limited to port operations;
  - (e) efficient general purpose rating (port operations); and
  - (f) efficient cook.
- (6) The other certificates of qualification are—



- (a) proficiency in liferafts;
- (b) proficiency in survival craft; and
- (c) proficiency in fast rescue boats.

(7) The certificates referred to in subregulations (3), (4) and (5) may, in addition, be endorsed for service on tankers and ro-ro passenger ships in accordance with regulations 51 and 52, respectively.

(8) The ranking of voyage limitations is such that the holder of—

- (a) a certificate unlimited as to voyages may serve in the certificated capacity on ships engaged on unlimited voyages or voyages of any limitation;
- (b) a certificate limited to near-coastal voyages may serve in the certificated capacity on ships engaged on near-coastal voyages and in port operations but not on unlimited voyages;
- (c) a certificate limited to port operations may serve in the certificated capacity only on ships engaged in port operations; and
- (d) a certificate limited to mining operations may serve in the certificated capacity only on ships engaged in mining operations.

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

- (a) the certificate of competency as master (special grade);
- (b) the certificate of competency as chief engineer officer (special grade);
- (c) any certificate limited to port operations;
- (d) the certificate of qualification as efficient cook;
- (e) the certificate of qualification as efficient general purpose rating (port operations); and
- (f) the certificate of qualification as proficient in liferafts.

### Revalidation of certificates

3. (1) A certificate as master or ship's officer issued under the Act in accordance with the STCW Convention shall not be valid for sea service unless revalidated in accordance with this regulation.

(2) For the purposes of revalidation, every person who holds a certificate referred to in subregulation (1) shall be required at intervals not exceeding five years to satisfy the Authority as to—

- (a) medical fitness, particularly regarding hearing and, in the case of deck officers, eyesight, in accordance with the requirements of the Code; and
- (b) continued professional competence either by—
  - (i) having completed at least one year's approved sea service in the rank specified in the certificate held during the preceding five years; or
  - (ii) having performed the duties appropriate to the certificate held that are considered to be at least equivalent to the sea service required by subparagraph (i); or
  - (iii) having passed an approved test; or
  - (iv) having successfully completed one or more approved courses; or
  - (v) having completed approved sea service in the appropriate rank for a period of not less than three months in a supernumerary capacity or in a lower officer rank than that for which the certificate held is valid immediately before taking up the rank to which he or she is entitled by virtue of his or her certificate.

(3) Every master and every officer shall, for continuing sea service on ships for which special training requirements have been internationally agreed upon, successfully complete approved training.

(4) Application for revalidation shall be made in the manner specified by the Authority at an office of the Authority designated as an examination centre.

(5) The Authority shall, if it is satisfied that the applicant meets the requirements of subregulation (2) or (3), issue to the applicant an endorsement revalidating his or her certificate.

(6) If an applicant fails to satisfy the Authority as mentioned in subregulation (2)(a), the Authority may—

- (a) restrict the capacity in which the applicant may serve in a ship; and/or
- (b) limit the type of voyage on which the applicant may serve; and/or
- (c) reduce the period of validity of the certificate,

and, if it does so, shall endorse the applicant's certificate accordingly.

**Equivalence of certificates issued before commencement of regulations, etc**

4. (1) Regulation 23 of the Merchant Shipping (Safe Manning) Regulations, 1999, shall have effect for the purpose of determining the equivalency of certificates of competency and of qualification, including the endorsements thereto, issued under the Act before the commencement of these regulations, and thereafter, until 1 February 2002 by virtue of regulation 72.

(2) Application for the issue of an appropriate equivalent certificate shall be made in the manner specified by the Authority at an office of the Authority designated as an examination centre.

**Registrar of Seafarers**

5. (1) The Authority shall designate a member of its staff to be the Registrar of Seafarers.

(2) In addition to functions bestowed by any other law, the functions of the Registrar shall be—

- (a) to issue certificates of competency and qualification in accordance with the Act;
- (b) to issue endorsements to certificates in accordance with the Act;
- (c) to maintain a register of all certificates of competency and of qualification issued or recognized under the Act, and of all matters affecting them;
- (d) to make available information on the status of certificates of competency and of qualification, including the matters affecting them, to other competent authorities or shipping firms requesting verification of the authenticity or validity of certificates produced to them; and
- (e) to perform the functions incidental to those referred to in paragraphs (a) to (d).

(3) The Registrar shall perform his or her functions in accordance with any applicable quality assurance system implemented pursuant to regulation 7.

**Senior examiners**

6. The Authority may, for the purposes of these regulations, designate one or more examiners as senior deck or engineer examiners.

**Quality assurance**

7. The Authority shall implement a quality assurance system to monitor the working procedures of the examiners and Registrar.

**Syllabus committee**

8. (1) The Authority may establish a syllabus committee the functions of which shall be to interpret the syllabuses set out in the Code and to keep these regulations and the Code under review.

(2) The committee shall be chaired by a senior examiner, and the remaining members of the committee, not exceeding eleven, shall be representative of the Government, the training institutions, the shipping industry and organized labour in the shipping industry.

## PART 2 ASSESSMENT

**Proof of identity**

9. Every candidate for a certificate or an endorsement shall furnish proof of his or her identity to the satisfaction of the Authority. Such proof may be in the form of a valid South African identity document or passport or, in the case of a foreign citizen or resident, a valid passport.

**Dates and places of examination**

10. (1) The Authority shall publish annually in a marine notice information (including dates, times and places) about written examinations to be conducted by accredited institutions.

(2) A candidate for an oral examination shall receive confirmation of the date, time and place of examination after the examiner has determined that the candidate meets all the requirements preliminary to examination.



### How to apply

11. (1) Candidates for the issue of certificates or endorsements shall apply at an office of the Authority designated as an examination centre on an application form obtainable from that office. The duly completed application form shall be accompanied by the relevant supplementary documents specified in the annex.

(2) Candidates for oral examination shall ensure that application is made in accordance with subregulation (1) at least 21 days before the date proposed for examination.

### How to apply in special cases

12. (1) Whenever there is doubt about the sufficiency of a candidate's qualifying service, the candidate may submit his or her case, accompanied by the relevant certificates, discharges, testimonials, training records, watchkeeping certificates and such other documents as may be required, for special consideration by an examiner.

(2) Applications for certificates and endorsements by candidates abroad may be made by post and shall include full particulars of the case, accompanied, where necessary, by certified copies of the relevant documents. Original documents should not accompany such applications.

### Declaration and proof of qualifying service

13. (1) Each candidate shall be required to make a declaration of qualifying service in the application form referred to in regulation 11(1), and shall be required to explain in writing, to the satisfaction of the examiner concerned, any period of discontinuity in such service.

(2) Certificates of discharge or a duly completed Seaman's Record Book shall, in the absence of evidence to the contrary, be accepted as sufficient proof of the service recorded therein.

(3) A candidate for a deck officer certificate shall, where service in charge of a watch is required, produce certificates of watchkeeping service signed by the respective masters of the ships on which he or she has served, stating that he or she has acted as a watchkeeping officer for at least 8 hours out of every 24 hours' service claimed. A candidate for a first deck officer certificate shall produce testimonials signed by the respective masters of the ships on which he or she has served for the 12 months' qualifying service preceding the date of application for examination.

(4) (a) A candidate for an engineer officer certificate may submit testimonials as proof of workshop service. The testimonials shall set out the kind of work the candidate has undertaken or in which the candidate has been trained.

(b) Testimonials produced as proof of qualifying service by a candidate for an engineer officer certificate shall be signed by either the chief engineer officer or the master of the ship concerned and shall state the candidate's actual rank on watch, the number of engineer officers simultaneously on watch, the type of propulsion machinery and power (in kilowatts) of the ship, and the nature of duties performed.

### Bribery

14. A candidate who has been convicted of bribery in terms of section 314 of the Act or upon whom a penalty for bribery has been imposed under section 324 of the Act shall not be admitted to any examination for a certificate or an endorsement before a period of at least 12 months has elapsed since the date of such conviction or the date of imposition of such penalty, as the case may be.

### Unsatisfactory conduct

15. A candidate or prospective candidate who, after having signed an agreement with the crew contemplated in section 102 of the Act, failed to join the ship or who, after having joined, left the ship other than upon discharge, or who has been found guilty of misconduct on board shall, unless the Authority directs otherwise, be required to produce satisfactory proof of at least two years' subsequent qualifying service with good conduct.

### Oral examinations

16. (1) Where an examination consists of a written part and an oral part, a candidate shall not be examined in the oral part unless he or she has passed in the written part.

(2) Oral examinations shall be conducted by an examiner in the presence of an assessor. The purpose of an oral examination shall be to ascertain a candidate's competency in the practical aspects of an officer's duty.

(3) Every candidate shall, before being examined in the oral part of an examination, submit to the examiner a certificate of results from an accredited institution, signed by an authorized person and showing—

(a) the candidate's full name and student number;



- (b) the course or courses successfully completed;
- (c) for each subject, the subject mark, marks obtained in the final examination (if applicable), final marks and result; and
- (d) the duration of the course or courses.

(4) The oral examination for a deck officer certificate shall test a candidate's knowledge of the ambit and intent of the collision regulations, and the mere ability to repeat the regulations verbatim shall not suffice to ensure a pass in the examination, nor shall the lack of verbatim repetition necessarily entail failure, provided the examiner is satisfied that the candidate grasps the full significance, content and practical application of those regulations. During the examination a candidate shall not be required to handle a sailing ship, but his or her ability to recognize a sailing ship's lights, and knowledge of a sailing ship's possible manoeuvres according to the direction of the wind, shall be tested.

(5) A candidate may, during an oral examination, be required to complete a calculation or to elaborate upon any section of the syllabus applicable to the certificate or endorsement for which he or she is being examined.

(6) A candidate who fails in the oral part of an examination for any certificate or endorsement through serious deficiency in practical knowledge may, at the examiner's discretion, be required to perform further qualifying service, not exceeding six months, before being eligible for re-examination.

(7) A candidate who, without reasonable excuse, fails to appear for an oral examination at the appointed time and place may be failed by default.

### Written examinations

17. (1) Written examinations shall be conducted by accredited institutions and shall cover the subjects required for each certificate or endorsement as specified in the Code so as to ensure that candidates have attained the standard of theoretical knowledge required in the Code.

(2) The Authority shall designate examiners who shall—

- (a) moderate examination question papers and memoranda at least 30 days before the appointed examination date;
- (b) moderate examination scripts;
- (c) re-mark examination scripts at the request of an accredited institution; and
- (d) consult with the relevant lecturer or internal examiner of an accredited institution when a negative trend or fault is detected in a memorandum, script or batch of scripts.

(3) In the subjects chartwork, navigation, naval architecture and emergency procedures for deck officers, a candidate shall be required to obtain a pass-mark of at least 60 per cent in the final written examination. In all other subjects, in both the deck officer and engineer officer syllabuses, the pass mark in the final written examination for each subject shall be 50 per cent.

(4) In cases of doubt about a candidate's pass-mark in the subjects chartwork, navigation, naval architecture, emergency procedures and engineering knowledge, the examiner's decision shall be final.

### Assessment procedure

18. (1) Every candidate for the issue of a certificate or an endorsement shall be assessed at one or more of the following levels:

- (a) Level 1 assessment is carried out during qualifying service on a ship or during training at an accredited institution, and shall be carried out aboard ship by one or more designated ship's officers and ashore by one or more persons who meet the requirements of regulation 19(1).
- (b) Level 2 assessment is carried out during qualifying service on a ship or during training at an accredited institution, and shall be carried out by an assessor.
- (c) Level 3 assessment is carried out by an examiner and an assessor when a candidate presents himself or herself for oral examination.

(2) All units of competency that are to be assessed at level 1 or 2 shall be indicated in the training record book issued to a candidate.

(3) Only an assessor may sign off a unit of competency in a candidate's training record book when the candidate is considered to be ready for the next level of assessment and has successfully demonstrated competency in the unit as specified in the Code.

(4) A candidate who is required to complete more than one level of assessment shall not be assessed at the higher level until he or she has demonstrated competency at the lower level, nor shall such candidate be assessed at level 3 until all the relevant units of competency have been signed off by at the lower levels of assessment by an assessor.



**Assessors**

19. (1) Every person who, whether aboard ship or ashore, conducts in-service assessment of a candidate for the purposes of certification in terms of these regulations shall—

- (a) have an appropriate level of knowledge and understanding of the competence to be assessed;
- (b) have proof of being qualified in the activities for which the assessment is being made;
- (c) have proof of having received appropriate guidance in assessment methods and practice;
- (d) have gained practical assessment experience; and
- (e) where assessment is conducted by means of simulators, have gained practical assessment experience on the particular type of simulator under the supervision to the satisfaction of another, more experienced assessor.

(2) (a) The Authority may, subject to paragraph (b), in writing appoint as an assessor any person who, in the Authority's opinion, is qualified to be so appointed, stating in the instrument of appointment the levels, competencies and tasks that the person is entitled to assess.

(b) A person is not eligible for appointment under paragraph (a) unless he or she—

- (i) holds an appropriate certificate of competency;
- (ii) is medically fit; and
- (iii) has successfully completed an approved course, including at least three practical assessments, covering the disciplines in question.

(3) Appointment as an assessor remains in force for a period not exceeding three years from the date of appointment, but is renewable subject to subregulation (2).

(4) The Authority may revoke an appointment under subregulation (2) upon request, or if—

- (a) after investigation it is found that the assessor—
  - (i) was negligent or incompetent in carrying out his or her duties;
  - (ii) completed an assessment fraudulently; or
  - (iii) raised a fraudulent fee for his or her services;
- (b) the assessor is unable to complete his or her duties due to ill-health;
- (c) the assessor is convicted of a criminal offence; or
- (d) the assessor's certificate of competency is cancelled or suspended by a competent authority.

(5) A list of all appointments in force under subregulation (2), including the particulars thereof, shall be published in a marine notice.

**Deafness and other physical and mental disabilities**

20. (1) (a) If in the course of an examination an examiner finds that a candidate is afflicted with deafness, with an impediment in speech or with some other physical or mental infirmity, and upon further investigation is satisfied that the degree of infirmity is such as to render the candidate incapable of discharging the ordinary shipboard or other duties of a holder of the certificate concerned, he or she shall not, even if the candidate passes the examination, issue to the candidate any documentary proof that he or she has passed the examination.

(b) An examiner shall report all such the cases to the Authority and shall furnish the candidate with a copy of such report. If the candidate is the holder of an existing medical certificate, such certificate shall be forwarded together with the report.

(2) If a candidate referred to in subregulation (1) subsequently produces a medical certificate stating that his or her hearing, speech, or physical or mental condition has improved or is normal, the Authority shall reconsider the candidate's application for examination together with the examiner's report.

**Use of English in assessment**

21. Every candidate shall be able to give instructions and understand instructions given in the English language, both written and verbal.

**Examination results**

22. (1) (a) A candidate who complies with all the requirements for the issue of a certificate or an endorsement shall receive a certificate of pass signed by the examiner, which shall be valid for a period of six months from date of issue.

(b) A certificate of pass referred to in paragraph (a) shall—

- (i) state the date and the title of the relevant certificate or endorsement;



- (ii) serve as a temporary certificate or endorsement until such time as the original certificate or endorsement is issued by the Registrar; and
- (iii) be surrendered by the candidate when collecting the original certificate or endorsement.
  - (2) (a) A candidate who fails assessment at level 3 shall receive a notice of failure signed by the examiner.
  - (b) A notice of failure referred to in paragraph (a) shall—
- (i) state the examination failed, the date of failure and the conditions (if any) imposed by the examiner; and
- (ii) be produced to an examiner when the candidate next applies for assessment at level 3.

### PART 3

#### CERTIFICATION REQUIREMENTS

##### *Division 1—Deck officer certificates*

##### **Skipper (port operations)**

23. (1) A candidate for the certificate of competency as skipper (port operations), which includes the endorsement referred to in regulation 2(3)(j)(ii), shall be at least 18 years of age and shall have—

- (a) completed at least 12 months' sea service or port operations service, as the case may be, in a deck capacity on any of the following ships of 25 GT or more:
  - (i) Trading ships;
  - (ii) fishing vessels;
  - (iii) ships of class V, VI or XII;
  - (iv) port operations vessels; or
  - (v) naval ships;
- (b) performed bridge watchkeeping duties under the supervision of a deck officer for the last six months of the required service;
- (c) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (d) been assessed at level 3.

(2) Where the port operations service contemplated in subregulation (1)(a) has been gained on ships restricted to operating within the confines of the breakwaters of a port, the certificate shall be limited accordingly.

##### **Skipper (unlimited or coastal)**

24. A candidate for the certificate of competency as skipper (coastal) or skipper (unlimited) shall be at least 18 years of age and shall have—

- (a) completed at least 24 months' sea service in a deck capacity on any of the following ships of 25 GT or more:
  - (i) Trading ships;
  - (ii) fishing vessels;
  - (iii) ships of class V, VI or XII; or
  - (iv) naval ships;

Provided that for the issue of a certificate of competency as skipper (unlimited) the sea service shall have been gained in ships on unlimited voyages;

- (b) performed bridge watchkeeping duties under the supervision of a deck officer for the last six months of the required service;
- (c) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (d) been assessed at level 3.

##### **Mate (coastal)**

25. (1) Subject to subregulation (2), a candidate for the certificate of competency as mate (coastal) shall be at least 18 years of age and shall have—

- (a) (i) completed at least 36 months' approved sea service on ships of 100 GT or more on unlimited or near-coastal voyages; or
- (ii) if the candidate has a grade 12 or equivalent pass with mathematics and physics as subjects—
  - (aa) completed at least 12 months' service contemplated in subparagraph (i); and



- (bb) successfully completed approved on-board accelerated training;
- (b) performed bridge watchkeeping duties under the supervision of a deck officer for the last six months of the required sea service;
- (c) passed a theoretical examination at an accredited institution and have successfully completed approved training; and
- (d) been assessed at levels 1, 2 and 3 or, if the candidate has not undergone on-board accelerated training, at levels 1 and 3.

(2) A candidate referred to in subregulation (1) who holds a certificate of competency as skipper (unlimited) or skipper (coastal) shall have—

- (a) completed at least six months' approved sea service on ships of 100 GT or more on unlimited or near-coastal voyages;
- (b) performed bridge watchkeeping duties under the supervision of a deck officer for at least three months during the required sea service;
- (c) passed a theoretical examination at an accredited institution and have successfully completed approved training; and
- (d) been assessed at levels 1, 2 and 3.

#### Master (port operations)

26. (1) A candidate for the certificate of competency as master (port operations) shall be at least 20 years of age and shall have—

- (a) completed—
  - (i) at least 12 months' port operations service as a deck watchkeeping officer on port operations vessels of 100 GT or more while holding, as a minimum, a certificate of competency as skipper (port operations); or
  - (ii) at least 12 months' approved sea service as an officer in charge of a navigational watch on ships of 100 GT or more on unlimited or near-coastal voyages while holding, as a minimum, a certificate of competency as mate (coastal);
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

(2) Where the port operations service contemplated in subregulation (1)(a)i) has been gained on ships restricted to operating within the confines of the breakwaters of a port, the certificate shall be limited accordingly.

#### Master (coastal)

27. A candidate for the certificate of competency as master (coastal), which includes the endorsement referred to in regulation 2(3)(e)(ii), shall be at least 20 years of age and shall have—

- (a) completed at least 12 months' approved sea service as an officer in charge of a navigational watch on ships of 100 GT or more on unlimited or near-coastal voyages while holding, as a minimum, a certificate of competency as mate (coastal);
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

#### Deck officer

28. (1) Subject to subregulation (2), a candidate for the certificate of competency as deck officer shall be at least 18 years of age and shall have—

- (a) (i) completed at least 36 months' approved sea service on ships of 500 GT or more on unlimited voyages; or
- (ii) if the candidate has a grade 12 or equivalent pass with mathematics and physics as subjects—
  - (aa) completed at least 12 months' service contemplated in subparagraph (i); and
  - (bb) successfully completed approved on-board accelerated training;
- (b) performed bridge watchkeeping duties under the supervision of a deck officer for the last six months of the required sea service;
- (c) passed a theoretical examination at an accredited institution and have successfully completed approved training; and
- (d) been assessed at levels 1, 2 and 3 or, if the candidate has not undergone on-board accelerated training, at levels 1 and 3.



(2) A candidate referred to in subregulation (1) who holds a certificate of competency as master (coastal) or mate (coastal) shall have—

- (a) completed at least six months' approved sea service on ships of 500 GT or more on unlimited voyages;
- (b) performed bridge watchkeeping duties under the supervision of a deck officer for the last three months of the required sea service;
- (c) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (d) been assessed at level 3.

#### **Endorsement as chief mate of ship of less than 3 000 GT on unlimited voyages**

29. A candidate for the endorsement as chief mate of a ship of less than 3 000 GT on unlimited voyages shall have—

- (a) completed at least 12 months' approved sea service as an officer in charge of a navigational watch on ships of 500 GT or more on unlimited voyages while holding, as a minimum, a certificate of competency as deck officer;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

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

30. A candidate for the endorsement as master of a ship of less than 500 GT on unlimited voyages shall have—

- (a) completed at least 12 months' approved sea service as chief mate of a ship of 100 GT or more on unlimited voyages while holding, as a minimum, a certificate of competency as deck officer;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

#### **Chief mate**

31. A candidate for the certificate of competency as chief mate, which includes the endorsement referred to in regulation 2(3)(c)(ii), shall have—

- (a) completed at least 12 months' approved sea service as an officer in charge of a navigational watch on ships of 3 000 GT or more on unlimited voyages while holding, as a minimum, a certificate of competency as deck officer;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

#### **Master**

32. A candidate for the certificate of competency as master shall have—

- (a) completed—
  - (i) at least 36 months' approved sea service as an officer in charge of a navigational watch on ships of 3 000 GT or more on unlimited voyages while holding, as a minimum, a certificate of competency as deck officer; or
  - (ii) at least 12 months' approved sea service as chief mate of a ship of 3 000 GT or more on unlimited voyages while holding, as a minimum, a certificate of competency as chief mate;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

#### **Mining operations limitation**

33. Where a candidate for a certificate referred to in regulation 25, 27, 28, 29, 30, 31 or 32 cannot comply with the regulation concerned by reason only of the fact that his or her sea service was gained wholly or partly as contemplated in regulation 61(2), the certificate shall be limited to mining operations.



**Master (special grade)**

34. A candidate for the certificate of competency as master (special grade) shall hold an unlimited certificate of competency as master, and shall have successfully completed an approved course in theoretical knowledge and have passed a theoretical examination at an accredited institution.

**Division 2—Engineer officer certificates****Second engineer officer (port operations)**

35. (1) A candidate for the certificate of competency as second engineer officer (port operations), which includes the endorsement referred to in regulation 2(4)(f)(ii), shall be at least 18 years of age and shall have—

- (a) completed at least six months' approved sea service or port operations service as an assistant engineer officer in the engine department on ships of 750 kW propulsion power or more under the supervision of an engineer officer holding a higher qualification;
- (b) passed a theoretical examination at an accredited institution and have successfully completed approved training consisting either—
  - (i) of an approved cadetship, of at least 30 months, consisting of—
    - (aa) practical workshop training;
    - (bb) theoretical education; and
    - (cc) at least six months' approved sea service or port operations service; or
  - (ii) of an approved trade as an artisan in an engineering discipline; and
- (c) been assessed at levels 1, 2 and 3.

(2) Where the port operations service contemplated in subregulation (1)(a) has been gained on ships restricted to operating within the confines of the breakwaters of a port, the certificate shall be limited accordingly

**Chief engineer officer (port operations)**

36. (1) A candidate for the certificate of competency as chief engineer officer (port operations) shall have—

- (a) met the requirements for the certificate of competency as second engineer officer (port operations);
- (b) completed at least 12 months'—
  - (i) approved sea service on ships of 750 kW propulsion power or more; or
  - (ii) port operations service on ships of 1 500 kW propulsion power or more, as an engineer officer in charge of a watch while holding, as a minimum, a certificate of competency as second engineer officer (port operations);
- (c) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (d) been assessed at level 3.

(2) Where the port operations service contemplated in subregulation (1)(b)(ii) has been gained on ships restricted to operating within the confines of the breakwaters of a port, the certificate shall be limited accordingly

**Engineer officer**

37. A candidate for the certificate of competency as engineer officer shall be at least 18 years of age and shall have—

- (a) completed at least six months' approved sea service as an assistant engineer officer in the engine department on ships of 750 kW propulsion power or more under the supervision of an engineer officer holding a higher qualification;
- (b) passed a theoretical examination at an accredited institution and have successfully completed approved training consisting either—
  - (i) of an approved cadetship, of at least 30 months, consisting of—
    - (aa) practical workshop training;
    - (bb) theoretical education; and
    - (cc) at least six months approved sea service; or
  - (ii) of an approved trade as an artisan in an engineering discipline; and
- (c) been assessed at levels 1, 2 and 3.



**Second engineer officer**

**38. (1) Ships of 3 000 kW propulsion power or more**—A candidate for the certificate of competency as second engineer officer of a ship of 3 000 kW propulsion power or more shall have—

- (a) completed at least 12 months' approved sea service on ships of 3 000 kW propulsion power or more as an engineer officer in charge of a watch while holding, as a minimum, a certificate of competency as engineer officer;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

**(2) Ships of less than 3 000 kW propulsion power**—A candidate for the certificate of competency as second engineer officer of a ship of less than 3 000 kW propulsion power shall comply with the requirements of subregulation (1) as if the reference in paragraph (a) thereof to 3 000 kW were a reference to 750 kW.

**Chief engineer officer**

**39. (1) Ships of 3 000 kW propulsion power or more**—A candidate for the certificate of competency as chief engineer officer of a ship of 3 000 kW propulsion power or more shall have—

- (a) completed at least 36 months' approved sea service on ships of 3 000 kW propulsion power or more, of which at least 12 months shall have been served in a position of responsibility while holding, as a minimum, a certificate of competency as second engineer officer of a ship of 3 000 kW propulsion power or more;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

**(2) Ships of less than 3 000 kW propulsion power**—A candidate for the certificate of competency as chief engineer officer of a ship of less than 3 000 kW propulsion power shall comply with the requirements of subregulation (1) as if the references in paragraph (a) thereof to 3 000 kW were references to 750 kW.

**Endorsements**

**40. (1)** A candidate for the endorsement as chief engineer officer of a ship of less than 3 000 kW propulsion power shall have—

- (a) completed at least 12 months' approved sea service as engineer officer in a position of responsibility while holding, as a minimum, a certificate of competency as second engineer officer of a ship of 3 000 kW propulsion power or more;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

**(2)** A candidate for the endorsement as chief engineer officer of a ship of less than 750 kW propulsion power shall have—

- (a) completed at least six months' approved sea service on ships of 750 kW propulsion power or more while holding, as a minimum, a certificate of competency as second engineer officer of a ship of less than 3 000 kW propulsion power;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

**(3)** A candidate for the endorsement as chief engineer officer of a ship of any kilowatt propulsion power operating within a port operations area shall have—

- (a) completed at least 12 months' approved sea service on ships of 750 kW propulsion power or more while holding, as a minimum, a certificate of competency as engineer officer;
- (b) passed a theoretical examination at an accredited institution and have successfully completed training; and
- (c) been assessed at level 3.

**Chief engineer officer (special grade)**

**41.** A candidate for the certificate of competency as chief engineer officer (special grade) shall hold a certificate of competency as chief engineer officer of a ship of 3 000 kW propulsion power or more, and shall have successfully completed an approved course and have passed a theoretical examination at an accredited institution.



**Division 3—Rating certificates****Ordinary seaman**

42. (1) A candidate for the certificate of qualification as ordinary seaman shall be at least 16 years of age and shall have—

- (a) completed—
  - (i) at least six months' approved sea service on ships of 100 GT or more on unlimited or near-coastal voyages and have successfully completed approved on-board training; or
  - (ii) at least two months' approved sea service contemplated in subparagraph (i) and have successfully completed approved on-board accelerated training;
- (b) been assessed at level 1; and
- (c) been issued with a provisional certificate of qualification as ordinary seaman by the master of the ship on which the satisfactory assessment was completed.

(2) (a) Where a candidate has gained the period of service contemplated in subregulation (1)(a) on port operations vessels only and has been satisfactorily assessed at level 1, the candidate may be issued with a provisional certificate of qualification as ordinary seaman (port operations) by the master of the ship on which the satisfactory assessment has been completed.

(b) The provisional certificate referred to in paragraph (a) shall be valid for a period of six months from date of issue and may be exchanged for the certificate of qualification as ordinary seaman (port operations) on application in accordance with regulation 11(1).

**Able seaman**

43. (1) A candidate for the certificate of qualification as able seaman shall, while holding a certificate or provisional certificate of qualification as ordinary seaman, have—

- (a) completed—
  - (i) at least 12 months' approved sea service on ships of 100 GT or more on unlimited or near-coastal voyages and have successfully completed approved on-board training; or
  - (ii) at least six months' approved sea service contemplated in subparagraph (i) and have successfully completed approved on-board accelerated training;
- (b) successfully completed an approved shore-based training course; and
- (c) been assessed at level 1 or 2.

(2) Where a candidate complies with subregulation (1)(b) and (c), but has gained the period of service contemplated in subregulation (1)(a) on port operations vessels only, the candidate shall qualify for the certificate of qualification as able seaman (port operations) and may, in lieu of holding—

- (a) the certificate or provisional certificate of qualification as ordinary seaman, hold the certificate or provisional certificate of qualification as ordinary seaman (port operations); and
- (b) the certificate of qualification as proficient in survival craft, hold the certificate of qualification as proficient in liferafts.

**Wiper**

44. (1) A candidate for the certificate of qualification as wiper shall be at least 16 years of age and shall have—

- (a) completed—
  - (i) at least six months' approved sea service on ships of 100 GT or more on unlimited or near-coastal voyages and have successfully completed approved on-board training; or
  - (ii) at least two months' approved sea service contemplated in subparagraph (i) and have successfully completed approved on-board accelerated training;
- (b) been assessed at level 1; and
- (c) been issued with a provisional certificate of qualification as wiper by the chief engineer officer of the ship on which the satisfactory assessment was completed.

(2) (a) Where a candidate has gained the period of service contemplated in subregulation (1)(a) on port operations vessels only and has been satisfactorily assessed at level 1, the candidate may be issued with a provisional certificate of qualification as wiper (port operations) by the chief engineer officer of the ship on which the satisfactory assessment has been completed.



(b) The provisional certificate referred to in paragraph (a) shall be valid for a period of six months from date of issue and may be exchanged for the certificate of qualification as wiper (port operations) on application in accordance with regulation 11(1).

#### **Oiler**

**45.** (1) A candidate for the certificate of qualification as oiler shall, while holding a certificate or provisional certificate of qualification as wiper, have—

- (a) completed—
  - (i) at least 12 months' approved sea service on ships of 100 GT or more on unlimited or near-coastal voyages and have successfully completed approved on-board training; or
  - (ii) at least six months' approved sea service contemplated in subparagraph (i) and have successfully completed approved on-board accelerated training;
- (b) successfully completed an approved shore-based training course; and
- (c) been assessed at level 1 or 2.

(2) Where a candidate complies with subregulation (1)(b) and (c), but has gained the period of service contemplated in subregulation (1)(a) on port operations vessels only, the candidate shall qualify for the certificate of qualification as oiler (port operations) and may, in lieu of holding—

- (a) the certificate or provisional certificate of qualification as wiper, hold the certificate or provisional certificate of qualification as wiper (port operations); and
- (b) the certificate of qualification as proficient in survival craft, hold the certificate of qualification as proficient in liferafts.

#### **Efficient general purpose rating (port operations)**

**46.** A candidate for the certificate of qualification as efficient general purpose rating (port operations) shall have—

- (a) completed—
  - (i) at least 18 months' approved sea service on ships of 100 GT or more on unlimited or near-coastal voyages and have successfully completed approved on-board training; or
  - (ii) at least 18 months port operations service and have successfully completed approved on-board training; the 18 months' qualifying service shall consist of at least six months served on deck, at least six months served in the engine-room and the remaining six months served either on deck or in the engine-room, and during that period the candidate shall have held the certificates of qualification as wiper and ordinary seaman (with or without the port operations limitation) or have gained the combined sea service required by regulations 42 and 44;
- (b) successfully completed an approved shore-based training course; and
- (c) been assessed at levels 1 or 2.

#### **Proficiency in liferafts**

**47.** A candidate for the certificate of qualification as proficient in liferafts shall be at least 18 years of age and shall have—

- (a) completed at least six months' sea service or port operations service on ships of any tonnage; and
- (b) documentary proof of having successfully completed an approved shore-based training course.

#### **Proficiency in survival craft**

**48.** A candidate for the certificate of qualification as proficient in survival craft shall be at least 18 years of age and shall have—

- (a) completed—
  - (i) at least 12 months' sea service on ships of 100 GT or more on unlimited or near-coastal voyages; or
  - (ii) at least six months' sea service contemplated in subparagraph (i) and have documentary proof of having successfully completed an approved shore-based training course; and
- (b) been assessed at levels 1 or 2.



**Proficiency in fast rescue boats**

49. A candidate for the certificate of qualification as proficient in fast rescue boats shall have successfully completed an approved training course while holding a certificate of qualification as proficient in survival craft.

**Efficient cook**

50. A candidate for the certificate of qualification as efficient cook shall be at least 18 years of age and shall have—

- (a) documentary proof of having successfully completed a training course as cook or chef; and
- (b) completed at least six months' sea service in the catering department on ships of 100 GT or more on unlimited or near-coastal voyages.

***Division 4—Personnel on tankers and ro-ro passenger ships*****Tanker cargo endorsement**

51. (1) Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on tankers shall have successfully completed, in addition to the other training required by these regulations, an approved shore-based tanker fire-fighting course as specified in the Code, and shall have—

- (a) completed at least three months' approved sea service on tankers in order to acquire adequate knowledge of safe operational practices; or
- (b) successfully completed an approved tanker familiarization course as specified in the Code.

(2) (a) Masters, chief engineer officers, chief mates and second engineer officers on tankers shall, in addition to meeting the requirements of subregulation (1), have—

- (i) completed at least three months' approved sea service as a watchkeeping officer acquiring the experience appropriate to their duties in the type of tanker on which they wish to serve; and
- (ii) successfully completed an approved specialized course, appropriate to the type of tanker for which the endorsement is required, as specified in the Code.

Provided that the Authority may dispense with the requirement in subparagraph (ii) if it is shown to the satisfaction of the Authority that the person has served in a senior capacity on the type of tanker concerned for at least one year in the preceding five years.

(b) Masters and officers referred to in paragraph (a) who have served the three months' approved sea service as a watchkeeping officer on an oil/chemical tanker (ship-type 2 or 3) engaged in carrying products listed in chapter 17 of the IBC Code shall, in addition to meeting the requirements of paragraph (a), have successfully completed an approved shore-based practical training course.

(c) The course contemplated in paragraph (b) shall be conducted by an organization involved with the loading, discharging and handling of products listed in chapter 17 of the IBC Code and shall be of at least 14 days duration, during which period at least four chemical tankers (ship-type 1, 2 or 3) shall be loaded or discharged.

(d) Documentary proof in the form of a logbook detailing the practical work performed during the course and signed by the person in charge of the training shall, in the absence of evidence to the contrary, be accepted as proof of a person having successfully completed the course.

(3) An appropriate endorsement shall be issued to masters and officers who are qualified in accordance with this regulation, and every rating who is so qualified shall be certificated.

(4) Masters, officers and ratings who are qualified in accordance with this regulation shall be required to show continued professional competence on tankers in accordance with regulation 3.

**Ro-ro passenger ship endorsement**

52. (1) This regulation applies to masters, officers, ratings and other personnel serving on ro-ro passenger ships.

(2) Prior to being assigned shipboard duties on ro-ro passenger ships, seafarers referred to in subregulation (1) shall have successfully completed the training required by subregulations (4) to (8) in accordance with their capacity, duties and responsibilities.

(3) Seafarers who are required to be trained in accordance with subregulations (4) to (8) shall, at intervals not exceeding five years, undertake approved refresher training as specified in the Code.

(4) Masters, officers and other personnel designated on muster lists to assist passengers in emergency situations on ro-ro passenger ships shall have completed approved training in crowd management as specified in the Code.



(5) Masters, officers and other personnel assigned specific duties and responsibilities on ro-ro passenger ships shall have completed approved familiarization training as specified in the Code.

(6) Personnel providing direct service to passengers in passenger spaces shall have completed approved ro-ro passenger ship safety training as specified in the Code.

(7) Masters, chief mates, chief engineer officers, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings on ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity as specified in the Code.

(8) Masters, chief mates, chief engineer officers, second engineer officers and any other person having responsibility for the safety of passengers in emergency situations on ro-ro passenger ships shall have completed approved training in crisis management and human behaviour as specified in the Code.

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

(10) An appropriate endorsement shall be issued to masters and officers who are qualified in accordance with this regulation, and every rating and other person so qualified shall be certificated.

#### ***Division 5—Qualifying service and removal of limitations, etc***

##### **Insufficient qualifying service**

53. A certificate shall not be issued to a candidate who, after the final assessment, is found to have insufficient qualifying service: Provided that the Authority shall issue the certificate if it is satisfied that any error in calculating the qualifying service was not due to the candidate's own fault or deliberate misrepresentation and the candidate has made good the deficiency in qualifying service. If it is found that the candidate made the error deliberately, the certificate of pass shall be withheld until the candidate has completed an additional 12 months' qualifying service, such service to count only when completed after the date of final assessment and not to count as qualifying service for any other certificate.

##### **Qualifying service as rating**

54. Sea service or port operations service as a rating shall count in full towards the qualifying service required for a first certificate of competency, provided such service is appropriate to the certificate and the candidate has successfully completed approved training.

##### **Validity of qualifying service**

55. The qualifying service for a particular certificate or endorsement shall be performed within a period not exceeding 10 years after the date of completion of final assessment, or within such further period as a senior examiner may allow in special cases.

##### **Non-trading service**

56. (1) Sea service performed exclusively on deck on trawlers or other deep-sea fishing vessels of 100 GT or more shall count in full towards the qualifying service for a certificate of competency as mate (coastal) or deck officer, but a candidate shall, in addition, be required to complete at least 12 months' approved sea service on ships on unlimited or near-coastal voyages, as appropriate to the certificate desired, and to produce a duly completed training record book covering that period.

(2) Sea service on deck in naval ships or other similar ships that regularly proceed to sea shall count in full towards the qualifying service for a certificate of competency as mate (coastal) or deck officer, but a candidate shall, in addition, be required to complete at least 12 months' approved sea service on ships on unlimited or near-coastal voyages, as appropriate to the certificate desired, and to produce a duly completed training record book covering that period, unless the candidate can show, to the satisfaction of an examiner, that the training functions and duties carried out on such naval or other similar ships are the same as those set out in the training record book required for the approved sea service component referred to in regulations 25 and 28.

(3) Subject to any applicable tonnage or voyage limitation, sea service in cable ships, fishery protection vessels, research vessels, coastal patrol vessels, salvage vessels and other non-trading ships that regularly proceed to sea shall count in full towards qualifying service.



### Calculating qualifying service

57. Qualifying service shall be calculated from the date of engagement on a ship to the date of discharge from the ship, and is calculated by taking the actual days between the days of engagement and discharge, both inclusive, and reckoning 30 days to a month, 12 months to a year.

### Recognition of naval officer's certificate

58. (1) A South African naval officer who holds a naval bridge watchkeeping board examination certificate and who has completed at least one year's sea service as a watchkeeping officer on South African naval ships of 30 metres or more in overall length may apply for the issue of a certificate of competency as deck officer, provided he or she produces documentary proof of having—

- (a) completed the one year's sea service within the 10 years preceding the date of application;
- (b) completed six months' approved sea service on ships of 500 GT or more on unlimited voyages;
- (c) performed, during the period referred to in paragraph (b), at least one month's bridge watchkeeping duties under the supervision of a deck officer;
- (d) passed, at an accredited institution, the theoretical examinations in the subjects naval architecture, cargo handling and stowage, and business law and personnel management at the level of deck officer;
- (e) successfully completed the ARPA section of the Electronic Navigation Systems syllabus in the Code;
- (f) been assessed, at levels 1 and 2 in a training record book, at the operational level in cargo handling and stowage, ensuring compliance with pollution prevention requirements, monitoring compliance with legal requirements and operating life-saving appliances; and
- (g) been assessed at level 3 for the issue of a certificate of competency as deck officer.

(2) An application contemplated in subregulation (1) shall be accompanied by the relevant supplementary documents specified in the annex: Provided that, where the candidate produces documentary proof of having successfully completed a naval course that has been certified by an examiner as equivalent to the course contemplated in the annex, the Registrar shall accept such documentary proof in lieu of the relevant document specified in the annex.

### Recognition of radio officer's certificate

59. (1) A person who holds a certificate as radio operator (class 1 or 2) issued or recognized by or on behalf of the South African Telecommunications Regulatory Authority and who has completed at least three years' sea service as a radio officer on trading ships of 500 GT or more on unlimited voyages may apply for the issue of a certificate of competency as deck officer, provided he or she produces documentary proof of having—

- (a) completed the three years' sea service within the 10 years preceding the date of application;
- (b) completed six months' approved sea service on ships of 500 GT or more on unlimited voyages and of having successfully completed approved on board training;
- (c) performed, during the period referred to in paragraph (b), four months' bridge watchkeeping duties under the supervision of a deck officer;
- (d) passed, at an accredited institution, the theoretical examinations in the subjects listed in the deck officer syllabus in the Code;
- (e) been assessed, at levels 1 and 2 in a training record book, at the operational level; and
- (f) been assessed at level 3 for the issue of a certificate of competency as deck officer.

(2) An application contemplated in subregulation (1) shall be accompanied by the relevant supplementary documents specified in the annex.

### Endorsements to certificate of competency as fisherman

60. (1) (a) A person who holds a certificate of competency as fisherman grade 2, 3, or 4 (skipper) may apply for an endorsement entitling him or her to serve in the capacity specified in paragraph (b) on the ships of less than 500 GT on near-coastal voyages, specified in paragraph (c).

(b) The capacity in which the holder of a certificate referred to in paragraph (a) is entitled to serve is as follows:

- (i) Fisherman Grade 2—master (coastal);
- (ii) Fisherman Grade 3—mate (coastal);
- (ii) Fisherman Grade 4 (Skipper)—skipper (coastal) on ships of less than 100 GT, or skipper (port operations) on ships of less than 200 GT.

(c) The ships referred to in paragraph (a) are—



- (i) diamond mining vessels;
- (ii) fishery research and patrol vessels;
- (iii) pollution patrol and combating vessel;
- (iv) tugs, dredgers, hoppers and self-propelled floating cranes; and
- (v) seismic and oceanographic survey vessels.

(2) An application contemplated in subregulation (1)(a) shall be accompanied by—

- (a) documentary proof of the applicant having—
  - (i) passed, at an accredited institution, the theoretical examinations in the subjects naval architecture, business law and personnel management at the levels of master (coastal) for the fisherman grade 2, mate (coastal) for the fisherman grade 3, and skipper (coastal) for the fisherman grade 4 (skipper), respectively; and
  - (ii) been assessed at level 3 in the practical knowledge applicable to the subjects referred to in subparagraph (i) at the relative level appropriate to the endorsement concerned; and
- (b) the relevant supplementary documents specified in the annex: Provided that, where the candidate produces documentary proof of having successfully completed a fishing course that has been certified by an examiner as equivalent to the course contemplated in the annex, the Registrar shall accept such documentary proof in lieu of the relevant document specified in the annex.

#### **Ships not regularly proceeding to sea or engaged in mining operations**

61. (1) (a) Service performed on ships not regularly proceeding to sea shall count in full towards qualifying service if the time actually spent at sea equals or exceeds two-thirds of the total period of a candidate's service on the ship. If the time actually spent at sea is less, then one and a half times the time actually spent at sea shall count towards qualifying service.

(b) The time spent by a candidate standing by a ship under construction or refit, but not exceeding six months, shall count in full towards qualifying service.

(2) In respect of deck officer certificates, sea service performed on ships that—

- (a) spend less than two-thirds of the time at sea between port calls engaged in mining operations shall count in full towards qualifying service; and
- (b) spend two-thirds or more of the time at sea between port calls engaged in mining operations shall not count for more than one-half of the qualifying service.

(3) A candidate claiming qualifying service in accordance with subregulation (1) or (2) shall produce a statement from the master or owner of each ship on which the service was performed, giving particulars of the dates when—

- (a) the ship was at sea on passage and at anchor and of the work that the ship was engaged in and of the area of operation; or (as the case may be)
- (b) the ship was under construction or refit.

(4) Qualifying service claimed in accordance with this regulation shall count as service on ships on unlimited or near-coastal voyages, as the case may be.

#### **Proof of service on foreign ships**

62. Service performed on a ship not belonging to the Republic shall not count as qualifying service unless the service can be verified by the Authority or, in a case where it cannot be so verified, by or on behalf of the government of the country to which the ship belongs.

#### **Novel craft**

63. Documentary evidence of service on dynamically supported craft or other novel craft shall be submitted to a senior examiner for consideration.

#### **Removal of coastal limitation to certificate of competency as skipper**

64. The holder of a certificate of competency as skipper (coastal) who desires the issue of a certificate of competency as skipper (unlimited) shall have—

- (a) completed half the qualifying service required for the certificate desired;
- (b) completed an assessment at level 3; and



- (c) passed a bridging examination, conducted by an accredited institution, covering the units of competency not covered in the examination for the certificate held.

#### **Removal of port operations limitation**

65. The holder of a certificate limited to port operations who desires the removal of that limitation shall—

- (a) have completed the qualifying service required for each certificate leading up to the certificate desired;
- (b) have successfully completed the units of competency not required for the certificate held but required for the certificate desired;
- (c) have successfully completed any training courses not required for the certificate held but required for the certificate desired;
- (d) at the conclusion of the required qualifying service, have been assessed at level 3; and
- (e) submit to the examiner—
  - (i) satisfactory proof of having gained the qualifying service contemplated in paragraph (a);
  - (ii) a certificate of pass from an accredited institution for the additional units of competency contemplated in paragraph (b);
  - (iii) a duly completed training record book covering the period of service and the training contemplated in paragraphs (a) and (c), respectively; and
  - (iv) valid eyesight test and medical certificates.

#### **Removal of mining operations limitation**

66. The holder of a certificate limited to mining operations who desires the removal of that limitation shall have completed—

- (a) the qualifying service required for each certificate leading up to the certificate desired; and
- (b) an assessment at level 3.

### **PART 4**

#### **TRAINING INSTITUTIONS AND TRAINING PROGRAMMES**

##### **Accreditation of training institutions**

67. (1) The Authority may, on application by a training institution, accredit the institution—

- (a) to conduct the courses specified in the instrument of accreditation;
- (b) to act as an approved examination centre for examination of the subjects so specified; and
- (c) to issue certificates to candidates who successfully complete the courses so specified.

(2) An application contemplated in subregulation (1) shall be made in writing and shall be accompanied by the following particulars:

- (a) Name and physical address of the training institution;
- (b) description of each course, and of its content, referenced in the Code, together with lecturers' study plans;
- (c) name of each course lecturer with a brief description of his or her qualifications and experience;
- (d) name of each course examiner with a brief description of his or her qualifications and experience;
- (e) examination and assessment procedure in respect of each course;
- (f) training and assessment facilities in respect of each course;
- (g) details of any quality assurance system applicable to the training activities of the institution; and
- (h) specimens of all certificates to be issued in respect of each course;

(3) For the purposes of accreditation, a training institution shall, on receipt of reasonable notice, make available—

- (a) for inspection by an examiner, classrooms, simulators, simulator approvals, libraries, laboratories, workshops, lecturers' study programmes, test scripts, past examination papers and scripts; and
- (b) for interview by an examiner, heads of departments, lecturers, internal examiners, and students.

(4) Every accredited institution shall—

- (a) make available annually to the Authority the course commencement and completion dates, and the examination dates; and



(b) inform the Authority, without delay, of any change in the person of any lecturer or examiner, or of any change in a lecturer's study plan.

(5) Every accredited institution that is accredited to conduct examinations or assessments on behalf of the Authority shall—

- (a) make available, in reasonable time, examination question papers and memoranda for moderation by an examiner;
- (b) make available, without delay, examination scripts for moderation by an examiner;
- (c) upon receipt of at least two working days' notice, make available to an examiner, a candidate's course examination scripts and results, records of progress, completed projects, and reports by his or her tutors; and
- (d) for audit purposes, keep the documents referred to in paragraphs (a) to (c) for a period of at least five years.

(6) An examiner may visit an accredited institution at any reasonable time for the purpose of auditing the conduct of any accredited activity.

(7) The Authority may vary or revoke accreditation granted under subregulation (1) if—

- (a) the institution concerned fails to comply with these regulations or any of the conditions of accreditation; or
- (b) the Authority otherwise has reasonable grounds to vary or revoke such accreditation.

(8) Where the Authority intends to vary or revoke accreditation under subregulation (7), it shall inform the institution concerned accordingly, giving it at least 30 days to correct any deficiencies or to furnish reasons why accreditation should not be varied or revoked.

(9) A list of all accreditations in force under subregulation (1), including the particulars thereof, shall be published in a marine notice.

#### **Training programmes and training record books**

68. (1) (a) Every candidate who follows an accelerated training programme in order to claim reduced qualifying service for certification as mate (coastal), deck officer or engineer officer, or as wiper, ordinary seaman, oiler or able seaman, with or without the port operations limitation, shall produce to an examiner satisfactory proof—

- (i) of having followed an approved on-board accelerated training programme throughout the required minimum period of qualifying service;
- (ii) that all such service, while on board, was performed in a satisfactory manner; and
- (iii) in the case of a candidate for the certificate of competency as deck officer, that not more than two months of such service were spent on ships in port standing-by, in dry-dock, undergoing engine repairs or otherwise laid-up.

(b) The structure of the programme of training shall be set out in a training plan containing a clear statement of the objectives of each stage of training, both aboard ship and ashore. The plan shall set out clearly the competencies to be attained by the end of the programme and how they are to be attained through a combination of education, training and practical experience aboard ship and ashore.

(c) Every candidate shall be provided with a training record book to enable him or her to keep a comprehensive record of all practical training undertaken and of experience gained at sea. The training record book, duly completed, shall be submitted to an examiner before assessment at level 3 as proof of having completed a structured programme of on-board training.

(d) Every accelerated training programme shall be approved by the Authority before it is put into operation, which approval shall be published in a marine notice.

(2) Every candidate who has not followed an accelerated training programme for a certificate referred to in subregulation (1)(a) shall have completed, for presentation to an examiner when applying for the certificate, a training record book with the relevant units of competency completed at assessment level 1.

(3) A training record book—

- (a) shall be completed in full and shall not be submitted to an examiner until all relevant units of competency have been duly signed off in accordance with regulation 18(3);
- (b) shall be laid out in such a way that it provides detailed information about the tasks and duties that should be undertaken, and about the progress towards their completion;
- (c) found to have been completed fraudulently shall result in its holder (the candidate) having to complete an additional 12 months' qualifying service;
- (d) shall adhere to the principles set out in the STCW Convention; and
- (e) shall be approved by the Authority before use.



**In-service training**

69. (1) Every person who, whether aboard ship or ashore, conducts in-service training of a seafarer for the purposes of certification in terms of these regulations shall—

- (a) have an appreciation of the training programme and a thorough understanding of the specific training objectives for the particular type of training being conducted;
- (b) have proof of being qualified in the activities for which training is being conducted; and
- (c) if conducting training by means of a simulator, have proof of having—
  - (i) received appropriate guidance in instruction techniques involving the use of simulators; and
  - (ii) gained practical operational experience on the particular type of simulator being used.

(2) Every person who supervises in-service training shall have a thorough knowledge and understanding of the training programme and of the specific objectives for each type of training being conducted.

**Duties of instructors and candidates**

70. (1) Every person conducting in-service training shall ensure that—

- (a) appropriate periods are set aside for completion of the programme of on-board training within the normal operational requirements of the ship;
- (b) at the beginning of the programme and at the start of each voyage on a different ship, candidates are given comprehensive information and guidance as to what is expected of them and how the training programme is to be conducted;
- (c) a training officer is designated to administer the programme;
- (d) ship's officers who are responsible for training and assessment know and understand their duties and responsibilities regarding training;
- (e) ship's officers receive appropriate training in assessment methods;
- (f) during the required period of qualifying service, a candidate receives systematic practical training and experience in the tasks, duties and responsibilities relevant to the certificate desired, with due regard to the competencies specified in the Code;
- (g) assessments of a candidate are conducted, without undue delay, when a candidate is considered ready for assessment;
- (h) the on-board training forms an integral part of the overall training plan;
- (i) the programme of on-board training is managed and co-ordinated by the person managing the ship on which the qualifying service is to be performed; and
- (j) a comprehensive record is kept of all training conducted.

(2) Every person designated as a training officer pursuant to subregulation (1)(c) shall be responsible for—

- (a) the overall administration of the training programme;
- (b) monitoring candidates' progress throughout such programme; and
- (c) giving guidance, when necessary, and ensuring that the training programme is conducted properly.

(3) A master's responsibilities shall be—

- (a) to provide the link between the ship's officers responsible for training and the training officer ashore;
- (b) to designate, in writing, the ship's officers who are to be responsible for organizing and supervising on-board training for each voyage;
- (c) to ensure continuity in the case of any change of ship's officers during voyages; and
- (d) to ensure that all personnel concerned carry out effectively the on-board training programme.

(4) Unless the master directs otherwise in the interests of the safe operation of the ship, every ship's officer designated pursuant to subregulation (3)(b) shall be responsible for—

- (a) organizing the programme of practical training at sea;
- (b) ensuring, in a supervisory capacity, that training record books are properly maintained and that all other requirements are met; and
- (c) ensuring, so far as practicable, that the time the candidate spends on board is as useful as possible in terms of training and experience, and is consistent with the objectives of the training programme and the progress of training.

(5) Every candidate shall—

- (a) follow diligently the programme of training;
- (b) utilize fully the opportunities presented, both during and outside working hours; and
- (c) keep his or her training record book up-to-date and available for inspection at all reasonable times.



**PART 5****REPEAL OF REGULATIONS AND SAVINGS, TRANSITIONAL ARRANGEMENTS,  
AND TITLE AND COMMENCEMENT****Repeal of regulations, and savings**

71. (1) Subject to subregulation (2) and regulation 72, the following regulations are repealed:

- (a) The Examination Regulations for Certificates of Competency for Deck Officers, 1994, published by Government Notice No. R. 738 of 20 April 1994, as amended by Government Notice No. R. 1002 of 27 May 1994;
- (b) the Examination Regulations for Engineer-Officers, 1985, published by Government Notice No. R. 2655 of 29 November 1985, as amended by Government Notices Nos. R. 38 of 10 January 1989, R. 2438 of 19 October 1990 and R. 2715 of 2 October 1992;
- (c) the Certificates of Qualification Regulations, 1985, published by Government Notice No. R. 2654 of 29 November 1985, as amended by Government Notices Nos. R. 39 of 10 January 1989, R. 2438 of 19 October 1990, R. 2315 of 1 December 1993 and R. 1469 of 29 September 1995; and
- (d) the Eyesight and Medical Examination Regulations, 1977, published by Government Notice No. 1 of 7 January 1977, as amended by Government Notices Nos. R. 2534 of 12 December 1980, R. 1588 of 15 July 1983, R. 2438 of 19 October 1990 and R. 282 of 15 February 1991.

(2) The regulations referred to in subregulation (1) shall continue to have effect for the purposes of—

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

(3) Subject to regulation 72, the Ship's Officers' Medical Training Regulations, 1992, published by Government Notice No. R 2666 of 25 September 1992, as amended by Government Notice No. R. 533 of 25 March 1994, shall cease to have effect in their application, by virtue of regulation 2(a) and (b) thereof, to certificated deck and engineer officers.

**Transitional arrangements**

72. The requirements for the issue, recognition and endorsement of certificates of competency and of qualification prescribed by the regulations referred to in regulation 71(1)(a) to (c) shall continue to have effect until 1 February 2002 in relation to persons who commenced qualifying service or an approved education and training programme or an approved training course before 1 January 1999.

**Title and commencement**

73. These regulations are called the Merchant Shipping (Training and Certification) Regulations, 1999, and come into operation on 31 December 1999.



## ANNEX

## DOCUMENTS TO ACCOMPANY APPLICATION FOR EXAMINATION

## ENGINEER OFFICERS

| Documents to accompany application           | Class of certificate   |                         |                  |                                           |                                          |
|----------------------------------------------|------------------------|-------------------------|------------------|-------------------------------------------|------------------------------------------|
|                                              | Chief engineer officer | Second engineer officer | Engineer officer | Second engineer officer (port operations) | Chief engineer officer (port operations) |
| Proof of identity                            | X                      | X                       | X                | X                                         | X                                        |
| Testimonials (certificate of apprenticeship) | X                      | X                       | X                | X                                         | X                                        |
| Previous certificate of competency           | X                      | X                       | X(A)             | X                                         | X                                        |
| Engineer watchkeeping training certificate   | —                      | —                       | X                | —                                         | —                                        |
| Medical certificate                          | X                      | X                       | X                | X                                         | X                                        |
| Proof of sea service                         | X                      | X                       | X                | X                                         | X                                        |
| First aid at sea certificate                 | X                      | X                       | X                | X                                         | X                                        |
| Fire fighting course certificate             | X                      | X                       | X                | X                                         | X                                        |
| Advanced fire fighting course certificate    | X                      | X                       | X                | X                                         | X                                        |
| Certificate of proficiency in survival craft | —                      | —                       | X                | —                                         | —                                        |
| Certificate of proficiency in liferafts      | —                      | —                       | —                | X                                         | X                                        |

**Note:**

(A) Or training record book.



## DECK OFFICERS

| Documents to accompany application                      | Class of certificate and endorsements |            |              |                             |                                   |                  |                |                          |                     |                                           |
|---------------------------------------------------------|---------------------------------------|------------|--------------|-----------------------------|-----------------------------------|------------------|----------------|--------------------------|---------------------|-------------------------------------------|
|                                                         | Master                                | Chief mate | Deck officer | Master < 500 GT endorsement | Chief mate < 3 000 GT endorsement | Master (coastal) | Mate (coastal) | Master (port operations) | Skipper (unlimited) | Skipper (near-coastal or port operations) |
| Proof of identity                                       | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | X                   | X                                         |
| Testimonials                                            | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | X                   | X                                         |
| Previous certificate of competency/training record book | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | —                   | —                                         |
| Bridge watchkeeping training certificate                | —                                     | —          | X            | —                           | —                                 | —                | X              | —                        | X                   | X                                         |
| Watchkeeping certificates                               | X                                     | X          | —            | X                           | X                                 | X                | —              | X                        | —                   | —                                         |
| Sight test certificate                                  | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | X                   | X                                         |
| Medical certificate                                     | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | X                   | X                                         |
| Proof of sea service                                    | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | X                   | X                                         |
| First aid at sea certificate                            | —                                     | —          | X            | —                           | —                                 | —                | X              | X                        | X                   | X                                         |
| Ship captain's medical training certificate             | —                                     | X          | —            | X                           | X                                 | X                | —              | —                        | —                   | —                                         |
| Fire fighting course (small vessels) certificate        | —                                     | —          | —            | —                           | —                                 | —                | —              | —                        | X                   | X                                         |
| Fire fighting course certificate                        | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | —                   | —                                         |
| Advanced fire fighting course certificate               | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | —                   | —                                         |
| Able seaman certificate                                 | —                                     | —          | X            | —                           | —                                 | —                | X              | —                        | —                   | —                                         |
| Documentary proof of pass at an accredited institution  | X                                     | X          | X            | X                           | X                                 | X                | X              | X                        | X                   | X                                         |
| Certificate of proficiency in survival craft            | —                                     | —          | X            | —                           | —                                 | —                | X              | —                        | —                   | —                                         |
| Certificate of proficiency in liferafts                 | —                                     | —          | —            | —                           | —                                 | —                | —              | —                        | X                   | X                                         |
| Restricted radio operator's certificate (Marine)        | —                                     | —          | —            | —                           | —                                 | —                | X              | —                        | —                   | X                                         |
| GMDSS restricted operator's certificate                 | X                                     | X          | X            | X                           | X                                 | X(A)             | —              | —                        | X                   | —                                         |

## Note:

(A) For the endorsement as deck officer.



## RATINGS

| Documents to accompany application                     | Certificate of qualification |                 |       |             |                                                    |                               |                          |                                  |                |
|--------------------------------------------------------|------------------------------|-----------------|-------|-------------|----------------------------------------------------|-------------------------------|--------------------------|----------------------------------|----------------|
|                                                        | Wiper                        | Ordinary seaman | Oiler | Able seaman | Efficient general purpose rating (port operations) | Proficiency in survival craft | Proficiency in liferafts | Proficiency in fast rescue boats | Efficient cook |
| Proof of identity                                      | X                            | X               | X     | X           | X                                                  | X                             | X                        | X                                | X              |
| Proof of sea service                                   | X                            | X               | X     | X           | X                                                  | X                             | X                        | —                                | —              |
| Approved training record book                          | X                            | X               | X     | X           | X                                                  | —                             | —                        | —                                | —              |
| Sight test certificate                                 | —                            | X               | —     | X           | X                                                  | —                             | —                        | —                                | —              |
| Medical certificate                                    | X                            | X               | X     | X           | X                                                  | X                             | —                        | —                                | —              |
| Fire fighting course certificate                       | —                            | —               | X     | X           | X                                                  | —                             | —                        | —                                | X              |
| First aid at sea certificate                           | —                            | —               | X     | X           | X                                                  | —                             | —                        | —                                | X              |
| Documentary proof of pass at an accredited institution | —                            | —               | X     | X           | X                                                  | X (Where applicable)          | X                        | X                                | X              |
| Certificate of proficiency in survival craft           | —                            | —               | X     | X           | —                                                  | —                             | —                        | X                                | —              |
| Provisional certificate as ordinary seaman             | —                            | X               | —     | —           | —                                                  | —                             | —                        | —                                | —              |
| Certificate as ordinary seaman                         | —                            | —               | —     | X           | X(A)                                               | —                             | —                        | —                                | —              |
| Provisional certificate as wiper                       | X                            | —               | —     | —           | —                                                  | —                             | —                        | —                                | —              |
| Certificate as wiper                                   | —                            | —               | X     | —           | X(B)                                               | —                             | —                        | —                                | —              |
| Certificate of proficiency in liferafts                | —                            | —               | —     | —           | X                                                  | —                             | —                        | —                                | —              |

**Notes:**

(A) Or certificate as ordinary seaman (port operations)

(B) Or certificate as wiper (port operations)

*Provisions applicable to tables*

The following provisions shall have effect in relation to the tables above:

- (a) A sight test certificate shall be issued to a candidate who passes the sight test carried out by the Authority. The certificate is valid for a period of six months from the date of passing the test.
- (b) The First Aid at Sea Certificate is valid for a period of five years from the date of passing the examination at an accredited institution.
- (c) The Ship Captain's Medical Training Certificate is valid for a period of five years from the date of passing the examination at an accredited institution. For admission to the ship captain's medical training course, a candidate shall hold a valid First Aid at Sea Certificate or an expired Ship Captain's Medical Training Certificate.
- (d) Fire-fighting and advanced fire-fighting course certificates are valid for a period of five years from the date of successful completion of the course at an accredited institution.
- (e) A restricted certificate of competence in radiotelephony or a GMDSS restricted operator's certificate, as the case may be, will be issued by the South African Telecommunications Regulatory Authority to a candidate who passes the qualifying examination.
- (f) A medical certificate is a certificate issued by an approved medical practitioner stating that a candidate's medical fitness complies with the requirements of the Code. The certificate is valid for the period specified in the Code.
- (g) A training record book is an approved book wherein a record is kept of a trainee's practical training and of the assessments of such training at levels 1 and 2.
- (h) Watchkeeping certificates, signed by the master(s), serve as proof of a candidate's having acted as a watchkeeping officer. The certificate shall be in the form set out in the Code.
- (i) Bridge watchkeeping training certificates, signed by the master(s), attest to the candidate's having spent at least the specified number of months of qualifying service on duties associated with bridge watchkeeping under the supervision of a deck officer. The certificate shall be in the form set out in the Code.
- (j) Proof of sea service shall be submitted in the form of a Seaman's Record Book (discharge book) or Certificates of Discharge, signed by the master(s).
- (k) Documentary proof of pass at an accredited institution is a document issued by an accredited institution declaring that the candidate has passed a written theoretical examination or has successfully completed an approved course.



No. R. 1547

30 Desember 1999

HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951)

**HANDELSKEEPVAARTREGULASIES (OPLEIDING EN DIPLOMERING), 1999**

Die Minister van Vervoer het kragtens artikel 356 van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), die regulasies in die Bylae uitgevaardig.

**BYLAE*****Indeling van regulasies***

*Regulasie*  
*No.*

**DEEL 1  
ALGEMEEN**

1. Uitleg
2. Inleiding en klasse van sertifikate
3. Hergeldigmaking van sertifikate
4. Gelykwaardigheid van sertifikate uitgereik voor inwerkingtreding van regulasies, ens
5. Registrateur van Seevaarders
6. Senior eksaminatore
7. Gehalteversekering
8. Leerplankomitee

**DEEL 2  
EVALUERING**

9. Bewys van identiteit
10. Datums en plekke van eksamens
11. Hoe om aansoek te doen
12. Hoe om in spesiale gevalle aansoek te doen
13. Verklaring en bewys van kwalifiserende diens
14. Omkopery
15. Onbevredigende gedrag
16. Mondelinge eksamens
17. Skriftelike eksamens
18. Evalueringsprosedure
19. Evalueerders
20. Doofheid en ander liggaams- en geestesgebreke
21. Gebruik van Engels in evaluering
22. Eksamenuitslae

**DEEL 3  
VEREISTES VIR DIPLOMERING*****Afdeling 1—Dekoffisiersertifikate***

23. Skipper (hawebedryf)
24. Skipper (onbeperk of kusvaart)
25. Stuurman (kusvaart)
26. Gesagvoerder (hawebedryf)
27. Gesagvoerder (kusvaart)
28. Dekoffisier
29. Endossement as hoofstuurman van skip van minder as 3 000 BT op onbeperkte seereise
30. Endossement as gesagvoerder van skip van minder as 500 BT op onbeperkte seereise
31. Hoofstuurman
32. Gesagvoerder
33. Mynbedryfbepersing
34. Gesagvoerder (spesiale graad)

**Afdeling 2—Ingenieuroffisiersertifikate**

- 35. Tweede ingenieuroffisier (hawebedryf)
- 36. Hoofingenieuroffisier (hawebedryf)
- 37. Ingenieuroffisier
- 38. Tweede ingenieuroffisier
- 39. Hoofingenieuroffisier
- 40. Endossemente
- 41. Hoofingenieuroffisier (spesiale graad)

**Afdeling 3—Matroossertifikate**

- 42. Gewone seeman
- 43. Volle seeman
- 44. Poetser
- 45. Smeerder
- 46. Utiliteitseeman (Hawebedryf)
- 47. Bekwaamheid in reddingsvlotte
- 48. Bekwaamheid in oorlewingsvaartuie
- 49. Bekwaamheid in vinnige reddingsbote
- 50. Bekwame kok

**Afdeling 4—Personeel op tenkskepe en op pry-en-afry-passasierskepe**

- 51. Tenkskipvragendossement
- 52. Pry-en-afry-passasierskipendossement

**Afdeling 5—Kwalifiserende diens en verwydering van beperkings, ens**

- 53. Onvoldoende kwalifiserende diens
- 54. Kwalifiserende diens as matroos
- 55. Geldigheid van kwalifiserende diens
- 56. Nie-handelsdiens
- 57. Berekening van kwalifiserende diens
- 58. Erkenning van vlootoffisier se sertifikaat
- 59. Erkenning van radio-offisier se sertifikaat
- 60. Endossemente vir bekwaamheidsertifikaat as visserman
- 61. Skepe wat nie gereeld uitvaar nie of by mynbedryf betrokke
- 62. Bewys van diens op vreemde skepe
- 63. Ongewone vaartuie
- 64. Verwydering van kusvaartberperking by bekwaamheidsertifikaat as skipper
- 65. Verwydering van hawebedryfberperking
- 66. Verwydering van mynbedryfberperking

**DEEL 4****OPLEIDINGSINRICHTINGS EN OPLEIDINGSPROGRAMME**

- 67. Akkreditering van opleidingsinrigtings
- 68. Opleidingsprogramme en opleidingsrekordboeke
- 69. Indiensopleiding
- 70. Pligte van instruksors en kandidate

**DEEL 5****HERROEPING VAN REGULASIES EN VOORBEHOUDE, OORGANGSBEPALINGS,  
EN TITEL EN INWERKINGTREDING**

- 71. Herroeping van regulasies, en voorbehoude
- 72. Oorgangsbepalings
- 73. Titel en inwerkingtreding

**Aanhangsel:** Dokumente wat aansoek om eksaminering moet vergesel



## DEEL 1 ALGEMEEN

### Uitleg

1. (1) In hierdie regulasies het enige woord of uitdrukking waaraan 'n betekenis in die Wet toegeken word, daardie betekenis en, tensy uit die samehang anders blyk, beteken—

**"aandrywingskrag"** die totale maksimum deurlopende aangeslane leweringskrag in kilowatt van al die hoof-aandrywingsmasjinerie van 'n skip wat op die skip se registrasiesertifikaat of ander amptelike dokument verskyn;

**"assistentingenieur-offisier"** 'n persoon onder opleiding om 'n ingenieur-offisier te word;

**"bedryfsvlak"** die verantwoordelikeheidsvlak geassosieer met—

- (a) die doen van diens as offisier in bevel van navigasie- of ingenieurswag of as aangewese diensingenieur-offisier vir periodiek onbemande masjinerieruimtes of as radio-offisier op 'n handelskip; en
- (b) die handhawing van regstreekse beheer oor die verrigting van alle werksaamhede in die aangewese verantwoordelikeheidsgebied ooreenkomstig behoorlike prosedures en onder opdrag van 'n individu wat op die bestuursvlak vir daardie verantwoordelikeheidsgebied diens doen;

**"bestuursvlak"** die verantwoordelikeheidsvlak geassosieer met—

- (a) die doen van diens as gesagvoerder, hoofstuurman, hoof-ingenieur-offisier of tweede ingenieur-offisier op 'n handelskip; en
- (b) die versekering dat alle werksaamhede binne die aangewese verantwoordelikeheidsgebied behoorlik verrig word;

**"BT"** bruto-registerton, en in die geval van 'n skip met dubbele tonnemaat, die hoogste tonnemaat;

**"chemikalieëtenkskip"** 'n skip wat gebou of aangepas is en gebruik word vir die vervoer in groot maat van enige vloeibare produk gelys in hoofstuk 17 van die IBC-kode;

**"dekmatroos"** 'n matroos wat ooreenkomstig deel 3, afdeling 3 as 'n gewone seeman of volle seeman gediplomeer is, en word **"dekmatroossertifikaat"** dienoooreenkomstig uitgelê;

**"dekoffisier"** 'n offisier, met inbegrip van 'n gesagvoerder, wat ooreenkomstig deel 3, afdeling 1 gediplomeer is, en word **"dekoffisiersertifikaat"** dienoooreenkomstig uitgelê;

**"die Kode"** die *Kode vir Suid-Afrikaanse Maritieme Kwalifikasies* uitgegee deur die Owerheid, soos van tyd tot tyd gewysig;

**"die Wet"** die Handelskeepvaartwet, 1951 (Wet No. 57 van 1957);

**"eksaminator"** 'n persoon kragtens artikel 77(4) van die Wet aangewys, en ook 'n evalueerder;

**"endossement"** 'n dokument wat aan 'n sertifikaat geheg is en die houer van die sertifikaat daarop geregtig maak—

- (a) om op 'n skip te dien in 'n ander hoedanigheid as wat op die titelblad van die sertifikaat vermeld word;
- (b) om op 'n spesifieke tipe skip te dien in die hoedanigheid in die sertifikaat vermeld; of
- (c) om op 'n skip te dien wat op 'n spesifieke seereis is wanneer hy of sy nie ten volle aan die mediese vereistes kan voldoen nie;

**"evalueerder"** 'n persoon as 'n evalueerder aangestel kragtens regulasie 19(2);

**"gasvragvaarder"** 'n skip wat gebou of aangepas is en gebruik word vir die vervoer in groot maat van enige vloeibare gas of ander produk gelys in hoofstuk 19 van die IGC-kode;

**"geakkrediteerde inrigting"** 'n opleidingsinrigting wat kragtens regulasie 67 geakkrediteer is;

**"gediplomeerd"** behoorlik gediplomeer kragtens die Wet of geag kragtens die Wet aldus gediplomeer te wees;

**"gespesifiseer deur die Owerheid"** gespesifiseer deur die Owerheid in 'n marine-kennisgewing;

**"GMNVS"** die globale maritieme nood- en veiligheidsstelsel;

**"goedgekeur"** deur die Owerheid goedgekeur;

**"goedgekeurde seediens"**, met betrekking tot—

- (a) 'n dekokfisiërsertifikaat, seediens op handelskepe rakende die pligte en funksies verrig deur offisiere geassosieer met die dekaafdeling;
- (b) 'n ingenieur-offisiërsertifikaat, seediens op handelskepe rakende die pligte en funksies verrig deur offisiere geassosieer met die masjienafdeling;
- (c) 'n dekmatroossertifikaat, seediens in enige hoedanigheid wat werk op dek en die verrigting van pligte en funksies geassosieer met die dekwerk op handelskepe behels;



- (d) 'n masjienkamermatroossertifikaat, seediens in enige hoedanigheid wat werk in die masjienkamer en die verrigting van pligte en funksies geassosieer met die masjienkamerwerk op handelskepe behels; en
- (e) 'n utiliteitseemansertifikaat, seediens beoog in paragrawe (c) en (d);

**"handelskip"** 'n seeskip wat by kommersiële handel betrokke is en uitvaar op gereelde seereise, uitgesonderd—

- (a) oorlogskepe, vlootbystandsvaartuie of ander skepe in besit van of bedryf deur die staat en aangewend slegs vir nie-kommersiële staatsdienste;
- (b) vissersvaartuie;
- (c) skepe wat slegs vir sport of ontspanning gebruik word;
- (d) tradisionele seilskepe;

**"hawebedryf"** seereise beperk tot 'n hawebedryfgebied, en word **"hawebedryfdiens"** dienoreenkomstig uitgelê;

**"hawebedryfgebied"** die gebied binne 'n straal van 12 seemy l gemeet—

- (a) in die geval van die hawe van Saldanhabaai, vanaf die middelpunt van 'n denkbeeldige lyn wat die Noord- en Suid-koplig verbind; en
  - (b) in die geval van enige ander hawe in die Republiek, vanaf die buitenste breekwaterlig,
- en word **"hawebedryf"** dienoreenkomstig uitgelê;

**"hawebedryfvaartuig"** 'n hawesleepboot, baggerboot, modderskuit, loodsboot, werksboot, bunkerborg, veerboot, voorradeboot, selfaangedrewe drywende hyskraan of enige ander tipe skip beperk tot 'n hawebedryfgebied;

**"hoofingenieuroffisier"** die senior ingenieuroffisier verantwoordelik vir die meganiese aandrywing en die werking en instandhouding van die meganiese en elektriese installasies van 'n skip;

**"hoofstuurman"** die dek offisier volgende in rang na die gesagvoerder en wat die bevel van die skip sal oorneem in geval van die ongeskiktheid van die gesagvoerder;

**"IBC-kode"** die nuutste uitgawe van die *"International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk"* uitgegee deur die Internasionale Maritieme Organisasie, soos van tyd tot tyd gewysig;

**"IGC-kode"** die nuutste uitgawe van die *"International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk"* uitgegee deur die Internasionale Maritieme Organisasie, soos van tyd tot tyd gewysig;

**"ingenieuroffisier"** 'n offisier wat ooreenkomstig deel 3, afdeling 2 gediplomeer is, en word **"ingenieuroffisiersertifikaat"** dienoreenkomstig uitgelê;

**"kusvaart"** 'n seereis, op 'n skip van 500 BT of minder, beperk tot die seegebied aangrensend aan die Suider-Afrika kus tussen Punta do Ouro en die mond van die Oranjerivier en strekkend nie verder nie as 250 seemyl vanaf die kus;

**"kwalifiserende diens"** óf goedgekeurde seediens óf seediens óf hawebedryfdiens, na gelang van die betrokke sertifikaat;

**"masjienkamermatroos"** 'n matroos wat ooreenkomstig deel 3, afdeling 3 as 'n poetser of smeeder gediplomeer is, en word **"masjienkamermatroossertifikaat"** dienoreenkomstig uitgelê;

**"matroos"** 'n bekwame seeman, d.w.s. 'n ander seeman as 'n offisier;

**"mynbedryf"** die ontginning deur 'n skip voor anker, hetsy by wyse van myn of andersins, van minerale hulpbronne van die seebedding of ondergrond daarvan, uitgesonderd olie- en gashulpbronne;

**"olietenkskip"** 'n skip wat gebou is en gebruik word vir die vervoer in groot maat van petroleum of petroleumprodukte;

**"onbeperkte seereis"** 'n ander seereis as dié beoog in die omskrywings van kusvaart en hawebedryf;

**"ondersteuningsvlak"** die verantwoordelikhedsvlak geassosieer met die uitvoer van toegewese take, pligte of verantwoordelikhede op 'n handelskip onder opdrag van 'n individu wat op die bedryfs- of bestuursvlak diens doen;

**"opry-en-afry-passasierskip"** 'n passasierskip met opry-en-afry-vragruimtes of spesiale kategorie ruimtes soos omskryf in regulasie II-2/3 van die Veiligheidskonvensie;

**"radio-offisier"** 'n persoon wat in sodanige hoedanigheid in diens is en wat vir die bediening van die radio-installasies op 'n skip verantwoordelik is;

**"Registrateur"** die Registrateur van Seevaarders bedoel in regulasie 5;

**"seediens"** diens op seeskepe;

**"seeskip"** 'n ander skip as dié wat uitsluitlik op binnelandse waters of in 'n hawebedryfgebied vaar;

**"tenkskip"** 'n chemikalieëtenkskip, 'n gasvragvaarder of 'n olietenkskip;



**"tweede ingenieuroffisier"** die ingenieuroffisier volgende in rang na die hoofingenieuroffisier en op wie die verantwoordelikheid vir die meganiese aandrywing en die werking en instandhouding van die meganiese en elektriese installasies van die skip sal val in die geval van die ongeskiktheid van die hoofingenieuroffisier;

**"utiliteitseeman"** 'n matroos wat ooreenkomstig deel 3, afdeling 3 as 'n utiliteitseeman (hawebedryf) gediplomeer is, en word **"utiliteitseemansertifikaat"** dien ooreenkomstig uitgelê;

**"vanaf die kus"** seewaarts gemeet vanaf die laagwaterlyn (soos omskryf in artikel 1 van die Wet op Maritieme Sones, 1994 (Wet No. 15 van 1994)) langs die kus van die vasteland van Afrika;

**"versnelde opleiding"** 'n goedgekeurde program van intensiewe opleiding wat ontwerp is om die tydperk van kwalifiserende diens te verkort.

(2) Enige verwysing in hierdie regulasies na 'n besondere vlak van evaluering is 'n verwysing na evaluering, ooreenkomstig regulasie 18, op daardie vlak om te verseker dat die kandidaat die tersaaklike bevoegdhede in die Kode vermeld, behaal het.

(3) Verwysings in hierdie regulasies na die houer van 'n sertifikaat of na die besit van 'n sertifikaat is verwysings na die regmatige houer van die sertifikaat of na die regmatige besit van die sertifikaat, na gelang van die geval.

### Inleiding en klasse van sertifikate

2. (1) Hierdie regulasies bepaal, vir die doeleindes van artikel 73 van die Wet, die standarde van bevoegdheid en die voorwaardes wat nagekom moet word vir diplomering as gesagvoerder, skeepsoffisier of matroos op Suid-Afrikaanse skepe uitgesonderd vissersvaartuie.

(2) Iemand wat as gesagvoerder, skeepsoffisier of seeman vir die doeleindes van artikel 73 van die Wet gekwalifiseer is en geregtig is daarop om in die hoedanigheid te dien en die werksaamhede te verrig wat betrokke is by die verantwoordelikhedsvlak gespesifiseer in sy of haar sertifikaat op 'n skip van die tipe, tonnemaat en krag en aandrywingswyse aldus gespesifiseer terwyl besig met die bepaalde betrokke reis, indien—

(a) in die geval van 'n gesagvoerder of skeepsoffisier hy of sy in besit is van—

- (i) 'n geldige bekwaamheidsertifikaat as sodanig wat in subregulasie (3) of (4) bedoel word;
- (ii) 'n geldige bekwaamheidsertifikaat as sodanig wat behandel word as ekwivalent aan 'n sertifikaat bedoel in subparagraaf (i) uit hoofde van regulasie 23 van die Handelskeepvaartregulasies (Veilige Bemanning), 1999; of
- (iii) 'n geldige sertifikaat wat as sodanig deur of namens die regering van 'n ander land uitgereik is en wat kragtens artikel 83(1) van die Wet gemagtig is om op 'n Suid-Afrikaanse skip te dien; en

(b) in die geval van 'n matroos, hy of sy in besit is van—

- (i) 'n geldige bevoegdheidsertifikaat as sodanig wat in subregulasie (5) bedoel word;
- (ii) 'n geldige bevoegdheidsertifikaat as sodanig wat behandel word as ekwivalent aan 'n sertifikaat bedoel in subparagraaf (i) uit hoofde van regulasie 23 van die Handelskeepvaartregulasies (Veilige Bemanning), 1999; of
- (iii) 'n geldige sertifikaat as sodanig wat ooreenkomstig die STCW-konvensie deur of namens die regering van 'n ander land uitgereik en geëndosseer is; of
- (iv) enige ander sertifikaat wat deur of namens die regering van 'n ander land uitgereik word, wat die persoon na die mening van die Owerheid kwalifiseer om in die betrokke hoedanigheid op 'n Suid-Afrikaanse skip diens te doen.

(3) Behoudens subregulasie (7) is die bevoegdheidsertifikate, met hulle beperkings, endossemente en betrokke verantwoordelikhedsvlakke (as daar is), van toepassing op dekokoffisiere—

(a) gesagvoerder (spesiale graad);

(b) gesagvoerder

- (i) gesagvoerder van 'n skip van enige tonnemaat op onbeperkte seereise; (*bestuursvlak*)
- (ii) beperk tot mynbedryf;

(c) hoofstuurman

- (i) hoofstuurman van 'n skip van enige tonnemaat op onbeperkte seereise; (*bestuursvlak*)
- (ii) geëndosseerde gesagvoerder van 'n skip van minder as 3 000 BT op onbeperkte seereise; (*bestuursvlak*)
- (iii) geëndosseerde gesagvoerder van 'n skip van enige tonnemaat op kusvaartseereise; (*bestuursvlak*)
- (iv) beperk tot mynbedryf;

(d) dekokoffisier

- (i) dekwaghoud-offisier op 'n skip van enige tonnemaat op onbeperkte seereise; (*bedryfsvlak*)
- (ii) geëndosseerde hoofstuurman van 'n skip van minder as 3 000 BT op onbeperkte seereise; (*bestuursvlak*)
- (iii) geëndosseerde gesagvoerder van 'n skip van minder as 500 BT op onbeperkte seereise; (*bestuursvlak*)



- (iv) geëndosseerde gesagvoerder van 'n skip van minder as 500 BT op kusvaartseereise; (*bestuursvlak*)
  - (v) beperk tot mynbedryf;
  - (e) gesagvoerder (kusvaart)
    - (i) gesagvoerder van 'n skip van minder as 500 BT op kusvaartseereise; (*bestuursvlak*)
    - (ii) geëndosseerde dekwaghouding-offisier van 'n skip van enige tonnemaat op onbeperkte seereise; (*bedryfsvlak*)
    - (iii) beperk tot mynbedryf;
  - (f) stuurman (kusvaart)
    - (i) hoofstuurman en/of offisier in beheer van 'n navigasiewag op 'n skip van minder as 500 BT op kusvaartseereise; (*bedryfsvlak*)
    - (ii) beperk tot mynbedryf;
  - (g) gesagvoerder (hawebedryf)
    - gesagvoerder van 'n skip wat binne 'n hawebedryfsgebied bedryf word, met of sonder 'n hawebreekwaterbeperking;
  - (h) skipper (onbeperk)
    - gesagvoerder van 'n skip van minder as 100 BT op onbeperkte seereise; (*bestuursvlak*)
  - (i) skipper (kusvaart)
    - gesagvoerder van 'n skip van minder as 100 BT op kusvaartseereise; (*bestuursvlak*) en
  - (j) skipper (hawebedryf)
    - (i) gesagvoerder van 'n skip van minder as 200 BT wat binne 'n hawebedryfsgebied bedryf word, met of sonder 'n hawebreekwaterbeperking;
    - (ii) geëndosseerde stuurman van 'n skip wat binne 'n hawebedryfsgebied bedryf word, met of sonder 'n hawebreekwaterbeperking.
- (4) Behoudens subregulasie (7) is die bekwaamheidsertifikate, met hulle beperkings, endossemente en betrokke verantwoordelikhedsvlakke (as daar is), van toepassing op ingenieuroffisiere—
- (a) hoofingenieuroffisier (spesiale graad);
  - (b) hoofingenieuroffisier
    - (i) hoofingenieuroffisier van 'n skip met 3 000 kW aandrywingskrag of meer; (*bestuursvlak*)
    - (ii) hoofingenieuroffisier van 'n skip met minder as 3 000 kW aandrywingskrag; (*bestuursvlak*)
  - (c) tweede ingenieuroffisier
    - (i) tweede ingenieuroffisier van 'n skip met 3 000 kW aandrywingskrag of meer; (*bestuursvlak*)
    - (ii) tweede ingenieuroffisier van 'n skip met minder as 3 000 kW aandrywingskrag; (*bestuursvlak*)
    - (iii) geëndosseerde hoofingenieuroffisier van 'n skip met minder as 3 000 kW aandrywingskrag; (*bestuursvlak*)
    - (iv) geëndosseerde hoofingenieuroffisier van 'n skip met minder as 750 kW aandrywingskrag; (*bestuursvlak*)
  - (d) ingenieuroffisier
    - (i) masjienkamerwaghouding-offisier op 'n skip met enige kilowatt aandrywingskrag; (*bedryfsvlak*)
    - (ii) geëndosseerde hoofingenieuroffisier op 'n skip met enige kilowatt aandrywingskrag wat binne 'n hawebedryfsgebied bedryf word;
  - (e) hoofingenieuroffisier (hawebedryf)
    - hoofingenieuroffisier op 'n skip met enige kilowatt aandrywingskrag wat net binne 'n hawebedryfsgebied bedryf word, met of sonder 'n hawebreekwaterbeperking; en
  - (f) tweede ingenieuroffisier (hawebedryf)
    - (i) tweede ingenieuroffisier of 'n masjienkamerwaghouding-offisier op 'n skip met enige kilowatt aandrywingskrag wat binne 'n hawebedryfsgebied bedryf word;
    - (ii) geëndosseerde hoofingenieuroffisier op 'n skip met minder as 1 500 kW aandrywingskrag wat binne 'n hawebedryfsgebied bedryf word, met of sonder 'n hawebreekwaterbeperking.
- (5) Behoudens subregulasie (7), is die bevoegdheidsertifikate, met hulle beperkings en betrokke verantwoordelikhedsvlakke (as daar is), van toepassing op matrose—
- (a) gewone seeman (*ondersteuningsvlak*)
    - beperk tot hawebedryf;
  - (b) volle seeman (*ondersteuningsvlak*)
    - beperk tot hawebedryf;
  - (c) poetser (*ondersteuningsvlak*)
    - beperk tot hawebedryf;



- (d) smeerder (*ondersteuningsvlak*)
    - beperk tot hawebedryf;
  - (e) utiliteitseeman (hawebedryf); en
  - (f) bekwame kok.
- (6) Die ander bevoegdheidsertifikate is—
- (a) bekwaamheid in reddingsvlote;
  - (b) bekwaamheid in oorlewingsvaartuie; en
  - (c) bekwaamheid in vinnige reddingsbote.
- (7) Voorts kan die sertifikate in subregulasies (3), (4) en (5) bedoel, ooreenkomstig regulasies 51 en 52 vir diens op onderskeidelik tenkskepe en op-ry-en-afr-y-passasierskepe geëndosseer word.
- (8) Die rangorde van die seereisbeperkings is so dat die houer van—
- (a) 'n sertifikaat wat onbeperk is vir seereise, kan dien in die gediplomeerde hoedanigheid op skepe op onbeperkte seereise of seereise van enige beperking;
  - (b) 'n sertifikaat beperk tot kusvaart, kan dien in die gediplomeerde hoedanigheid op skepe op kusvaartseereise en in hawebedryf maar nie op onbeperkte seereise nie;
  - (c) 'n sertifikaat beperk tot hawebedryf, kan dien in die gediplomeerde hoedanigheid slegs op skepe betrokke by hawebedryf; en
  - (d) 'n sertifikaat beperk tot mynbedryf, kan dien in die gediplomeerde hoedanigheid slegs op skepe betrokke by mynbedryf.
- (9) Die sertifikate in subregulasies (3) tot en met (6) bedoel, word uitgereik en geëndosseer ooreenkomstig die STCW-konvensie, uitgesonderd—
- (a) die bekwaamheidsertifikaat as gesagvoerder (spesiale graad)
  - (b) die bekwaamheidsertifikaat as hoofingenieur-offisier (spesiale graad)
  - (c) enige sertifikaat beperk tot hawebedryf;
  - (d) die bevoegdheidsertifikaat as bekwame kok;
  - (e) die bevoegdheidsertifikaat as utiliteitseeman (hawebedryf); en
  - (f) die bevoegdheidsertifikaat as bekwaam in reddingsvlote.

### Hergeldigmaking van sertifikate

3. (1) 'n Sertifikaat as gesagvoerder of skeepsoffisier uitgereik kragtens die Wet ooreenkomstig die STCW-konvensie, is nie vir seediens geldig nie tensy dit hergeldig gemaak is ooreenkomstig hierdie regulasie.
- (2) Vir die doeleindes van hergeldigmaking word vereis van elke persoon in besit van 'n sertifikaat in subregulasie (1) bedoel, om met tussenpose van hoogstens vyf jaar die Owerheid te oortuig van sy of haar—
- (a) mediese geskiktheid, veral met betrekking tot gehoor en, in die geval van gesagvoerders en dekkoffisiere, gesig, ooreenkomstig die vereistes van die Kode; en
  - (b) voortgesette professionele bekwaamheid óf—
    - (i) deur minstens een jaar goedgekeurde seediens in die rang gemeld in die sertifikaat wat gehou word, gedurende die voorafgaande vyf jaar te voltooi; óf
    - (ii) deur die verrigting van die pligte toepaslik op die sertifikaat wat gehou word, wat beskou word as minstens gelykwaardig aan die seediens wat by subparagraaf (i) vereis word; óf
    - (iii) deur 'n goedgekeurde toets te slaag; óf
    - (iv) deur een of meer goedgekeurde kursusse suksesvol te voltooi; óf
    - (v) deur goedgekeurde seediens in die betrokke rang vir 'n tydperk van minstens drie maande te voltooi in 'n botallige hoedanigheid of in 'n laer offisiërsrang as dit waarvoor die sertifikaat wat gehou word, geldig is onmiddellik voordat hy of sy die rang aanvaar waarop hy of sy kragtens sy of haar sertifikaat geregtig is.
- (3) Elke gesagvoerder en elke offisier moet vir voortgesette seediens op skepe waarvoor daar internasionaal op spesiale opleidingsvereistes ooreengekom is, goedgekeurde opleiding suksesvol voltooi.
- (4) Aansoek om hergeldigmaking moet gedoen word op die wyse deur die Owerheid gespesifiseer, by 'n kantoor van die Owerheid wat as 'n eksamensentrum aangewys is.
- (5) Die Owerheid, indien hy oortuig is dat die houer van 'n sertifikaat voldoen aan die vereistes van subregulasies (2) en (3), moet aan die houer 'n endossement uitreik wat sy of haar sertifikaat weer geldig maak.
- (6) Indien 'n aansoeker die Owerheid nie kan oortuig soos in subregulasie (2)(a) bedoel nie, kan die Owerheid—
- (a) die hoedanigheid waarin die aansoeker op 'n skip mag dien, beperk;



- (b) die tipe seereis waarop die aansoeker mag dien, beperk; en
  - (c) die tydperk van geldigheid van die sertifikaat verkort,
- en indien hy so maak, moet hy die aansoeker se sertifikaat dienooreenkomstig endosseer.

#### **Gelykwaardigheid van sertifikate uitgereik voor inwerkingtreding van regulasies, ens**

4. (1) Regulasie 23 van die Handelskeepvaartregulasies (Veilige Bemanning), 1999, is van krag ten einde die gelykwaardigheid te bepaal van bekwaamheidsertifikate en bevoegdheidsertifikate, met inbegrip van die endossement daarop, wat voor die inwerkingtreding van hierdie regulasies, en daarna tot 1 Februarie 2002 uit hoofde van regulasie 72 kragtens die Wet uitgereik is.

(2) Aansoek om die uitreiking van 'n gelykwaardige sertifikaat kan gedoen word op die wyse deur die Owerheid gespesifiseer, by 'n kantoor van die Owerheid wat as 'n eksamensentrum aangewys is.

#### **Registrateur van Seevaarders**

5. (1) Die Owerheid moet 'n lid van sy personeel as die Registrateur van Seevaarders aanwys.

(2) Benewens funksies ingevolge enige ander wet, is die funksies van die Registrateur—

- (a) om bekwaamheidsertifikate en bevoegdheidsertifikate ooreenkomstig die Wet uit te reik;
- (b) om endossemente by sertifikate ooreenkomstig die Wet uit te reik;
- (c) om 'n register by te hou van alle bekwaamheidsertifikate en bevoegdheidsertifikate wat kragtens die Wet uitgereik is of erken word, en van alle aangeleenthede wat hulle raak;
- (d) om inligting oor die status van bekwaamheidsertifikate en bevoegdheidsertifikate en van die aangeleenthede wat hulle raak, beskikbaar te stel aan ander bevoegde owerhede of skeepsrederye wat verifiëring verlang van die egtheid of geldigheid van sertifikate wat aan hulle voorgelê is; en
- (e) om die funksies te verrig wat bykomend is by dié in paragrawe (a) tot (d) bedoel.

(3) Die Registrateur moet sy of haar funksies verrig ooreenkomstig enige toepaslike gehalteversekeringstelsel wat ingevolge regulasie 7 uitgevoer word.

#### **Senior eksaminatore**

6. Die Owerheid kan, vir doeleindes van hierdie regulasies, een of meer eksaminatore as senior dek- of ingenieurseksaminatore aanwys.

#### **Gehalteversekering**

7. Die Owerheid moet 'n gehalteversekeringstelsel implementeer om die werkprosedures van die eksaminatore en Registrateur te kontroleer.

#### **Leerplankomitee**

8. (1) Die Owerheid kan 'n leerplankomitee instel waarvan die funksies is om die leerplanne in die Kode uiteengesit, te vertolk en om hierdie regulasies en die Kode deurlopend te hersien.

(2) Die komitee moet onder voorsitterskap wees van 'n senior eksaminator, en die oorblywende lede van die komitee, hoogstens elf in getal, moet verteenwoordigend wees van die Regering, die opleidingsinrigtings, die skeepvaart bedryf en georganiseerde arbeid in die skeepvaartbedryf.

## **DEEL 2 EVALUERING**

#### **Bewys van identiteit**

9. Elke kandidaat vir 'n sertifikaat of endossement moet bewys van sy of haar identiteit lewer tot tevreidenheid van die Owerheid. Sodanige bewys kan wees in die vorm van 'n geldige Suid-Afrikaanse identiteitsdokument of paspoort of, in die geval van 'n vreemde burger of inwoner, 'n geldige paspoort.



### Datums en plekke van eksamens

10. (1) Die Owerheid moet inligting (met inbegrip van die datums, tye en plekke) van geskrewe eksamens wat deur geakkrediteerde inrigtings gehou gaan word, jaarliks in 'n mariene-kennisgewing publiseer.

(2) 'n Kandidaat vir 'n mondelinge eksamen sal bevestiging van die datum, tyd en plek van die eksamen ontvang nadat die eksaminator vasgestel het dat die kandidaat aan al die vereistes wat die eksamen voorafgaan, voldoen het.

### Hoe om aansoek te doen

11. (1) Kandidate vir die uitreiking van sertifikate of endossemente moet by 'n kantoor van die Owerheid wat as 'n eksamensentrum aangewys is, aansoek doen op 'n aansoekvorm wat by daardie kantoor verkrygbaar is. Die behoorlik ingevulde aansoekvorm moet vergesel gaan van die tersaaklike aanvullende dokumente in die aanhangsel vermeld.

(2) Kandidate vir mondelinge eksamens moet toesien dat aansoek ooreenkomstig subregulasie (1) minstens 21 dae voor die voorgestelde eksamendatum, gedoen word.

### Hoe om in spesiale gevalle aansoek te doen

12. (1) Wanneer daar twyfel bestaan of 'n kandidaat se kwalifiserende diens voldoende is, kan die kandidaat sy of haar saak, vergesel van die tersaaklike sertifikate, ontslagsertifikate, getuigskrifte, opleidingsrekords, waghoudienssertifikate en sodanige ander dokumente wat vereis mag word, voorlê vir spesiale oorweging deur 'n eksaminator.

(2) Aansoeke vir sertifikate en endossemente deur kandidate oorsee kan per pos gedoen word, en moet volle besonderhede van die geval insluit en, indien nodig, vergesel gaan van gewaarmerkte afskrifte van die tersaaklike dokumente. Oorspronklike dokument behoort nie sodanige aansoeke te vergesel nie.

### Verklaring en bewys van kwalifiserende diens

13. (1) Elke kandidate moet in die aansoekvorm in regulasie 11(1) bedoel, 'n verklaring aflê oor kwalifiserende diens wat gedoen is, en moet enige tydperke van onderbreking in sodanige diens tot tevredenheid van die betrokke eksaminator verduidelik.

(2) Ontslagsertifikate of 'n behoorlik ingevulde Seemansrekordboek sal, by ontstentenis van andersluidende bewys, aanvaar word as genoegsame bewys van die kwalifiserende diens daarin vermeld.

(3) 'n Kandidaat vir 'n dekkingsertifikaat moet, waar diens in bevel van 'n wag vereis word, sertifikate van waghoudiens voorlê, onderteken deur die onderskeie gesagvoerders van die skepe waarop hy of sy gedien het, waarin gestel word dat hy of sy vir minstens 8 uur van elke 24 uur diens waarop aanspraak gemaak word, as 'n waghoudings-offisier opgetree het. 'n Kandidaat vir 'n eerste bekwaamheidsertifikaat moet getuigskrifte voorlê onderteken deur die onderskeie gesagvoerders van die skepe waarop hy of sy gedien het vir die 12 maande kwalifiserende diens wat die datum van aansoek vir eksaminering voorafgaan.

(4) (a) 'n Kandidaat vir 'n ingenieuroffisiersertifikaat kan getuigskrifte voorlê as bewys van werkwinkeldiens. Die getuigskrifte moet die soort werk wat die kandidaat onderneem het of waarin die kandidaat opgelei is, uiteensit.

(b) Getuigskrifte voorgelê deur 'n kandidaat vir 'n ingenieuroffisiersertifikaat as bewys van kwalifiserende diens moet geteken word of deur die hoofingenieuroffisier of die gesagvoerder van die betrokke skip en moet die kandidaat se werklike rang op wag, die getal ingenieuroffisiere gelyktydig op wag, die tipe aandryfmeganisme en krag (in kilowatt) van die skip, en die aard van die pligte wat verrig is.

### Omkopery

14. 'n Kandidaat wat skuldig bevind is aan omkopery ingevolge artikel 314 van die Wet of wat kragtens artikel 324 van die Wet 'n boete vir sodanige omkopery opgelê is, word nie tot 'n eksamen vir enige sertifikaat of endossement toegelaat nie alvorens 'n tydperk van minstens 12 maande vanaf die datum van sodanige skuldigbevinding of boeteoplegging verloop het, na gelang van die geval.

### Onbevredigende gedrag

15. 'n Kandidaat of potensiële kandidaat wat, na ondertekening van 'n ooreenkoms met die bemanning beoog in artikel 102 van die Wet, versuim het om by die skip aan te sluit, of wat nadat hy of sy aangesluit het die skip om 'n ander rede as ontslag verlaat het, of wat skuldig bevind is aan wangedrag aan boord, moet bevredigende bewys lewer van twee jaar daaropvolgende kwalifiserende diens met goeie gedrag, tensy die Owerheid anders gelas.



### Mondelinge eksamens

16. (1) Waar die eksamen vir 'n sertifikaat of endossement bestaan uit 'n skriftelike deel en 'n mondelinge deel, mag 'n kandidaat nie in die mondelinge deel van die eksamen geëksamineer word nie alvorens hy of sy in die skriftelike deel geslaag het.

(2) Mondelinge eksamens moet deur 'n eksaminator in teenwoordigheid van 'n evalueerder afgeneem word. Die doel van 'n mondelinge eksamen is om 'n kandidaat se bekwaamheid in die praktiese aspekte van 'n offisier se plig te bepaal.

(3) Elke kandidaat moet, alvorens hy of sy in die mondelinge deel van 'n eksamen geëksamineer word, aan die eksaminator die geakkrediteerde inrigting se sertifikaat van uitslae voorlê, wat deur 'n gemagtigde persoon geteken is en die volgende toon:

- (a) Die kandidaat se volle naam en studentenummer;
- (b) die kursus of kursusse wat suksesvol voltooi is;
- (c) vir elke vak, die vakpunt, punte behaal in die eindeksamen (indien van toepassing), finale punte en uitslag; en
- (d) die duur van die kursus of kursusse.

(4) Die mondelinge eksamen vir 'n dekkoffisiersertifikaat moet die kandidaat se kennis toets betreffende die strekking en betekenis van die regulasies in verband met botsings, en die vermoë om die regulasies bloot woord vir woord te herhaal is nie voldoende om 'n slaagpunt in die eksamen te verseker nie, maar die gebrek aan 'n woordelike herhaling sal ook nie noodwendig daartoe lei dat die kandidaat druip nie, mits die eksaminator oortuig is dat die kandidaat die volle betekenis, inhoud en praktiese toepassing van daardie regulasies begryp. Gedurende die eksamen word dit nie van 'n kandidaat vereis om 'n seilskip te hanteer nie, maar sy of haar vermoë om 'n seilskip se ligte uit te ken, en kennis van 'n seilskip se moontlike maneuvres na gelang van die windrigting, moet getoets word.

(5) Daar kan 'n kandidaat vereis word gedurende 'n mondelinge eksamen om 'n berekening te voltooi, of om uit te wei oor enige deel van die leerplan van toepassing op die sertifikaat of endossement waarvoor hy of sy geëksamineer word.

(6) 'n Kandidaat wat weens 'n ernstige gebrek aan praktiese kennis in die mondelinge deel van die eksamen vir enige sertifikaat of endossement druip, kan na goeddunke van die eksaminator aangesê word om verdere kwalifiserende diens van hoogstens ses maande te verrig voordat hy of sy geregtig is om hereksamineer te word.

(7) 'n Kandidaat wat sonder redelike verskoning nie op die bepaalde tyd en plek vir 'n mondelinge eksamen opdaag nie, kan by verstek druip.

### Skriftelike eksamens

17. (1) Skriftelike eksamens moet deur geakkrediteerde inrigtings afgeneem word en moet die vakke vereis vir elke sertifikaat of endossement soos in die Kode vermeld, dek ten einde te verseker dat kandidate die standaard van teoretiese kennis vereis by die Kode verwerk het.

(2) Die Owerheid moet eksaminatore aanwys wat—

- (a) eksamenvraestelle en memoranda minstens 30 dae voor die bepaalde eksamendatum moet modereer;
- (b) eksamenskrifte so gou moontlik na ontvangs moet modereer;
- (c) eksamenskrifte op versoek van 'n geakkrediteerde inrigting moet hernasien; en
- (d) met die betrokke dosent of interne eksaminator moet oorleg pleeg wanneer 'n negatiewe neiging of fout in 'n memorandum, skrif of groep skrifte opgemerk word.

(3) In die geval van twyfel oor 'n kandidaat se slaagpunt in die vakke kartwerk, navigasie, skeepsgargitektuur, noodprosedures en ingenieurswese, is die eksaminator se besluit finaal.

(4) In die vakke kartwerk, navigasie, skeepsgargitektuur en noodprosedures vir dekkoffisiere moet 'n kandidaat 'n slaagpunt van minstens 60 persent in die geskrewe eindeksamen behaal. In alle ander vakke, in die leerplanne vir sowel dekkoffisiere as ingenieuroffisiere, is die slaagpunt in die geskrewe eindeksamen vir elke vak 50 persent.

### Evalueringsprosedure

18. (1) Elke kandidaat vir die uitreiking van 'n sertifikaat of endossement word op een of meer van die volgende vlakke geëvalueer:

- (a) Vlak 1-evaluering word gedoen tydens kwalifiserende diens op 'n skip of tydens opleiding aan 'n geakkrediteerde inrigting, en moet gedoen word aan boord van 'n skip deur een of meer aangewese skeepsoffisiere, en op land deur een of meer persone wat aan die vereistes van regulasie 19(1) voldoen.
- (b) Vlak 2-evaluering word gedoen tydens kwalifiserende diens op 'n skip of tydens opleiding aan 'n geakkrediteerde inrigting, en word gedoen deur 'n evalueerder.
- (c) Vlak 3-evaluering word gedoen deur 'n eksaminator en 'n evalueerder wanneer die kandidaat hom of haar vir mondelinge eksaminering aanmeld.



(2) Alle eenhede van bekwaamheid wat op vlak 1 of 2 geëvalueer moet word, moet aangedui word in die opleidingsrekordboek wat aan 'n kandidaat uitgereik is.

(3) Net 'n evalueerder mag 'n eenheid van bekwaamheid in 'n kandidaat se opleidingsrekordboek afteken wanneer die kandidaat beskou word as gereed vir die volgende vlak van evaluering en hy of sy bekwaamheid in die eenheid suksesvol getoon het soos in die Kode vermeld.

(4) 'n Kandidaat wat evaluering op meer as een vlak moet voltooi, mag nie op die hoër vlak geëvalueer word nie alvorens hy of sy bekwaamheid op die laer vlak getoon het, en sodanige kandidaat mag nie op vlak 3 geëvalueer word nie alvorens al die tersaaklike eenhede van bekwaamheid op die laer evalueringvlakke deur 'n eksaminator afgeteken is.

## Evalueerders

19. (1) Elke persoon wat indiensevaluering van 'n kandidaat doen, hetsy aan boord van 'n skip of op land, vir die doel van diplomering ingevolge hierdie regulasies, moet—

- (a) beskik oor 'n geskikte vlak van kennis en begrip van die bekwaamheid wat geëvalueer moet word;
- (b) beskik oor bewys van kwalifisering in die aktiwiteite waarvoor die evaluering gedoen word;
- (c) beskik oor bewys van die ontvangs van geskikte leiding in die metodes en praktyk van evaluering;
- (d) praktiese ondervinding van evaluering opgedoen het; en
- (e) indien evaluering gedoen word wat die gebruik van nabootsers behels, praktiese ondervinding opgedoen het van evaluering in die bepaalde tipe nabootser onder toesig en tot tevredenheid van 'n ander meer ervare evalueerder.

(2) (a) Die Owerheid kan, behoudens paragraaf (b), enige persoon as 'n evalueerder skriftelik aanstel wat na die Owerheid se mening gekwalifiseer is om aldus aangestel te wees, en in die aanstellingsbrief die vlakke, bekwaamhede en take vermeld wat so 'n persoon geregtig is om te evalueer.

(b) 'n Persoon is nie geskik vir aanstelling kragtens paragraaf (a) nie tensy hy of sy—

- (i) in besit is van 'n geskikte bekwaamheidsertifikaat is;
- (ii) medies geskik is; en
- (iii) 'n goedgekeurde kursus suksesvol voltooi het, insluitende minstens drie praktiese evalueringe wat die onderhawige dissiplines dek.

(3) Aanstelling as 'n evalueerder is geldig vir 'n tydperk van hoogstens drie jaar vanaf die datum van aanstelling, maar kan hernu word behoudens subregulasie (2).

(4) Die Owerheid kan 'n aanstelling kragtens subregulasie (2) op versoek intrek, of indien—

- (a) na ondersoek daar bevind word dat die evalueerder—
  - (i) nalatig of onbekwaam was in die uitvoering van sy of haar pligte;
  - (ii) 'n evaluering op bedrieglike wyse afgehandel het; of
  - (iii) bedrieglike gelde vir sy of haar dienste gehef het;
- (b) as gevolg van swak gesondheid die evalueerder nie in staat is om sy of haar pligte af te handel nie;
- (c) die evalueerder aan 'n strafregtelike misdryf skuldig bevind is; of
- (d) die evalueerder se bekwaamheidsertifikaat deur 'n bevoegde gesag ingetrek of opgeskort is.

(5) 'n Lys van alle geldende aanstellings kragtens subregulasie (2), met inbegrip van die besonderhede daarvan, moet in 'n marine-kennisgewing gepubliseer word.

## Doofheid en ander liggaams- en geestesgebreke

20. (1) (a) Indien die eksaminator in die loop van die eksamen vind dat 'n kandidaat doof is of 'n spraakgebrek het of aan die een of ander liggaams- of geestesgebrek ly, en by verdere ondersoek daarvan oortuig is dat die mate van gebrek sodanig is dat dit die kandidaat onbekwaam maak vir die vervulling van die gewone pligte ter see of ander pligte van 'n houer van die betrokke sertifikaat, mag hy of sy, selfs al slaag die kandidaat die eksamen, nie aan die kandidaat enige dokumentêre bewys dat hy of sy die eksamen geslaag het, uitreik nie.

(b) Die eksaminator moet oor die geval aan die Owerheid verslag doen en moet die kandidaat inlig by wyse van 'n afskrif van sodanige verslag. Indien die kandidaat in besit is van 'n bestaande mediese sertifikaat, moet sodanige sertifikaat saam met die verslag gestuur word.

(2) As 'n kandidaat in subregulasie (1) bedoel, daarna 'n mediese sertifikaat voorlê waarin vermeld word dat sy of haar gehoor, spraak of liggaams- of geestestoestand verbeter het of normaal is, moet die Owerheid die kandidaat se aansoek om eksaminering tesame met die eksaminator se verslag heroorweeg.



**Gebruik van Engels in evaluering**

21. Elke kandidaat moet opdragte in Engels kan gee en verstaan, beide skriftelik en mondelings.

**Eksamenuitslae**

22. (1) (a) 'n Kandidaat wat aan al die vereistes vir die uitreiking van 'n sertifikaat of endossement voldoen, ontvang 'n slaagsertifikaat, geteken deur die eksaminator, wat vir 'n tydperk van ses maande vanaf die datum van uitreiking geldig is.

(b) 'n Slaagsertifikaat in paragraaf (a) bedoel—

- (i) toon die datum en die titel van die sertifikaat of endossement wat die kandidaat behaal het;
- (ii) dien as tydelike sertifikaat of endossement tot tyd en wyl die oorspronklike sertifikaat of endossement deur die Registrateur uitgereik word; en
- (iii) moet oorgegee word wanneer die kandidaat die oorspronklike sertifikaat of endossement afhaal.

(2) (a) 'n Kandidaat wat evaluering op vlak 3 druipt, ontvang 'n druiptkennisgewing geteken deur die eksaminator.

(b) 'n Druiptkennisgewing in paragraaf (a) bedoel—

- (i) vermeld die eksamen wat die kandidaat gedruip het, die datum van druipting en die voorwaardes (as daar is) wat die eksaminator gestel het; en
- (ii) moet aan 'n eksaminator getoon word wanneer die kandidaat weer aansoek doen om evaluering op vlak 3.

**DEEL 3****VEREISTES VIR DIPLOMERING****Afdeling 1—Dekoffisierssertifikate****Skipper (hawebedryf)**

23. (1) 'n Kandidaat vir die bekwaamheidsertifikaat as skipper (hawebedryf), welke sertifikaat die endossement in regulasie 2(3)(j)(ii) bedoel, insluit, moet minstens 18 jaar oud wees en moet—

- (a) minstens 12 maande seediens of hawebedryfdiens, na gelang van die geval, in 'n dekhoedanigheid voltooi het op enige van die volgende skepe van 25 BT of meer:
  - (i) Handelskepe;
  - (ii) vissersvaartuie;
  - (iii) skepe van klas V, VI of XII;
  - (iv) hawebedryfvaartuie; of
  - (v) vlootskepe;
- (b) brugwaghoupigte onder toesig van 'n dekkoffisier vir die laaste ses maande van die vereiste diens verrig het;
- (c) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (d) op vlak 3 geëvalueer wees.

(2) Waar die hawebedryfdiens in subregulasie (1)(a) beoog, opgedoen is op skepe wat beperk is tot bedryf binne die breekwater van 'n hawe, moet die sertifikaat dienoreenkomstig beperk word.

**Skipper (onbeperk of kusvaart)**

24. 'n Kandidaat vir die bekwaamheidsertifikaat as skipper (kusvaart) of skipper (onbeperk) moet minstens 18 jaar oud wees en moet—

- (a) minstens 24 maande seediens in 'n dekhoedanigheid voltooi het op enige van die volgende skepe van 25 BT of meer—
  - (i) handelskepe;
  - (ii) vissersvaartuie;
  - (iii) skepe van klas V, VI of XII; of
  - (iv) vlootskepe;

Met dien verstande dat vir die uitreiking van 'n bekwaamheidsertifikaat as skipper (onbeperk), die seediens opgedoen moet wees op skepe op onbeperkte seereise;

- (b) brugwaghoupigte onder toesig van 'n dekkoffisier vir die laaste ses maande van die vereiste diens verrig het;



- (c) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (d) op vlak 3 geëvalueer wees.

#### Stuurman (kusvaart)

25. (1) Behoudens subregulasie (2) moet 'n kandidaat vir die bekwaamheidsertifikaat as stuurman (kusvaart) minstens 18 jaar oud wees en—

- (a) (i) minstens 36 maande goedgekeurde seediens voltooi het op skepe van meer as 100 BT op onbeperkte of kusvaartseereise; of
- (ii) indien die kandidaat beskik oor 'n graad 12 of gelykwaardige slaag met wiskunde en fisika as vakke—
  - (aa) minstens 12 maande goedgekeurde seediens in subparagraaf (i) beoog, voltooi het; en
  - (bb) goedgekeurde versnelde opleiding aan boord suksesvol voltooi het;
- (b) brugwaghouppligte onder toesig van 'n dekkoffisier vir die laaste ses maande van die vereiste seediens verrig het;
- (c) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en goedgekeurde opleiding suksesvol voltooi het; en
- (d) op vlakke 1, 2 en 3 geëvalueer wees, of indien die kandidaat nie versnelde opleiding ondergaan het nie, op vlakke 1 en 3.

(2) 'n Kandidaat in subregulasie (1) bedoel, wat die houer is van 'n bekwaamheidsertifikaat as skipper (onbeperk) of skipper (kusvaart), moet—

- (a) minstens ses maande goedgekeurde seediens voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise;
- (b) brugwaghouppligte onder toesig van 'n dekkoffisier vir die laaste drie maande van die vereiste seediens verrig het;
- (c) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en goedgekeurde opleiding suksesvol voltooi het; en
- (d) op vlakke 1, 2 en 3 geëvalueer wees.

#### Gesagvoerder (hawebedryf)

26. (1) 'n Kandidaat vir die bekwaamheidsertifikaat as gesagvoerder (hawebedryf) moet minstens 20 jaar oud wees en moet—

- (a) (i) minstens 12 maande hawebedryfdiens as dekwaghough-offisier voltooi het op hawebedryfvaartuie van 100 BT of meer terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as skipper (hawebedryf) was; of
- (ii) minstens 12 maande goedgekeurde seediens as 'n offisier in bevel van 'n navigasiewag voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as stuurman (kusvaart) was;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (c) op vlak 3 geëvalueer wees.

(2) Waar die hawebedryfdiens in subregulasie (1)(i) beoog, opgedoen is op skepe wat beperk is tot bedryf binne die breekwater van 'n hawe, moet die sertifikaat dienooreenkomstig beperk word.

#### Gesagvoerder (kusvaart)

27. 'n Kandidaat vir die bekwaamheidsertifikaat as gesagvoerder (kusvaart), welke sertifikaat die endossement in regulasie 2(3)(e)(ii) bedoel, insluit, moet minstens 20 jaar oud wees en moet—

- (a) minstens 12 maande goedgekeurde seediens as 'n offisier in bevel van 'n navigasiewag voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as stuurman (kusvaart) was;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (d) op vlak 3 geëvalueer wees.

#### Dekkoffisier

28. (1) Behoudens subregulasie (2) moet 'n kandidaat vir die bekwaamheidsertifikaat as dekkoffisier minstens 18 jaar oud wees en moet—

- (a) (i) minstens 36 maande goedgekeurde seediens op skepe van 500 BT of meer op onbeperkte seereise voltooi het; of



- (ii) indien die kandidaat beskik oor 'n graad 12 of gelykwaardige slaag met wiskunde en fisika as vakke—
    - (aa) minstens 12 maande seediens in subparagraaf (i) beoog voltooi het; en
    - (bb) goedgekeurde versnelde opleiding aan boord suksesvol voltooi het;
  - (b) brugwaghouppligte onder toesig van 'n dekkoffisier vir die laaste ses maande van die vereiste seediens verrig het;
  - (c) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en goedgekeurde opleiding suksesvol voltooi het; en
  - (d) op vlakke 1, 2 en 3 geëvalueer wees, of indien die kandidaat nie versnelde opleiding ondergaan het nie, op vlakke 1 en 3.
- (2) 'n Kandidaat in subregulasie (1) bedoel, wat die houer is van 'n bekwaamheidsertifikaat as bevelvoerder (kusvaart) of stuurman (kusvaart), moet—
- (a) minstens ses maande goedgekeurde seediens voltooi het op skepe van 500 BT of meer op onbeperkte seereise;
  - (b) brugwaghouppligte onder toesig van 'n dekkoffisier vir die laaste drie maande van die vereiste seediens verrig het;
  - (c) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
  - (d) op vlak 3 geëvalueer wees.

#### **Endossement as hoofstuurman van skip van minder as 3 000 BT op onbeperkte seereise**

29. 'n Kandidaat vir die endossement as hoofstuurman van 'n skip van minder as 3 000 BT moet—
- (a) minstens 12 maande goedgekeurde seediens as 'n offisier in bevel van 'n navigasiewag voltooi het op skepe van 500 BT of meer op onbeperkte seereise terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as dekkoffisier was;
  - (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
  - (c) op vlak 3 geëvalueer wees.

#### **Endossement as gesagvoerder van skip van minder as 500 BT op onbeperkte seereise**

30. 'n Kandidaat vir die endossement as gesagvoerder van 'n skip van minder as 500 BT op onbeperkte seereise moet—
- (a) minstens 12 maande goedgekeurde seediens as hoofstuurman voltooi het op skepe van 100 BT of meer op onbeperkte seereise terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as dekkoffisier was;
  - (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
  - (c) op vlak 3 geëvalueer wees.

#### **Hoofstuurman**

31. 'n Kandidaat vir die bekwaamheidsertifikaat as hoofstuurman, welke sertifikaat die endossement in regulasie 2(3)(c)(ii) bedoel, insluit, moet—
- (a) minstens 12 maande goedgekeurde seediens as 'n offisier in bevel van 'n navigasiewag voltooi het op skepe van 3 000 BT of meer op onbeperkte seereise terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as dekkoffisier was;
  - (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
  - (c) op vlak 3 geëvalueer wees.

#### **Gesagvoerder**

32. 'n Kandidaat vir die bekwaamheidsertifikaat as gesagvoerder moet—
- (a) (i) minstens 36 maande goedgekeurde seediens as 'n offisier in bevel van 'n navigasiewag voltooi het op skepe van 3 000 BT of meer op onbeperkte seereise terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as dekkoffisier was; of
  - (ii) minstens 12 maande goedgekeurde seediens as 'n hoofstuurman voltooi het op skepe van 3 000 BT of meer op onbeperkte seereise terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as hoofstuurman was;
  - (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
  - (c) op vlak 3 geëvalueer wees.



**Mynbedryfbeperking**

33. Waar 'n kandidaat vir 'n sertifikaat bedoel in regulasie 25, 27, 28, 29, 30, 31 of 32 nie aan die betrokke regulasie kan voldoen nie slegs weens die feit dat sy of haar seediens in die geheel of gedeeltelik opgedoen is soos in regulasie 61(2) beoog, word die sertifikaat tot mynbedryf beperk word.

**Gesagvoerder (spesiale graad)**

34. 'n Kandidaat vir die bekwaamheidsertifikaat as gesagvoerder (spesiale graad) moet die houer wees van 'n onbeperkte bekwaamheidsertifikaat as gesagvoerder en moet 'n goedgekeurde kursus in teoretiese kennis suksesvol voltooi het en 'n teoretiese eksamen geslaag het aan 'n geakkrediteerde inrigting.

**Afdeling 2—Ingenieuroffisiersertifikate****Tweede ingenieuroffisier (hawebedryf)**

35. (1) 'n Kandidaat vir die bekwaamheidsertifikaat as tweede ingenieuroffisier (hawebedryf), welke sertifikaat die endossement bedoel in regulasie 2(4)(f)(ii) insluit, moet minstens 18 jaar oud wees en moet—

- (a) minstens ses maande goedgekeurde seediens of hawebedryfdiens voltooi het as 'n assistentingenieuroffisier in die masjienafdeling van skepe met 750 kW aandrywingskrag of meer onder toesig van 'n ingenieuroffisier in besit van 'n hoër kwalifikasie;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en goedgekeurde opleiding suksesvol voltooi het bestaande uit—
  - (i) 'n goedgekeurde kadetskap van minstens 30 maande bestaande uit—
    - (aa) praktiese werkwinkelopleiding;
    - (bb) teoretiese opvoeding; en
    - (cc) minstens ses maande goedgekeurde seediens of hawebedryfdiens; of
  - (ii) 'n goedgekeurde vak as 'n ambagsman in 'n ingenieurswesedissipline; en
- (c) op vlakke 1, 2 en 3 geëvalueer wees.

(2) Waar die hawebedryfdiens in subregulasie (1)(a) beoog, opgedoen is op skepe wat beperk is tot bedryf binne die breekwater van 'n hawe, moet die sertifikaat dienooreenkomstig beperk word.

**Hoofingenieuroffisier (hawebedryf)**

36. (1) 'n Kandidaat vir die bekwaamheidsertifikaat as hoofingenieuroffisier (hawebedryf) moet—

- (a) die vereistes vir die bekwaamheidsertifikaat as tweede ingenieuroffisier (hawebedryf) nagekom het;
- (b) minstens 12 maande—
  - (i) goedgekeurde seediens op skepe met 750 kW aandrywingskrag of meer; of
  - (ii) hawebedryfdiens op skepe met 1 500 kW aandrywingskrag of meer,
 voltooi het as 'n ingenieuroffisier in bevel van 'n wag, terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as tweede ingenieuroffisier (hawebedryf) was;
- (c) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (d) op vlak 3 geëvalueer wees.

(2) Waar die hawebedryfdiens in subregulasie (1)(b)(ii) beoog, opgedoen is op skepe wat beperk is tot bedryf binne die breekwater van 'n hawe, moet die sertifikaat dienooreenkomstig beperk word.

**Ingenieuroffisier**

37. 'n Kandidaat vir die bekwaamheidsertifikaat as ingenieuroffisier moet minstens 18 jaar oud wees en moet—

- (a) minstens ses maande goedgekeurde seediens voltooi het as 'n assistentingenieuroffisier in die masjienafdeling van skepe met 750 kW aandrywingskrag of meer onder toesig van 'n ingenieuroffisier in besit van 'n hoër kwalifikasie;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en goedgekeurde opleiding suksesvol voltooi het bestaande uit—
  - (i) 'n goedgekeurde kadetskap van minstens 30 maande bestaande uit—
    - (aa) praktiese werkwinkelopleiding;



- (bb) teoretiese opvoeding; en
- (cc) minstens ses maande goedgekeurde seediens; of
- (ii) 'n goedgekeurde ambag as 'n ambagsman in 'n ingenieurswesedissipline; en
- (c) op vlakke 1, 2 en 3 geëvalueer wees.

#### **Tweede ingenieuroffisier**

**38. (1)** *Skepe met 3 000 kW aandrywingskrag of meer*—'n Kandidaat vir die bekwaamheidsertifikaat as tweede ingenieuroffisier van 'n skip met 3 000 kW aandrywingskrag of meer moet—

- (a) minstens 12 maande goedgekeurde seediens voltooi het op skepe met 3 000 kW aandrywingskrag of meer as 'n ingenieuroffisier in bevel van 'n wag, terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as ingenieuroffisier was;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (c) op vlak 3 geëvalueer wees.

**(2)** *Skepe met minder as 3 000 kW aandrywingskrag*—'n Kandidaat vir die bekwaamheidsertifikaat as tweede ingenieuroffisier van 'n skip met minder as 3 000 kW aandrywingskrag moet voldoen aan die vereistes van subregulasie (1) asof die verwysing in paragraaf (a) daarvan na 3 000 kW 'n verwysing na 750 kW is.

#### **Hoofingenieuroffisier**

**39. (1)** *Skepe met 3 000 kW aandrywingskrag of meer*—'n Kandidaat vir die bekwaamheidsertifikaat as hoofingenieuroffisier van 'n skip met 3 000 kW aandrywingskrag of meer moet—

- (a) minstens 36 maande goedgekeurde seediens voltooi het op skepe met 3 000 kW aandrywingskrag of meer waarvan minstens 12 maande verrig moet wees in 'n posisie van verantwoordelikheid, terwyl hy of sy gekwalifiseer was as 'n tweede ingenieuroffisier van 'n skip met 3 000 kW aandrywingskrag of meer;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (c) op vlak 3 geëvalueer wees.

**(2)** *Skepe met minder as 3 000 kW aandrywingskrag*—'n Kandidaat vir die bekwaamheidsertifikaat as hoofingenieuroffisier van 'n skip met minder as 3 000 kW aandrywingskrag moet voldoen aan die vereistes van subregulasie (1) asof die verwysing in paragraaf (a) daarvan na 3 000 kW 'n verwysing na 750 kW is.

#### **Endossemente**

**40. (1)** 'n Kandidaat vir die endossement as hoofingenieuroffisier van 'n skip met minder as 3 000 kW aandrywingskrag moet—

- (a) minstens 12 maande goedgekeurde seediens voltooi het as ingenieuroffisier in 'n posisie van verantwoordelikheid terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as tweede ingenieuroffisier van 'n skip met 3 000 kW aandrywingskrag of meer was;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (c) op vlak 3 geëvalueer wees.

**(2)** 'n Kandidaat vir die endossement as hoofingenieuroffisier van 'n skip met minder as 750 kW aandrywingskrag moet—

- (a) minstens ses maande goedgekeurde seediens op skepe met 750 kW aandrywingskrag of meer voltooi het terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as tweede ingenieuroffisier van 'n skip met minder as 3 000 kW aandrywingskrag was;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (c) op vlak 3 geëvalueer wees.

**(3)** 'n Kandidaat vir die endossement as hoofingenieuroffisier van 'n skip met enige kilowatt aandrywingskrag wat in 'n hawebedryfsgebied bedryf word, moet—

- (a) minstens 12 maande goedgekeurde seediens voltooi het op skepe met 750 kW aandrywingskrag of meer op onbepaalde of kusvaartseereise terwyl hy of sy die houer van minstens 'n bekwaamheidsertifikaat as ingenieuroffisier was;
- (b) 'n teoretiese eksamen by 'n geakkrediteerde inrigting geslaag het en opleiding suksesvol voltooi het; en
- (c) op vlak 3 geëvalueer wees.



**Hoofingenieur-offisier (spesiale graad)**

41. 'n Kandidaat vir die bekwaamheidsertifikaat as hoofingenieur-offisier (spesiale graad) moet die houer wees van 'n bekwaamheidsertifikaat as hoofingenieur-offisier van 'n skip met 3 000 kW aandrywingskrag of meer en moet 'n goedgekeurde kursus suksesvol voltooi het en 'n teoretiese eksamen geslaag het by 'n geakkrediteerde inrigting.

**Afdeling 3—Matroossertifikate****Gewone seeman**

42. (1) 'n Kandidaat vir die bevoegdheidsertifikaat as gewone seeman moet minstens 16 jaar oud wees en—
- (a) (i) moet minstens ses maande goedgekeurde seediens voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise en moet goedgekeurde opleiding aan boord suksesvol voltooi het; of
  - (ii) moet minstens twee maande goedgekeurde seediens in subparagraaf (i) beoog, voltooi het en goedgekeurde versnelde opleiding aan boord suksesvol voltooi het;
  - (b) moet op vlak 1 geëvalueer wees; en
  - (c) 'n voorlopige bevoegdheidsertifikaat van gewone seeman moet aan hom of haar uitgereik wees deur die gesagvoerder van die skip waarop die bevredigende evaluering voltooi is.
- (2) (a) Waar 'n kandidaat die tydperk seediens in subregulasie (1)(a) beoog, slegs op hawebedryfvaartuie opgedoen het en bevredigend geëvalueer is op vlak 1, kan 'n voorlopige bevoegdheidsertifikaat van gewone seeman (hawebedryf) aan die kandidaat uitgereik word deur die gesagvoerder van die skip waarop die bevredigende evaluering voltooi is.
- (b) Die voorlopige sertifikaat in paragraaf (a) bedoel is geldig vir 'n tydperk van ses maande na die datum van uitreiking en kan ingeruil word vir 'n bevoegdheidsertifikaat as gewone seeman (hawebedryf) op aansoek ooreenkomstig regulasie 11(1).

**Volle seeman**

43. (1) 'n Kandidaat vir die bevoegdheidsertifikaat as volle seeman, terwyl hy of sy die houer van 'n bevoegdheidsertifikaat of voorlopige bevoegdheidsertifikaat as gewone seeman is, moet—
- (a) (i) minstens 12 maande goedgekeurde seediens voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise en moet goedgekeurde opleiding aan boord suksesvol voltooi het; of
  - (ii) minstens ses maande goedgekeurde seediens in subparagraaf (i) beoog, voltooi het en goedgekeurde versnelde opleiding aan boord suksesvol voltooi het;
  - (b) 'n goedgekeurde opleidingskursus op land suksesvol voltooi het; en
  - (c) op vlak 1 of 2 geëvalueer wees.
- (2) Waar 'n kandidaat aan subregulasie (1)(b) en (c) voldoen, maar die tydperk seediens in subregulasie (1)(a) beoog slegs op hawebedryfvaartuie opgedoen het, kwalifiseer die kandidaat vir die bevoegdheidsertifikaat as volle seeman (hawebedryf) en kan hy of sy, in plaas daarvan om die houer te wees van—
- (a) die bevoegdheidsertifikaat of voorlopige bevoegdheidsertifikaat as gewone seeman, die houer wees van die bevoegdheidsertifikaat of voorlopige bevoegdheidsertifikaat as gewone seeman (hawebedryf); en
  - (b) die bevoegdheidsertifikaat as bekwaam in oorlewingsvaartuie, die houer wees van die bevoegdheidsertifikaat as bekwaam in reddingsvlotte.

**Poetser**

44. (1) 'n Kandidaat vir die bevoegdheidsertifikaat as poetser moet minstens 16 jaar oud wees en—
- (a) (i) moet minstens ses maande goedgekeurde seediens voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise en moet goedgekeurde opleiding aan boord suksesvol voltooi het; of
  - (ii) moet minstens twee maande goedgekeurde seediens in subparagraaf (i) beoog voltooi het en goedgekeurde versnelde opleiding aan boord suksesvol voltooi het;
  - (b) moet op vlak 1 geëvalueer wees; en
  - (c) 'n voorlopige bevoegdheidsertifikaat as poetser moet aan hom of haar uitgereik wees deur die hoofingenieur-offisier van die skip waarop die bevredigende evaluering voltooi is.
- (2) (a) Waar 'n kandidaat die tydperk seediens in subregulasie (1)(a) beoog, slegs op hawebedryfvaartuie opgedoen het en bevredigend geëvalueer is op vlak 1, kan 'n voorlopige bevoegdheidsertifikaat as poetser (hawebedryf) aan die kandidaat uitgereik word deur die aangewese opleidingshoofingenieur van die skip waarop die bevredigende evaluering voltooi is.



(b) Die voorlopige sertifikaat in paragraaf (a) bedoel is geldig vir 'n tydperk van ses maande na die datum van uitreiking en kan ingeruil word vir 'n bevoegdheidsertifikaat as poetser (hawebedryf) op aansoek ooreenkomstig regulasie 11(1).

#### **Smeerder**

**45.** (1) 'n Kandidaat vir die bevoegdheidsertifikaat as smeerder, terwyl hy of sy die houer van 'n bevoegdheidsertifikaat of voorlopige bevoegdheidsertifikaat as poetser is, moet—

- (a) (i) minstens 12 maande goedgekeurde seediens voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise en moet goedgekeurde opleiding aan boord suksesvol voltooi het; of
- (ii) minstens ses maande goedgekeurde seediens in subparagraaf (i) beoog, voltooi het en goedgekeurde versnelde opleiding aan boord suksesvol voltooi het;
- (b) 'n goedgekeurde opleidingskursus op land suksesvol voltooi het; en
- (c) op vlak 1 of 2 geëvalueer wees.

(2) Waar 'n kandidaat aan subregulasie (1)(b) en (c) voldoen, maar die tydperk seediens in subregulasie (1)(a) beoog slegs op hawebedryfvaartuie opgedoen het, kwalifiseer die kandidaat vir die bevoegdheidsertifikaat as smeerder (hawebedryf) en kan hy of sy, in plaas daarvan om die houer te wees van—

- (a) die bevoegdheidsertifikaat of voorlopige bevoegdheidsertifikaat as poetser, die houer wees van die bevoegdheidsertifikaat of voorlopige bevoegdheidsertifikaat as poetser (hawebedryf);
- (b) die bevoegdheidsertifikaat as bekwaam in oorlewingsvaartuie, die houer wees van die bevoegdheidsertifikaat as bekwaam in reddingsvlotte.

#### **Utiliteitseeman (hawebedryf)**

**46.** 'n Kandidaat vir die bevoegdheidsertifikaat as utiliteitseeman (hawebedryf) moet—

- (a) (i) minstens 18 maande goedgekeurde seediens voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise en moet goedgekeurde opleiding aan boord suksesvol voltooi het; of
- (ii) minstens 18 maande hawebedryfdiens voltooi het en goedgekeurde versnelde opleiding aan boord suksesvol voltooi het;

die 18 maande kwalifiserende diens moet bestaan uit minstens ses maande diens op dek, minstens ses maande diens in die masjienkamer en die oorblywende ses maand diens óf op dek óf in die masjienkamer, en gedurende daardie tydperk moet die kandidaat die houer wees van die bevoegdheidsertifikate as poetser en gewone seeman (met of sonder die hawebedryfbepanking) of die gekombineerde seediens opgedoen het wat by regulasies 42 en 44 vereis word;

- (b) 'n goedgekeurde opleidingskursus op land suksesvol voltooi het; en
- (c) op vlak 1 of 2 geëvalueer wees.

#### **Bekwaamheid in reddingsvlotte**

**47.** 'n Kandidaat vir die bevoegdheidsertifikaat as bekwaam in reddingsvlotte moet minstens 18 jaar oud wees en moet—

- (a) minstens ses maande seediens op skepe van enige tonnemaat voltooi het;
- (b) dokumentêre bewys hê van die suksesvolle voltooiing van 'n goedgekeurde opleidingskursus op land.

#### **Bekwaamheid in oorlewingsvaartuie**

**48.** 'n Kandidaat vir die bevoegdheidsertifikaat as bekwaam in oorlewingsvaartuie moet minstens 18 jaar oud wees en moet—

- (a) (i) minstens 12 maande seediens voltooi het op skepe van 100 BT of meer op onbeperkte of kusvaartseereise; of
- (ii) minstens ses maande seediens in subparagraaf (i) beoog, voltooi het en dokumentêre bewys hê van die suksesvolle voltooiing van 'n goedgekeurde opleidingskursus op land; en
- (b) op vlak 1 of 2 geëvalueer wees.

#### **Bekwaamheid in vinnige reddingsbote**

**49.** 'n Kandidaat vir die bevoegdheidsertifikaat as bekwaam in vinnige reddingsbote moet 'n goedgekeurde opleidingskursus suksesvol voltooi het terwyl hy of sy die houer van 'n bekwaamheidsertifikaat in oorlewingsvaartuie was.



**Bekwame kok**

50. 'n Kandidaat vir die bevoegdheidsertifikaat as bekwame kok moet minstens 18 jaar oud wees en moet—
- (a) dokumentêre bewys hê van die suksesvolle voltooiing van 'n opleidingskursus as kok of sjef, en
  - (b) minstens ses maande seediens voltooi het in die spysenieringsafdeling van skepe van 100 BT of meer op onbeperkte of kusvaartseereise.

**Afdeling 4—Personeel op tenkskepe en op- en afry-passasierskepe****Tenkskipvragendossement**

51. (1) Offisiere en matrose aan wie bepaalde pligte en verantwoordelikhede betreffende vrag of vragtoerusting op tenkskepe opgedra is, moet 'n goedgekeurde tenkskipbrandbestrydingskursus op land soos in die Kode vermeld, voltooi het, benewens die ander opleiding voorgeskryf by hierdie regulasies en moet—

- (a) minstens drie maande goedgekeurde seediens op tenkskepe voltooi het ten einde toereikende kennis van veilige bedryfspraktyke te verkry; of
- (b) 'n goedgekeurde tenkskipinleidingskursus soos in die Kode vermeld, suksesvol voltooi het.

(2) (a) Gesagvoerders, hoofingenieur-offisiere, hoofstuurmanne en tweede ingenieur-offisiere op tenkskepe moet, benewens voldoening aan die vereistes van subregulasie (1)—

- (i) minstens drie maande goedgekeurde seediens as 'n waghoe-offisier voltooi het ten einde die ondervinding op te doen rakende hulle pligte op die tipe tenkskip waarop hulle wil dien; en
- (ii) 'n goedgekeurde tenkskipvragendossementkursus suksesvol voltooi het, geskik vir die tipe tenkskip waarvoor die endossement vereis word, soos in die Kode vermeld.

Met dien verstande dat die Owerheid kan afsien van die vereiste in subparagraaf (ii) indien daar tot die Owerheid se tevredenheid getoon word dat die persoon in die voorafgaande vyf jaar minstens een jaar in 'n senior hoedanigheid op die betrokke tipe tenkskip gedien het.

(b) Gesagvoerders en offisiere in paragraaf (a) bedoel wat die drie maande goedgekeurde seediens gedien het as 'n waghoe-offisier op 'n olie- of chemikalieëtenkskip (skiptipe 2 of 3) wat produkte vervoer wat gelys word in hoofstuk 17 van die IBC-kode, moet, benewens voldoening aan die vereistes van paragraaf (a), 'n goedgekeurde praktiese opleidingskursus op land suksesvol voltooi het.

(c) Die kursus in paragraaf (b) beoog, moet aangebied word deur 'n organisasie betrokke by die laai, aflaai en hantering van produkte gelys in hoofstuk 17 van die IBC-kode en moet duur vir minstens 14 dae waartydens minstens vier chemikalieëtenkskepe (skiptipe 1, 2 of 3) gelaai of afgelaai moet word.

(d) Dokumentêre bewys in die vorm van 'n logboek met besonderhede van die praktiese werk wat tydens die kursus gedoen is en geteken deur die persoon in beheer van die opleiding, sal by ontstentenis van andersluidende bewyse aanvaar word as afdoende bewys van die suksesvolle voltooiing van die kursus.

(3) 'n Toepaslike endossement moet uitgereik word aan gesagvoerders en offisiere wat ooreenkomstig hierdie regulasie gekwalifiseer is en elke matroos aldus gekwalifiseer moet gediplomeer word.

(4) Gesagvoerders, offisiere en matrose wat ooreenkomstig hierdie regulasie gekwalifiseer is, moet voortgesette professionele bekwaamheid op tenkskepe ooreenkomstig regulasie 3 toon.

**Opry-en-afry-passasierskipendossement**

52. (1) Hierdie regulasie is van toepassing op gesagvoerders, offisiere, matrose en ander personeel wat op op- en afry-passasierskepe dien.

(2) Alvorens pligte aan boord van op- en afry-passasierskepe aan hulle opgedra word, moet seevaarders in subregulasie bedoel, die opleiding suksesvol voltooi het wat by subregulasies (4) tot en met (8) vereis word in ooreenstemming met hulle hoedanigheid, pligte en verantwoordelikhede.

(3) Seevaarders wat opleiding in ooreenstemming met subregulasies (4) tot (8) moet ondergaan, moet met tussenpose van hoogstens vyf jaar goedgekeurde opknappingsopleiding ondergaan soos in die Kode vermeld.

(4) Gesagvoerders, offisiere en ander personeel aangewys op monsterylste om passasiers aan boord van op- en afry-passasierskepe in noodgevalle by te staan, moet goedgekeurde opleiding in skarebeheer voltooi het soos in die Kode vermeld.

(5) Gesagvoerders, offisiere en ander personeel aan wie bepaalde pligte en verantwoordelikhede aan boord van op- en afry-passasierskepe opgedra is, moet goedgekeurde inleidingsopleiding voltooi het soos in die Kode vermeld.

(6) Personeel wat regstreekse diens aan passasiers in passasiersruimtes lewer, moet goedgekeurde op- en afry-passasierskipveiligheidsopleiding voltooi het soos in die Kode vermeld.



(7) Gesagvoerders, hoofstuurmanne, hoofingenieuroffisiere, tweede ingenieuroffisiere en elke persoon aan wie onmiddellike verantwoordelikheid opgedra is vir die oplaai en aflaai van passasiers, die oplaai, aflaai en bevestiging van wag en die toemaak van rompenings aan boord van op- en afry-passasierskepe, moet goedgekeurde opleiding in passasiersveiligheid, wagveiligheid en rompintegriteit voltooi het soos in die Kode vermeld.

(8) Gesagvoerders, hoofstuurmanne, hoofingenieuroffisiere, tweede ingenieuroffisiere en enige ander persoon met verantwoordelikheid vir die veiligheid van passasiers in noodgevalle aan boord van op- en afry-passasierskepe moet goedgekeurde opleiding in krisisbestuur en menslike gedrag voltooi het soos in die Kode vermeld.

(9) Dit is die plig van enige persoon wat opleiding in hierdie regulasies bedoel, aanbied om dokumentêre bewys uit te reik aan elke persoon wat sodanige opleiding suksesvol voltooi.

(10) 'n Toepaslike endossement moet uitgereik word aan gesagvoerders en offisiere wat ooreenkomstig hierdie regulasies gekwalifiseer is, en elke matroos en ander persoon aldus gekwalifiseer moet gediplomeer word.

### **Afdeling 5—Kwalifiserende diens en verwydering van beperkings, ens**

#### **Onvoldoende kwalifiserende diens**

53. 'n Sertifikaat word nie uitgereik aan 'n kandidaat ten opsigte van wie daar na die finale evaluering bevind word dat hy of sy onvoldoende kwalifiserende diens het nie. Met dien verstande dat die Owerheid die sertifikaat moet uitreik indien hy oortuig is dat enige fout in die berekening van die kwalifiserende diens nie aan die kandidaat se eie fout of opsetlike wanvoorstelling toe te skryf is nie en die kandidaat die gebrek aan kwalifiserende diens goedgemaak het. Indien daar bevind word dat die kandidaat die fout opsetlik gemaak het, moet die slaagsertifikaat teruggehou word totdat die kandidaat 'n bykomende 12 maande kwalifiserende diens voltooi het, welke diens slegs tel wanneer dit voltooi is na die datum van finale evaluering en tel nie as kwalifiserende diens vir enige ander sertifikaat nie.

#### **Kwalifiserende diens as matroos**

54. Seediens of hawebedryfdiens as 'n matroos tel ten volle as kwalifiserende diens vir 'n eerste bekwaamheidsertifikaat, mits sodanige diens geskik is vir daardie sertifikaat en die kandidaat goedgekeurde opleiding suksesvol voltooi het.

#### **Geldigheid van kwalifiserende diens**

55. Die kwalifiserende diens vir enige bepaalde sertifikaat of endossement moet verrig word binne 'n tydperk van 10 jaar wat die datum voorafgaan waarop die finale evaluering gedoen word of binne die tydperk wat 'n senior eksaminator in spesiale gevalle toelaat.

#### **Nie-handelsdiens**

56. (1) Seediens wat uitsluitlik op dek op treilers en ander diepseevissersvaartuie van 100 BT of meer verrig is, tel ten volle vir die kwalifiserende diens vir 'n bekwaamheidsertifikaat as stuurman (kusvaart) of dekkoffisier, maar daar word van 'n kandidaat vereis om daarbenewens minstens 12 maande goedgekeurde seediens te voltooi op skepe op onbeperkte of kusvaartseereise, soos gepas vir die verlangde sertifikaat, en om 'n behoorlik ingevulde opleidingsrekordboek wat daardie tydperk dek, voor te lê.

(2) Seediens verrig op dek op vlootskepe of ander soortgelyke skepe wat gereeld uitvaar, tel ten volle vir die kwalifiserende diens vir 'n bekwaamheidsertifikaat as stuurman (kusvaart) of dekkoffisier, maar daar word van 'n kandidaat vereis om daarbenewens minstens 12 maande goedgekeurde seediens te voltooi op skepe op onbeperkte of kusvaartseereise, soos toepaslik vir die verlangde sertifikaat, en om 'n behoorlik ingevulde opleidingsrekordboek wat daardie tydperk dek, voor te lê, tensy die kandidaat tot tevredenheid van 'n eksaminator kan aantoon dat die opleidingsfunksies en pligte wat op sodanige vloot- of ander soortgelyke skepe verrig is, dieselfde is as wat in die opleidingsrekordboek uiteengesit word en wat vereis word vir die goedgekeurde seedienskomponent in regulasies 25 en 28 bedoel.

(3) Behoudens enige toepaslike tonnemaat- of seereisbeperking, tel seediens op kabelskepe, vissery-beskeringsvaartuie, navorsingsvaartuie, kuspatrollievaartuie, bergingsvaartuie en ander nie-handelskepe wat gereeld uitvaar, ten volle.

#### **Berekening van kwalifiserende diens**

57. Kwalifiserende diens word bereken van die datum van indiensneming op 'n skip tot die datum van ontslag vanaf die skip, en word bereken deur die werklike dae tussen die dae van indiensneming en ontslag, albei ingesluit, te neem en 30 dae per maand en 12 maande per jaar te tel.



**Erkenning van vlootoffisier se sertifikaat**

58. (1) 'n Suid-Afrikaanse vlootoffisier wat die houer is van 'n vlootbrugwaghouraadeksamensertifikaat en wat minstens een jaar seediens as 'n waghou-offisier voltooi het op Suid-Afrikaanse vlootskepe van 30 meter of meer in totale lengte, kan aansoek doen om die uitreiking van 'n bekwaamheidsertifikaat as dekkoffisier, mits hy of sy dokumentêre bewys lewer dat hy of sy—

- (a) die een jaar seediens binne die 10 jaar wat die datum van aansoek voorafgaan, voltooi het;
- (b) ses maande goedgekeurde seediens op skepe van 500 BT of meer op onbeperkte seereise voltooi het;
- (c) gedurende die tydperk in paragraaf (b) bedoel, minstens een maand brugwaghoudienste onder toesig van 'n dekkoffisier verrig het;
- (d) by 'n geakkrediteerde inrigting die teoretiese eksamens in die vakke skeepsargitektuur, vraghantering en -stuwing en sakereg en personeelbestuur op die vlak van dekkoffisier geslaag het;
- (e) die ARPA-gedeelte van die leerplan vir Elektroniese Navigasiesistels in die Kode suksesvol voltooi het;
- (f) op vlakke 1 en 2 geëvalueer is in 'n opleidingsrekordboek op operasionele vlak in vraghantering en -stuwing, die versekering van die nakoming van vereistes rakende die voorkoming van besoedeling, die monitering van die nakoming van wetgewende vereistes en die gebruik van lewensreddingstoestelle; en
- (g) op vlak 3 geëvalueer is vir die uitreiking van 'n bekwaamheidsertifikaat as dekkoffisier.

(2) 'n Aansoek in subregulasie (1) beoog, moet vergesel gaan van die tersaaklike aanvullende dokumente in die aanhangsel vermeld: Met dien verstande dat waar die kandidaat dokumentêre bewys lewer van die suksesvolle voltooiing van 'n vlootkursus wat deur 'n eksaminator gesertifiseer is as gelykwaardig met dié in die aanhangsel beoog, die Registrateur sodanige dokumentêre bewys sal aanvaar in plaas van die toepaslike dokument in die aanhangsel vermeld.

**Erkenning van radio-offisier se sertifikaat**

59. (1) 'n Radio-offisier wat die houer is van 'n sertifikaat as radio-operateur (klas 1 of 2) uitgereik of erken deur of namens die Suid-Afrikaanse Telekommunikasie-reguleringsowerheid en wat drie jaar seediens as 'n radio-offisier op handelskepe van 500 BT of meer op onbeperkte seereise voltooi het, kan aansoek doen om die uitreiking van 'n bekwaamheidsertifikaat as dekkoffisier, mits hy of sy dokumentêre bewys lewer dat hy of sy—

- (a) die drie jaar seediens binne die tydperk van 10 jaar wat die datum van aansoek voorafgaan, voltooi het;
- (b) ses maande goedgekeurde seediens op skepe van 500 BT of meer op onbeperkte seereise voltooi het en goedgekeurde opleiding aan boord suksesvol voltooi het;
- (c) gedurende die tydperk in paragraaf (b) bedoel, vier maande brugwaghoudienste onder toesig van 'n dekkoffisier verrig het;
- (d) by 'n geakkrediteerde inrigting die teoretiese eksamens in die vakke gelys in die dekkoffisierleerplan in die Kode, geslaag het;
- (e) op vlakke 1 en 2 geëvalueer is in 'n opleidingsrekordboek op operasionele vlak; en
- (f) op vlak 3 geëvalueer is vir die uitreiking van 'n bekwaamheidsertifikaat as dekkoffisier.

(2) 'n Aansoek in subregulasie (1) beoog, moet vergesel gaan van die tersaaklike aanvullende dokumente in die aanhangsel vermeld.

**Endossemente vir bekwaamheidsertifikaat as visserman**

60. (1) (a) 'n Persoon wat die houer is van 'n bekwaamheidsertifikaat as visserman graad 2, 3 of 4 (skipper) kan aansoek doen om 'n endossement wat hom of haar geregtig om diens te doen in die hoedanigheid in paragraaf (b) vermeld, op skepe van minder as 500 BT op kusvaartseereise, in paragraaf (c) vermeld.

(b) Die hoedanigheid waarin 'n persoon in paragraaf (a) vermeld, geregtig is om in te dien lui soos volg:

- (i) Visserman Graad 2— gesagvoerder (kusvaart);
- (ii) visserman Graad 3— stuurman (kusvaart);
- (iii) visserman Graad 4 (Skipper)— skipper (kusvaart) op skepe van minder as 100 BT, of skipper (hawebedryf) op skepe van minder as 200 BT.

(c) Die skepe in paragraaf (a) bedoel, is—

- (i) diamantmynvaartuie;
- (ii) visserynavorsings- en patrollievaartuie;
- (iii) vaartuie vir die patrolling en bekamping van besoedeling;
- (iv) sleepbote, baggerbote, modderskuite en selfaangedrewe drywende hyskrane; en
- (v) seismiese en oseanografiese opmeetvaartuie.



- (2) 'n Aansoek in subregulasie (1)(a) beoog moet vergesel gaan van—
- (a) die dokumentêre bewys dat die aansoeker—
    - (i) by 'n geakkrediteerde inrigting die teoretiese eksamens in die vakke skeepsargitektuur, sakereg en personeelbestuur geslaag het op die vlakke van onderskeidelik gesagvoerder (kusvaart) vir visserman graad 2, stuurman (kusvaart) vir visserman graad 3 en skipper (kusvaart) vir visserman graad 4 (skipper); en
    - (ii) op vlak 3 geëvalueer is in die praktiese kennis van toepassing op die vakke in subparagraaf (i) bedoel op die vlak wat nodig is vir die uitreiking van die endossement; en
  - (b) die tersaaklike aanvullende dokumente in die aanhangsel vermeld: Met dien verstande dat waar die kandidaat dokumentêre bewys lewer van die suksesvolle voltooiing van 'n visserskursus wat deur 'n eksaminator gesertifiseer is as gelykwaardig met dié in die aanhangsel beoog, die Registrateur sodanige dokumentêre bewys sal aanvaar in plaas van die toepaslike dokument in die aanhangsel vermeld.

#### **Skepe wat nie gereeld uitvaar nie of by mynbedryf betrokke**

61. (1) (a) Diens verrig op skepe wat nie gereeld uitvaar nie, tel ten volle vir kwalifiserende diens indien die tyd wat werklik ter see deurgebring is, gelyk is aan of meer is as twee derdes van die totale tydperk van 'n kandidaat se diens op die skip. Indien die tyd wat werklik ter see deurgebring is, minder is, dan tel een en 'n half keer die tyd wat werklik ter see deurgebring is, as kwalifiserende diens.

(b) Die tyd, maar hoogstens ses maande, wat deur 'n kandidaat op bystand by 'n skip wat gebou of opgeknop spandeer word, tel ten volle as kwalifiserende diens.

(2) Ten opsigte van dekkings tel seediens wat verrig is op skepe wat—

- (a) minder as twee derdes van die tyd ter see tussen hawe-aandoenings betrokke is by mynbedryf, ten volle as kwalifiserende diens.
- (b) meer as twee derdes van die tyd ter see tussen hawe-aandoenings betrokke is by mynbedryf, vir hoogstens die helfte van die kwalifiserende diens.

(3) 'n Kandidaat wat ooreenkomstig subregulasie (1) of (2) op kwalifiserende diens aanspraak maak, moet 'n verklaring van die gesagvoerder of eienaar van elke skip waarop die diens verrig is, voorlê wat besonderhede bevat van die datums waarop—

- (a) die skip op reis ter see was en voor anker gelê het en van die werk wat die skip verrig het en van die vaargebied; of (na gelang van die geval)
- (b) die skip gebou is of opgeknop is.

(4) Kwalifiserende diens waarop daar ooreenkomstig hierdie regulasie aanspraak gemaak word, tel as onbeperkte of kusvaartseereise, na gelang van die geval.

#### **Bewys van diens op vreemde skepe**

62. Diens verrig op 'n skip wat nie aan die Republiek behoort nie, tel nie as kwalifiserende diens nie tensy die diens deur die Owerheid bevestig kan word of, in die geval waar dit nie aldus bevestig kan word nie, deur of namens die regering van die land aan wie die skip behoort, bevestig kan word.

#### **Ongewone vaartuie**

63. Dokumentêre bewys van diens op dinamies ondersteunde vaartuie of ander ongewone vaartuie moet aan 'n senior eksaminator voorgelê word vir oorweging.

#### **Verwydering van kusvaartbeperking by bekwaamheidsertifikaat as skipper**

64. Die houer van 'n bekwaamheidsertifikaat as skipper (kusvaart) wat die uitreiking van 'n bekwaamheidsertifikaat as skipper (onbeperk) verlang, moet—

- (a) die helfte van die kwalifiserende diens vereis by die verlangde sertifikaat voltooi het;
- (b) 'n evaluering op vlak 3 voltooi het; en
- (c) 'n oorbruggingseksamen afgeneem deur 'n geakkrediteerde inrigting, wat die eenhede van bekwaamheid dek wat nie in die oorspronklike eksamen was nie, geslaag het.

#### **Verwydering van hawebedryfbeperking**

65. Die houer van 'n sertifikaat beperk tot hawebedryf wat die verwydering van daardie beperking verlang, moet—



- (a) die kwalifiserende diens vereis by elke sertifikaat wat tot die verlangde sertifikaat lei, voltooi het;
- (b) die eenhede van bekwaamheid wat nie nodig is nie vir die sertifikaat wat gehou word maar wat vir die verlangde sertifikaat nodig is, suksesvol voltooi het;
- (c) enige opleidingskursusse wat nie nodig is nie vir die sertifikaat wat gehou word maar wat vir die verlangde sertifikaat nodig is, suksesvol voltooi het;
- (d) by die voltooiing van die vereiste kwalifiserende diens, op vlak 3 geëvalueer wees; en
- (e) aan die betrokke eksaminator bevredigende bewys voorlê—
  - (i) van die verkryging van die vereiste kwalifiserende diens in paragraaf (a) beoog;
  - (ii) 'n slaagsertifikaat van 'n geakkrediteerde inrigting vir die bykomende eenhede van bekwaamheid in paragraaf (b) beoog;
  - (iii) 'n behoorlik ingevulde opleidingsrekordboek, wat die tydperk diens en opleiding in paragrawe (a) en (c) beoog, dek; en
  - (iv) geldige gesigtoets- en mediese sertifikate.

#### Verwydering van mynbedryfbepkering

66. Die houer van 'n sertifikaat beperk tot mynbedryf wat die verwydering van daardie beperking verlang, moet—

- (a) die kwalifiserende diens vereis by elke sertifikaat wat tot die verlangde sertifikaat lei, voltooi het; en
- (b) 'n evaluering op vlak 3 voltooi het.

### DEEL 4

#### OPLEIDINGSINRIGTINGS EN OPLEIDINGSPROGRAMME

#### Akkreditering van opleidingsinrigtings

67. (1) Die Owerheid kan, na aansoek deur 'n opleidingsinrigting, die inrigting akkrediteer om—
- (a) die kursusse in die akkreditasiedokument vermeld, aan te bied;
  - (b) as 'n goedgekeurde eksamensentrum op te tree vir eksamens in die vakke aldus vermeld; en
  - (c) sertifikate uit te reik aan kandidate wat die kursusse aldus vermeld, suksesvol voltooi.
- (2) 'n Aansoek in subregulasie (1) beoog, moet skriftelik gedoen word en moet vergesel gaan van die volgende besonderhede:
- (a) Naam en straatadres van die opleidingsinrigting;
  - (b) beskrywing van elke kursus en die inhoud daarvan in die Kode vermeld, tesame met dosente se studieplanne;
  - (c) naam van elke kursUSDosent met 'n kort beskrywing van sy of haar kwalifikasies en ondervinding;
  - (d) naam van elke kursuseksaminator met 'n kort beskrywing van sy of haar kwalifikasies en ondervinding;
  - (e) prosedure van eksaminering en evaluering ten opsigte van elke kursus;
  - (f) fasiliteite vir opleiding en evaluering ten opsigte van elke kursus;
  - (g) besonderhede van enige gehalteversekeringstelsel wat op die opleidingsbedrywighede van die inrigting van toepassing is; en
  - (h) voorbeelde van alle sertifikate wat die inrigting gaan uitreik ten opsigte van elke kursus.
- (3) Vir doeleindes van akkreditering moet 'n opleidingsinrigting, by ontvangs van redelike kennisgewing, die volgende beskikbaar stel:
- (a) Klaskamers, nabootsers, nabootsergoedkeurings, biblioteke, laboratoriums, werkwinkels, dosente se studieprogramme, toetsskrifte en vorige eksamenvraestelle en -skrifte, vir insae deur 'n eksaminator;
  - (b) departementshoofde, dosente, interne eksaminatore en studente, vir onderhoude met 'n eksaminator.
- (4) Elke geakkrediteerde inrigting moet—
- (a) die datums waarop kursusse begin en eindig en die eksamendatums jaarliks aan die Owerheid beskikbaar stel; en
  - (b) die Owerheid so gou moontlik in kennis stel van enige verandering in die persoon van enige dosent of eksaminator of van enige verandering in 'n dosent se studieplan.
- (5) Elke geakkrediteerde inrigting wat geakkrediteer is om eksamens of evaluerings namens die Owerheid te behartig, moet—
- (a) eksamenvraestelle en die memoranda daarvoor in redelike tyd beskikbaar stel vir moderering deur 'n eksaminator;



- (b) eksamenskrifte so gou moontlik beskikbaar stel vir moderering deur 'n eksaminator;
  - (c) na ontvangs van minstens twee werkdag kennis, 'n kandidaat se kursuseksamenskrifte en -uitslae, rekord van vordering, voltooide projekte en verslae deur sy of haar tutors aan 'n eksaminator beskikbaar stel; en
  - (d) die dokumente in paragrawe (a) tot en et (c) bedoel vir 'n tydperk van minstens vyf jaar hou vir ouditeringsdoeleindes.
- (6) 'n Eksaminator kan 'n geakkrediteerde inrigting op enige redelike tyd besoek met die doel om die aanbieding van enige geakkrediteerde aktiwiteit te ouditeer.
- (7) Die Owerheid kan akkreditasie kragtens subregulasie (1) toegeken, wysig of intrek indien—
- (a) die betrokke inrigting versuim om aan hierdie regulasies of enige van die voorwaardes vir akkreditering te voldoen; of
  - (b) die Owerheid andersins redelike gronde het om sodanige akkreditasie te wysig of in te trek.
- (8) Wanneer die Owerheid van voorneme is om kragtens subregulasie (7) akkreditasie te wysig of in te trek, moet hy die betrokke inrigting dienooreenkomstig inlig en minstens 30 dae toelaat om enige tekortkominge reg te stel of redes te verstrek waarom akkreditasie nie gewysig of ingetrek moet word nie.
- (9) 'n Lys van alle geldende akkreditasies kragtens subregulasie (1) asook die besonderhede daarvan moet in 'n mariene-kennisgewing gepubliseer word.

### Opleidingsprogramme en opleidingsrekordboeke

68. (1) (a) Elke kandidaat wat 'n program van versnelde opleiding volg ten einde op verkorte kwalifiserende diens aanspraak te maak vir die bekwaamheidsertifikaat as stuurman (kusvaart), dekkoffisier of ingenieuroffisier of die bevoegdheidsertifikaat as poetser, gewone seeman, smeeder of volle seeman, met of sonder die hawebedryf beperking, moet aan 'n eksaminator bevredigende bewys voorlê—

- (i) dat hy of sy dwarsdeur die vereiste minimum tydperk van kwalifiserende diens 'n goedgekeurde program van versnelde opleiding aan boord gevolg het;
- (ii) dat al sodanige diens aan boord op 'n bevredigende wyse gelewer is; en
- (iii) in die geval van 'n kandidaat vir die bekwaamheidsertifikaat as dekkoffisier, dat hoogstens twee maande van sodanige diens deurgebring is op skepe wat op hawebystand was, wat in 'n droogdok gelê het, wat masjienherstelwerk ondergaan het of wat andersins stilgelê het.

(b) Die struktuur van die opleidingsprogram moet uiteengesit word in 'n opleidingsplan wat 'n duidelike verklaring bevat van die oogmerke van elke stadium van opleiding, sowel aan boord van 'n skip as op land. Die plan moet 'n duidelike uiteensetting bevat van die bekwaamhede wat teen die einde van die program verkry moet wees en hoe dit verkry moet word deur 'n kombinasie van opvoeding, opleiding en praktiese ondervinding aan boord van 'n skip en op land.

(c) Elke kandidaat moet voorsien word van 'n opleidingsrekordboek om hom of haar in staat te stel om 'n omvattende rekord te hou van alle praktiese opleiding wat ondergaan word en ondervind wat opgedoen word ter see.

Die opleidingsrekordboek, behoorlik ingevul, moet aan 'n eksaminator voorgelê word voor evaluering op vlak 3 as bewys van die voltooiing van 'n gestruktureerde program van opleiding aan boord.

(d) Elke program van versnelde opleiding moet deur die Owerheid goedgekeur word voordat dit in werking gestel word, welke goedkeuring in 'n marine-kennisgewing gepubliseer moet word.

(2) Elke kandidaat wat nie 'n program van versnelde opleiding gevolg het nie vir 'n sertifikaat in subregulasie (1)(a) bedoel, moet 'n opleidingsrekordboek voltooi het met die toepaslike eenhede van bekwaamheid wat op evalueringsvlak 1 voltooi is, vir voorlegging aan 'n eksaminator wanneer daar om die sertifikaat aansoek gedoen word.

(3) 'n Opleidingsrekordboek—

- (a) moet volledig ingevul word en mag nie aan die eksaminator voorgelê word nie alvorens alle toepaslike eenhede van bekwaamheid ooreenkomstig regulasie 18(3) afgeteken is;
- (b) moet so uitgelê word dat dit inligting in besonderhede verskaf van die take en pligte wat verrig moet word en die vordering met die voltooiing daarvan;
- (c) wat op bedrieglike wyse voltooi bevind word, sal daartoe lei dat die houer daarvan (die kandidaat) 'n bykomende 12 maande kwalifiserende diens moet voltooi;
- (d) moet die beginsels volg wat in die STCW-konvensie uiteengesit is;
- (e) moet deur die Owerheid goedgekeur word voordat dit gebruik word.

### Indiensopleiding

69. (1) Elke persoon wat indiensopleiding van 'n seevaarder aanbied, hetsy aan boord van 'n skip of op land, vir doeleindes van diplomering ingevolge hierdie regulasies moet—



- (a) 'n waardering van die opleidingsprogram hê en 'n deeglike begrip van die spesifieke opleidingsoogmerke vir die bepaalde tipe opleiding wat aangebied word;
  - (b) beskik oor bewys dat hy of sy gekwalifiseer is in die aktiwiteite waarvoor opleiding aangebied word; en
  - (c) indien opleiding deur middel van 'n nabootser aangebied word, beskik oor bewys dat hy of sy—
    - (i) gepaste leiding in instruksietegnieke rakende die gebruik van nabootsers ontvang het; en
    - (ii) praktiese operasionele ondervinding opgedoen het op die bepaalde tipe nabootser wat gebruik word.
- (2) Elke persoon wat verantwoordelik is vir toesighouding oor sodanige indiensopleiding, moet beskik oor 'n deeglike kennis en begrip van die opleidingsprogram en van die spesifieke oogmerke vir elke tipe opleiding wat aangebied word.

#### Pligte van instruktors en kandidate

70. (1) Elke persoon wat indiensopleiding aanbied, moet toesien dat—

- (a) geskikte tydperke opsy gesit word vir die voltooiing van die program van opleiding aan boord binne die normale operasionele vereistes van die skip;
- (b) aan die begin van die program en aan die begin van elke seereis op 'n ander skip, kandidate volledige inligting en leiding ontvang oor wat van hulle verwag word en hoe die opleidingsprogram aangebied gaan word;
- (c) 'n opleidingsbeampte aangewys word om die program te administreer;
- (d) skeepsoffisiere wat verantwoordelik is vir opleiding en evaluering, hulle pligte en verantwoordelikhede betreffende sodanige opleiding ken en verstaan;
- (e) skeepsoffisiere gepaste opleiding in evalueringsmetodes ontvang;
- (f) in die vereiste tydperk van kwalifiserende diens, die kandidaat stelselmatige praktiese opleiding en ondervinding ontvang in die take, pligte en verantwoordelikhede vir die verlangde bekwaamheidsertifikaat of bevoegdheidsertifikaat, met behoorlike inagneming van die bekwaamhede wat in die Kode vermeld word;
- (g) evaluering van 'n kandidaat sonder onnodige vertraging gereël word wanneer 'n kandidaat as gereed vir sodanige evaluering beskou word;
- (h) die opleiding aan boord 'n integrale deel van die oorkoepelende opleidingsplan vorm;
- (i) die program van opleiding aan boord bestuur en gekoördineer word deur die persoon wat die skip bestuur waarop die kwalifiserende diens verrig moet word; en
- (j) 'n omvattende rekord gehou word van alle opleiding wat aangebied word.

(2) Elke persoon aangewys as 'n opleidingsbeampte ingevolge subregulasie (1)(c) is verantwoordelik vir—

- (a) die oorkoepelende administrasie van die opleidingsprogram;
- (b) die monitering van kandidate se vordering dwarsdeur die opleidingsprogram; en
- (c) die gee van leiding, waar nodig, en die versekering dat die opleidingsprogram behoorlik aangebied word.

(3) 'n Gesagvoerder se verantwoordelikhede is om—

- (a) die skakel te bied tussen die skeepsoffisiere verantwoordelik vir opleiding en die opleidingsbeampte op land;
- (b) die skeepsoffisiere wat verantwoordelik moet wees vir die organisering van en toesighouding oor opleiding aan boord vir elke seereis, skriftelik aan te wys;
- (c) kontinuïteit te verseker in die geval van 'n verandering van skeepsoffisiere tydens seereise; en
- (d) te verseker dat alle betrokke personele die opleidingsprogram aan boord doeltreffend uitvoer.

(4) Tensy die gesagvoerder anders gelas in belang van die veilige bedryf van die skip, is elke skeepsoffisiere aangewys ingevolge subregulasie (3)(b) verantwoordelik vir—

- (a) die organisering van die program van praktiese opleiding ter see;
- (b) die versekering, in 'n toesighoudende hoedanigheid, dat opleidingsrekordboeke behoorlik bygehou word en dat alle ander vereistes nagekom word; en
- (c) die versekering, so ver dit doenlik is, dat die tyd wat kandidate aan boord deurbring, so nuttig as moontlik is betreffende opleiding en ondervinding en in ooreenstemming is met die oogmerke van die opleidingsprogram en die vordering van opleiding.

(5) Elke kandidaat se verantwoordelikhede is—

- (a) om die voorgeskrewe opleidingsprogram ywerig te volg;
- (b) om die geleenthede wat gebied word, ten volle te benut, hetsy binne of buite werkure; en
- (c) om sy of haar opleidingsrekordboek by te hou en te verseker dat dit te alle redelike tye beskikbaar is vir inspeksie.



## DEEL 5

HERROEPING VAN REGULASIES EN VOORBEHOUDE, OORGANGSBEPALINGS,  
EN TITEL EN INWERKINGTREDING

## Herroeping van regulasies, en voorbehoude

71. (1) Behoudens subregulasie (2) en regulasie 72 word die volgende regulasies herroep:

- (a) Die Eksamenregulasies vir Bekwaamheidsertifikate vir Dekoffisiere, 1994, afgekondig by Goewermentskennisgewing No. R. 738 van 20 April 1994, soos gewysig by Goewermentskennisgewing No. R. 1002 van 27 Mei 1994;
- (b) die Eksamenregulasies vir Ingenieuroffisiere, 1985, afgekondig by Goewermentskennisgewing No. R. 2655 van 29 November 1985, soos gewysig by Goewermentskennisgewings Nos. R. 38 van 10 Januarie 1989, R. 2438 van 19 Oktober 1990 en R. 2715 van 2 Oktober 1992;
- (c) die Regulasies betreffende Bevoegdheidsertifikate, 1985, afgekondig by Goewermentskennisgewing No. R. 2654 van 29 November 1985, soos gewysig by Goewermentskennisgewings Nos. R. 39 van 10 Januarie 1989, R. 2438 van 19 Oktober 1990, R. 2315 van 1 Desember 1993 en R. 1469 van 29 September 1995; en
- (d) die Regulasies betreffende Gesigsvermoëtoetse en Mediese Ondersoek, 1977, afgekondig by Goewermentskennisgewing No. 1 van 7 Januarie 1977, soos gewysig by Goewermentskennisgewings Nos. R. 2534 van 12 Desember 1980, R. 1588 van 15 Julie 1983, R. 2438 van 19 Oktober 1990 en R. 282 van 15 Februarie 1991.

(2) Die regulasies in subregulasie (1) bedoel bly voort om van krag te wees vir doeleindes van—

- (a) die Eksamenregulasies vir Bekwaamheidsertifikate vir Vissermanne, 1993, afgekondig by Goewermentskennisgewing No. R. 2317 van 1 Desember 1993, soos gewysig by Goewermentskennisgewing No. R. 1468 van 29 September 1995; en
- (b) die Eksamenregulasies vir Bekwaamheidsertifikate vir Seemasjiniste, 1993, afgekondig by Goewermentskennisgewing No. R. 2314 van 1 Desember 1993.

(3) Behoudens regulasie 72 word die werking van die Regulasies in verband met die Mediese Opleiding van Skeepsoffisiere, 1992, afgekondig by Goewermentskennisgewing No. R. 2666 van 25 September 1992, soos gewysig by Goewermentskennisgewing No. R. 533 of 25 Maart 1994, beëindig vir sover hulle uit hoofde van regulasie 2(a) en (b) daarvan op dek- en ingenieuroffisiere van toepassing is.

## Oorgangsbepalings

72. Die vereistes vir die uitreiking, erkenning en endossering van bekwaamheidsertifikate en bevoegdheidsertifikate voorgeskryf by die regulasies bedoel in regulasie 71(1)(a) tot en met (c), gaan tot 1 Februarie 2002 voort om van krag te wees met betrekking tot persone wat voor 1 Januarie 1999 met kwalifiserende diens of 'n goedgekeurde program van onderwys en opleiding of 'n goedgekeurde opleidingskursus begin het.

## Titel en inwerkingtreding

73. Hierdie regulasies heet die Handelskeepvaartregulasies (Opleiding en Diplomerings), 1999, en tree in werking op 31 Desember 1999.



## AANHANGSEL

## DOKUMENTE WAT AANSOEK OM EKSAMINERING MOET VERGESEL

## INGENIEUROFFISIERS

| Dokumente wat aansoek moet vergesel               | Beskrywing van sertifikaat |                           |                    |                                        |                                      |
|---------------------------------------------------|----------------------------|---------------------------|--------------------|----------------------------------------|--------------------------------------|
|                                                   | Hoof-ingenieur-offisier    | Tweede ingenieur-offisier | Ingenieur-offisier | Tweede ingenieur-offisier (hawebedryf) | Hoof-ingenieur-offisier (hawebedryf) |
| Bewys van identiteit                              | X                          | X                         | X                  | X                                      | X                                    |
| Getuigskrifte (sertifikaat van vakleerlingskap)   | X                          | X                         | X                  | X                                      | X                                    |
| Vorige bekwaamheidsertifikaat                     | X                          | X                         | X(A)               | X                                      | X                                    |
| Ingenieurswaghoudingsopleidingsertifikaat         | —                          | —                         | X                  | —                                      | —                                    |
| Mediese sertifikaat                               | X                          | X                         | X                  | X                                      | X                                    |
| Bewys van seediens                                | X                          | X                         | X                  | X                                      | X                                    |
| Sertifikaat in noodhulp ter see                   | X                          | X                         | X                  | X                                      | X                                    |
| Brandbestrydingskursus-sertifikaat                | —                          | —                         | X                  | X                                      | —                                    |
| Gevorderde brandbestrydingskursus-sertifikaat     | X                          | X                         | —                  | X                                      | X                                    |
| Sertifikaat van bekwaamheid in oorlewingsvaartuie | —                          | —                         | X                  | —                                      | —                                    |
| Sertifikaat van bekwaamheid in reddingsvlotte     | —                          | —                         | —                  | X                                      | X                                    |

**Opmerking:**

(A) Of opleidingsrekordboek.



## DEKOFFISIERE

| Dokumente wat aansoek moet vergesel                              | Klas sertifikate en endossemente |              |             |                                         |                                          |                            |                        |                              |                       |                                     |
|------------------------------------------------------------------|----------------------------------|--------------|-------------|-----------------------------------------|------------------------------------------|----------------------------|------------------------|------------------------------|-----------------------|-------------------------------------|
|                                                                  | Gesagvoerder                     | Hoofstuurman | Dekoffisier | Gesagvoerder<br>< 500 BT<br>endossement | Hoofstuurma<br>< 3 000 BT<br>endossement | Gesagvoerder<br>(kusvaart) | Stuurman<br>(kusvaart) | Gesagvoerder<br>(hawebedryf) | Skipper<br>(onbeperk) | Skipper (kusvaart<br>of hawebedryf) |
| Bewys van identiteit                                             | X                                | X            | X           | X                                       | X                                        | X                          | X                      | X                            | X                     | X                                   |
| Getuigskrifte                                                    | X                                | X            | X           | X                                       | X                                        | X                          | X                      | X                            | X                     | X                                   |
| Vorige bekwaamheidsertifikaat/<br>opleidingsrekordboek           | X                                | X            | X           | X                                       | X                                        | X                          | X                      | X                            | —                     | —                                   |
| Brugwaghouding-opleidingsertifikaat                              | —                                | —            | X           | —                                       | —                                        | —                          | X                      | —                            | X                     | X                                   |
| Waghousertifikaat                                                | X                                | X            | —           | X                                       | X                                        | X                          | —                      | X                            | —                     | —                                   |
| Gesigtoetsertifikaat                                             | X                                | X            | X           | X                                       | X                                        | X                          | X                      | X                            | X                     | X                                   |
| Mediese sertifikaat                                              | X                                | X            | X           | X                                       | X                                        | X                          | X                      | X                            | X                     | X                                   |
| Bewys van seediens                                               | X                                | X            | X           | X                                       | X                                        | X                          | X                      | X                            | X                     | X                                   |
| Sertifikaat in noodhulp ter see                                  | —                                | —            | X           | —                                       | —                                        | —                          | X                      | X                            | X                     | X                                   |
| Skeepskaptein se sertifikaat in<br>mediese opleiding             | —                                | X            | —           | X                                       | X                                        | X                          | —                      | —                            | —                     | —                                   |
| Brandbestrydingskursusertifikaat<br>(klein vaartuie)             | —                                | —            | —           | —                                       | —                                        | —                          | —                      | —                            | X                     | X                                   |
| Brandbestrydingskursusertifikaat                                 | —                                | —            | X           | —                                       | —                                        | —                          | X                      | X                            | —                     | —                                   |
| Gevorderde<br>brandbestrydingskursusertifikaat                   | X                                | X            | —           | X                                       | X                                        | X                          | —                      | X                            | —                     | —                                   |
| Sertifikaat as volle seeman                                      | —                                | —            | X           | —                                       | —                                        | —                          | X                      | —                            | —                     | —                                   |
| Dokumentêre bewys van slaging by<br>'n geakkrediteerde inrigting | X                                | X            | X           | X                                       | X                                        | X                          | X                      | X                            | X                     | X                                   |
| Sertifikaat van bekwaamheid in<br>oorlewingsvaartuie             | —                                | —            | X           | —                                       | —                                        | —                          | X                      | —                            | —                     | —                                   |
| Sertifikaat van bekwaamheid in<br>reddingsvlotte                 | —                                | —            | —           | —                                       | —                                        | —                          | —                      | —                            | X                     | X                                   |
| Beperkte radio-operateursertifikaat<br>(See)                     | —                                | —            | —           | —                                       | —                                        | —                          | X                      | —                            | —                     | X                                   |
| GMNVS beperkte operateursertifikaat                              | X                                | X            | X           | X                                       | X                                        | X(A)                       | —                      | —                            | X                     | —                                   |

## Opmerking:

(A) Vir die endossement as dekkoffisier.



# MATROSE

| Dokumente wat aansoek moet vergesel                           | Sertifikaat van kwalifikasie |               |          |              |                              |                                   |                               |                                     |             |
|---------------------------------------------------------------|------------------------------|---------------|----------|--------------|------------------------------|-----------------------------------|-------------------------------|-------------------------------------|-------------|
|                                                               | Poetser                      | Gewone seeman | Smeerder | Volle seeman | Utiliteitseeman (Hawebedryf) | Bekwaamheid in oorlewingsvaartuie | Bekwaamheid in reddingsvlotte | Bekwaamheid in vinnige reddingsbote | Bekwame kok |
| Bewys van identiteit                                          | X                            | X             | X        | X            | X                            | X                                 | X                             | X                                   | X           |
| Bewys van seediens                                            | X                            | X             | X        | X            | X                            | X                                 | X                             | —                                   | —           |
| Goedgekeurde opleidingsrekordboek                             | X                            | X             | X        | X            | X                            | —                                 | —                             | —                                   | —           |
| Gesigtoetsertifikaat                                          | —                            | X             | —        | X            | X                            | —                                 | —                             | —                                   | —           |
| Mediese sertifikaat                                           | X                            | X             | X        | X            | X                            | X                                 | —                             | —                                   | —           |
| Brandbestrydingskursussertifikaat                             | —                            | —             | X        | X            | X                            | —                                 | —                             | —                                   | X           |
| Sertifikaat in noodhulp ter see                               | —                            | —             | X        | X            | X                            | —                                 | —                             | —                                   | X           |
| Dokumentêre bewys van slaging by 'n geakkrediteerde inrigting | —                            | —             | X        | X            | X                            | X (Waar van toepassing)           | X                             | X                                   | X           |
| Sertifikaat van bekwaamheid in oorlewingsvaartuie             | —                            | —             | X        | X            | —                            | —                                 | —                             | X                                   | —           |
| Voorlopige sertifikaat as gewone seeman                       | —                            | X             | —        | —            | —                            | —                                 | —                             | —                                   | —           |
| Sertifikaat as gewone seeman                                  | —                            | —             | —        | X            | X(A)                         | —                                 | —                             | —                                   | —           |
| Voorlopige sertifikaat as poetser                             | X                            | —             | —        | —            | —                            | —                                 | —                             | —                                   | —           |
| Sertifikaat as poetser                                        | —                            | —             | X        | —            | X(B)                         | —                                 | —                             | —                                   | —           |
| Sertifikaat van bekwaamheid in reddingsvlotte                 | —                            | —             | —        | —            | X                            | —                                 | —                             | —                                   | —           |

## Opmerkings:

- (A) Of sertifikaat as gewone seeman (hawebedryf).  
 (B) Of sertifikaat as poetser (hawebedryf).

*Bepalings van toepassing op tabelle*

Die volgende bepalings geld ten opsigte van die tabelle hierbo:

- (a) 'n Gesigtoetssertifikaat sal uitgereik word aan 'n kandidaat wat die gesigtoets slaag wat deur die Owerheid uitgevoer word. Die sertifikaat is geldig vir 'n tydperk van ses maande na die datum waarop die toets geslaag is.
- (b) Die Sertifikaat in Noodhulp ter See is geldig vir 'n tydperk van vyf jaar na die datum waarop die eksamen by 'n geakkrediteerde inrigting geslaag is.
- (c) Die Skeepskapteininsertifikaat in Mediese Opleiding is geldig vir 'n tydperk van vyf jaar na die datum waarop die eksamen by 'n geakkrediteerde inrigting geslaag is. Vir toelating tot die mediese opleidingskursus vir skeepskapteins moet 'n kandidaat in besit wees van 'n geldige Sertifikaat in Noodhulp ter See of 'n verstreke Skeepskapteininsertifikaat in Mediese Opleiding.
- (d) Sertifikate vir brandbestrydings- en gevorderde brandbestrydingskursusse is geldig vir 'n tydperk van vyf jaar na die datum waarop die kursus by 'n geakkrediteerde inrigting suksesvol voltooi is.
- (e) 'n Beperkte bekwaamheidsertifikaat in radiotelefonie of 'n GMNVS beperkte bedienersertifikaat, na gelang van die geval, word uitgereik deur die Suid-Afrikaanse Telekommunikasie-reguleringsowerheid aan 'n kandidaat wat die kwalifiseringseksamen slaag.
- (f) 'n Mediese sertifikaat is 'n sertifikaat uitgereik deur 'n goedgekeurde mediese praktisyn wat verklaar dat 'n kandidaat se mediese geskiktheid voldoen aan die vereistes van die Kode. Die sertifikaat is geldig vir die tydperk wat in die Kode vermeld word.
- (g) 'n Opleidingsrekordboek is 'n goedgekeurde boek waarin rekord gehou word van 'n kandidaat se praktiese opleiding en van die evaluerings van sodanige opleiding op vlakke 1 en 2.
- (h) Waghousertifikate, geteken deur die gesagvoerder(s), dien as bewys dat die kandidaat as 'n waghough-offisier opgetree het. Die sertifikaat moet wees in die vorm wat in die Kode uiteengesit word.
- (i) Brugwaghousertifikate, geteken deur die gesagvoerder(s), dien as bewys dat die kandidaat minstens die vermelde getal maande kwalifiserende diens deurgebring het op pligte wat verband hou met brugwaghouding onder toesig van 'n gekwalifiseerde offisier. Die sertifikaat moet wees in die vorm wat in die Kode uiteengesit word.
- (j) Bewys van seediens moet voorgelê word in die vorm van 'n Seemansrekordboek (ontslagboek) of Ontslagsertifikaat, geteken deur die gesagvoerder(s).
- (k) Dokumentêre bewys van slaging by 'n geakkrediteerde inrigting is 'n dokument wat deur 'n geakkrediteerde inrigting uitgereik word en waarin verklaar word dat die kandidaat 'n skriftelike teoretiese eksamen geslaag het of 'n goedgekeurde kursus suksesvol voltooi het.



No. R. 1548

30 December 1999

## MERCHANT SHIPPING ACT, 1951 (ACT No. 57 OF 1951)

## MERCHANT SHIPPING (SAFE MANNING) REGULATIONS, 1999

The Minister of Transport has, under section 356 of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), made the regulations in the Schedule.

## SCHEDULE

*Arrangement of regulations*

*Regulation  
No.*

1. Interpretation
2. Application
3. Employment of master on ships of 25 GT or more
4. Employment of officers and other persons on ships of 25 GT or more
5. Employment of master and other persons on ships of less than 25 GT
6. Watchkeeping standards
7. Rest periods for watchkeeping personnel
8. Employment of qualified personnel on tankers and ro-ro passenger ships
9. Employment of personnel holding foreign certificates
10. Recognition of foreign certificates
11. Employment of certificated deck officers on ships of 25 GT or more other than fishing vessels
12. Employment of certificated fishermen on fishing vessels of 25 GT or more operating wholly within defined fishing zone
13. Employment of certificated fishermen on fishing vessels of 25 GT or more operating outside defined fishing zone
14. Employment of certificated engineer officers and/or certificated marine motormen on ships of 25 GT or more other than fishing vessels
15. Employment of certificated engineer officers and/or certificated marine motormen on fishing vessels of 25 GT or more
16. Employment of certificated radio officers
17. Employment of certificated ratings on ships of 25 GT or more other than fishing vessels
18. Employment of certificated ratings on fishing vessels of 100 GT or more
19. Employment of qualified medical practitioners on ships of 25 GT or more
20. Employment of qualified fire-fighting personnel on ships of 25 GT or more
21. Employment of qualified personnel on ships equipped with fast rescue boat
22. Exemptions in respect of certain ships
23. Equivalence of certificates and endorsements
24. Safe manning document
25. Repeal of regulations
26. Title and commencement

**Annex 1:** Watchkeeping standards

**Annex 2:** Safe manning document

**Interpretation**

1. (1) In these regulations, any word or expression given a meaning in the Act shall have that meaning and, unless the context indicates otherwise—

**"accredited institution"** means a training institution accredited under regulation 67 of the Training and Certification Regulations;

**"approved"** means approved by the Authority;

**"certificated"**, except in relation to a radio officer, means duly certificated under the Act or deemed under the Act to be so certificated, and, in relation to a radio officer, means holding a valid appropriate certificate of proficiency issued or recognized by or on behalf of the South African Telecommunications Regulatory Authority;

**"contravene"** includes failing or refusing to comply;

**"defined fishing zone"** means the sea area southwards from 15° S latitude and extending not further than 200 nautical miles offshore;

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

**"fast rescue boat"** means a rigid or semi-rigid inflatable boat used for rescue work and capable of manoeuvring, for at least 4 hours, at a speed of 20 knots in calm water with a crew of at least three persons and at a speed of at least 8 knots with a full complement;

**"fishing vessel"** means a ship that is used for catching fish or other living resources of the sea for financial gain or reward;

**"GMDSS"** means the global maritime distress and safety system;

**"GT"** means gross register ton, and in the case of a ship with dual tonnage, the higher tonnage;

**"length of ship"** means the length shown on the ship's certificate of registry or other official document;

**"mining operations"** means the exploitation, whether by mining or otherwise, of mineral resources of the seabed or subsoil thereof, excluding oil and gas resources;

**"near-coastal voyage"** means a voyage on a ship of 500 GT or less restricted to the sea area adjacent to the southern African coast between Punta do Ouro and the mouth of the Orange River and extending not further than 250 nautical miles offshore;

**"offshore"** means seaward measured from the low-water line (as defined in section 1 of the Maritime Zones Act, 1994 (Act No. 15 of 1994)) along the coast of the African continent;

**"port operations"** means voyages restricted to the sea area within a radius of 12 nautical miles measured—

- (a) in the case of the port of Saldanha Bay, from the mid-point of an imaginary line joining the North Head and the South Head lights; and
- (b) in the case of any other port in the Republic, from the outermost breakwater light;

**"propulsion power"** means the total maximum continuous rated output power in kilowatts of all a ship's main propulsion machinery appearing on the ship's certificate of registry or other official document;

**"radio officer"** means a person employed as such and having responsibility for the radio installations on a ship;

**"rating"** means a seaman other than an officer;

**"repealed regulations"** means the regulations repealed by regulation 25;

**"ro-ro passenger ship"** means a passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3 of the Safety Convention;

**"safe manning document"** means a document described as such and issued—

- (a) in the case of a South African ship, by the Authority in the form set out in annex 2; and
- (b) in the case of any other ship, in accordance with regulation V/13 of the Safety Convention by or on behalf of the government of the state whose flag the ship is entitled to fly;

**"seagoing ship"** means a ship other than one that navigates exclusively in inland waters or in a sea area contemplated in the definition of port operations;

**"ship to which the Safety Convention applies"** means any seagoing ship of 25 GT or more engaged on an international voyage, except—

- (a) warships, naval auxiliaries or other ships owned or operated by a state and engaged only on government non-commercial service;
- (b) ships of less than 500 GT, other than passenger ships;
- (c) ships not propelled by mechanical means;
- (d) wooden ships of primitive build;
- (e) ships used solely for sport or recreation; and
- (f) fishing vessels;

**"ship to which the STCW Convention applies"** means any seagoing ship of 25 GT or more, except—

- (a) warships, naval auxiliaries or other ships owned or operated by a state and engaged only on government non-commercial service;
- (b) fishing vessels;
- (c) ships used solely for sport or recreation; and
- (d) wooden ships of primitive build;

**"tanker"** means a ship—



- (a) constructed or adapted and used for the carriage in bulk of any liquid product listed in chapter 17 of the latest edition of the *International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk* published by the International Maritime Organization, as amended from time to time;
- (b) constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in chapter 19 of the latest edition of the *International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* published by the International Maritime Organization, as amended from time to time; or
- (c) constructed and used for the carriage in bulk of petroleum or petroleum products;

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

"the Code" means the *Code for South African Maritime Qualifications* published by the Authority, as amended from time to time;

"the Training and Certification Regulations" means the Merchant Shipping (Training and Certification) Regulations, 1999;

"unlimited voyage" means a voyage other than one contemplated in the definitions of near-coastal voyage and port operations.

(2) References in these regulations to the holder of a certificate or to holding a certificate are references to the lawful holder of the certificate or to lawfully holding the certificate, as the case may be.

### Application

2. (1) Subject to subregulations (2) and (3), these regulations apply to every ship registered or licensed in the Republic, or required to be so registered or licensed.

(2) The provisions of regulation 24 apply, in addition, to every foreign ship to which the Safety Convention applies while such ship is in the Republic or the territorial waters thereof.

(3) These regulations do not apply to a ship of 100 GT or more that is classified in terms of the life-saving equipment regulations as a class XII yacht, provided there are employed on the ship an adequate number and description of persons to ensure that the ship is sufficiently and efficiently manned.

### Employment of master on ships of 25 GT or more

3. The owner of every ship of 25 GT or more going to sea from any port or operating at a port in the Republic shall—

- (a) employ as master of the ship a person who holds a valid certificate of competency of a class or grade not lower than the highest class or grade of certificate held by any other deck officer required to be employed on the ship in terms of these regulations; and
- (b) ensure that the master, before assuming command of the ship, has the appropriate experience in the type of ship he or she is to command and is familiarized with his or her specific duties and with the ship's arrangements, installations, equipment, procedures and characteristics relevant to assuming command.

### Employment of officers and other persons on ships of 25 GT or more

4. (1) The owner and master of every ship of 25 GT or more shall—

- (a) ensure that no officer takes charge of a navigational or engineering watch unless he or she holds a valid certificate of competency entitling him or her to do so;
- (b) ensure that no rating forms part of a navigational or engineering watch unless he or she holds a certificate of qualification entitling him or her to do so;
- (c) in addition to the officers and other persons required to be employed on the ship in terms of these regulations, employ as crew of the ship the number and description of persons necessary to ensure that the ship is sufficiently and efficiently manned;
- (d) ensure that every certificated officer and other person employed on the ship, before being allowed to assume his or her assigned duties, is familiarized with his or her specific duties and with all the ship's arrangements, installations, equipment, procedures and characteristics relevant to his or her routine and emergency duties;
- (e) ensure that every certificated officer has the appropriate experience applicable to the type of ship on which he or she is to be employed;
- (f) ensure that—
  - (i) every person, other than a certificated officer or a certificated rating qualified as an able seaman or oiler, who is employed on the ship and designated to have safety or pollution prevention duties has documentary proof confirming that he or she has successfully completed approved training relating to those duties; and



- (ii) every such person, including a certificated rating qualified as an able seaman or oiler, has documentary proof confirming that he or she has—
    - (aa) served in a capacity designated to have safety or pollution prevention duties for a period of at least 12 months during the preceding five years; or
    - (bb) successfully completed approved training relating to those duties during the preceding five years;
  - (g) ensure that every person employed on the ship and going to sea for the first time has successfully completed an approved safety induction course; and
  - (h) ensure that the crew of the ship are capable of effectively co-ordinating their activities in an emergency situation and in performing functions vital to safety or to the prevention or mitigation of pollution.
- (2) (a) For the purposes of subregulation (1)(c) and regulations 2(3) and 5(1)(b), a ship shall be deemed to be sufficiently and efficiently manned if, in the opinion of the proper officer, it has a crew of suitably qualified persons to enable it to proceed to sea with due regard to the requirements of the life-saving equipment regulations, the collision regulations, the radio regulations and of any such other safety provisions as may apply to the ship.
- (b) In determining the adequacy of the crew complement of any ship for the purposes of paragraph (a), the proper officer shall have regard to—
- (i) the complement carried by the ship on recent voyages;
  - (ii) the complement normally carried by similar ships when employed on voyages similar to that proposed; and
  - (iii) the complement adequate to ensure compliance with the minimum rest periods prescribed by regulation 7.

#### **Employment of master and other persons on ships of less than 25 GT**

5. (1) The owner of every ship of less than 25 GT, other than a ship referred to in subregulation (2), going to sea from any port or operating at a port in the Republic shall—

- (a) employ as master of the ship a person who holds a valid Small Vessel Certificate of Competence issued under regulation 8 of the Standards of Seaworthiness, Manning and Licensing of Vessels Regulations, 1986; and
- (b) employ as crew of the ship the number and description of persons necessary to ensure that the ship is sufficiently and efficiently manned.

(2) The owner of every passenger ship of less than 25 GT going to sea from any port or operating at a port in the Republic shall—

- (a) employ as master of the ship a person who holds a valid certificate referred to in subregulation (1)(a) that is endorsed so as to entitle the holder thereof to command a small passenger ship in accordance with the terms of the endorsement; and
- (b) employ as crew of the ship at least one competent person for every 50 passengers, or part of such number, carried on the ship.

#### **Watchkeeping standards**

6. The owner and master of a ship shall ensure that the watchkeeping standards set out in annex 1 are complied with on the ship at all relevant times.

#### **Rest periods for watchkeeping personnel**

7. (1) The owner and master of a ship shall ensure that no officer or rating keeps or forms part of a navigational or engineering watch unless he or she has had a minimum of 10 hours rest in any 24 hour period, subject to the following rules:

- (a) Rest periods may be divided into no more than two periods, one of which shall be of at least six hours duration;
- (b) rest periods need not be maintained in cases of emergency or drill or in other overriding operational circumstances; and
- (c) the minimum period of 10 hours may be reduced to not less than six consecutive hours: Provided that such a reduction shall not extend beyond two days and not less than 70 hours of rest shall be provided in each seven-day period.

(2) Every officer and rating designated to keep or form part of a navigational or engineering watch shall ensure that he or she is adequately rested before keeping or forming part of any such watch.

(3) The master shall cause to be recorded in the ship's official logbook every occasion when the prescribed rest periods cannot be met. The entry shall include the watchkeeper's name, the date and time of the watch concerned and a brief explanation of the emergency, drill or operational circumstances affecting each rest period.



### Employment of qualified personnel on tankers and ro-ro passenger ships

8. (1) (a) Officers and ratings serving on tankers who are assigned specific duties and responsibilities related to cargo or cargo equipment shall hold a special endorsement or certificate relative to those duties and responsibilities, issued—

- (i) under regulation 51(1) of the Training and Certification Regulations; or
- (ii) in accordance with regulation V/1, paragraph 1 of the STCW Convention by or on behalf of another party to that Convention.

(b) Masters, chief mates, chief engineer officers and second engineer officers on tankers shall hold a special endorsement relative to service on tankers, issued—

- (i) under regulation 51(2) of the Training and Certification Regulations; or
- (ii) in accordance with regulation V/1, paragraph 2 of the STCW Convention by or on behalf of another party to that Convention.

(2) (a) Masters, officers and other personnel serving on ro-ro passenger ships shall hold a special endorsement or certificate relative to service on ro-ro passenger ships, issued—

- (i) under regulation 52 of the Training and Certification Regulations; or
- (ii) in accordance with regulation V/2 of the STCW Convention by or on behalf of another party to that Convention.

(b) Personnel providing direct service to passengers in passenger spaces on ro-ro passenger ships on unlimited voyages shall hold documentary proof of having successfully completed the safety training required by regulation 52(6) of the Training and Certification Regulations or regulation V/2, paragraph 6 of the STCW Convention.

(3) Masters, officers and other personnel who hold an endorsement, a certificate or documentary proof in accordance with this regulation shall at intervals not exceeding five years successfully complete approved training in accordance with regulation 3(3) of the Training and Certification Regulations or regulation I/11, paragraph 2 of the STCW Convention.

### Employment of persons holding foreign certificates

9. (1) For the purposes of section 83(1) of the Act, the owner of a ship to which the STCW Convention applies shall not employ on the ship, as master or ship's officer, any person who holds a certificate issued by or on behalf of the government of another country, unless—

- (a) that person's certificate has been endorsed in accordance with regulation 10; or
- (b) in the absence of such an endorsement, the certificate was issued and is valid in accordance with the STCW Convention, the period of employment does not exceed three months and the owner makes application to the Authority within that period for an endorsement in accordance with regulation 10.

(2) (a) For the purposes of section 83(1) of the Act, the owner of a ship to which the STCW Convention does not apply shall not employ on the ship, as master or ship's officer, any person who holds a certificate of competency issued by or on behalf of the government of another country, unless the Authority has, under section 83(2) of the Act, authorized that person's employment on the ship.

(b) Application for an authorization under section 83(2) of the Act shall be made by the owner of the ship and shall be directed to the proper officer nearest to the ship's intended port of departure. The application shall—

- (i) be made before the person assumes duty on the ship; and
- (ii) be accompanied by the person's original certificate (together with a certified translation into the English language where the certificate is in a language other than English), a medical examination report complying with the requirements specified by marine notice and attesting to the person's medical fitness and, in the case of a deck officer, a valid eyesight test certificate.

(c) The proper officer may require the person to appear before an examiner, who shall satisfy himself or herself that the person is adequately qualified and that he or she has the ability to converse, issue and understand orders and written instructions in the English language.

(3) An authorization granted under section 83(2) of the Act shall be in writing and shall specify the period, not exceeding six months, for which it is to remain in force.

(4) The Authority may revoke an authorization granted under section 83(2) of the Act if—

- (a) the person in question shows, through any inability, that he or she is not adequately qualified or that he or she is not able to converse, issue and understand orders and written instructions in the English language;
- (b) the person's certificate expires or is cancelled or suspended by or on behalf of the government under whose authority the certificate was originally issued;
- (c) the person fails to comply with any condition on which the authorization was granted;
- (d) a court of marine enquiry or a disciplinary hearing recommends the revocation of the authorization; or
- (e) the person is convicted of an offence in terms of the Act or any other law administered by the Authority.



**Recognition of foreign certificates**

10. (1) The holder of a certificate as master or ship's officer issued by or on behalf of another party to the STCW Convention may apply to the Authority in accordance with subregulation (2) for the recognition of his or her certificate as equivalent to a certificate of competency issued under the Act.

(2) An application contemplated in subregulation (1) shall be accompanied by—

- (a) a letter of motivation requesting the specific equivalency;
- (b) a statement by the applicant, confirmed by or on behalf of another party to the STCW Convention, that he or she is able to converse, issue and understand orders and written instructions in the English language at a standard not inferior to that required by the STCW Convention;
- (c) a medical certificate, issued by an approved medical practitioner, declaring that the medical fitness of the applicant complies with the medical standards set out in the Code;
- (d) a certified copy of the applicant's original certificate;
- (e) two passport-size photographs of the applicant; and
- (f) if the applicant is applying for an equivalency as master, chief mate, chief engineer officer or second engineer officer, documentary proof that he or she has attained the level of knowledge of the Republic's maritime legislation required for the equivalent certificate desired. A certificate issued by an accredited institution stating that the applicant has satisfied the institution's examiner that he or she has attained the required level of knowledge shall be accepted as sufficient proof of such knowledge.

(3) The Authority may issue an endorsement recognizing an applicant's certificate, which endorsement shall have effect as an authorization under section 83(1) of the Act, if it is satisfied that—

- (a) the certificate is authentic and valid;
- (b) the level of competence and knowledge evidenced by the certificate is not inferior to that required for the equivalent certificate issued under the Act;
- (c) the applicant, if applying for an equivalency as master, chief mate, chief engineer officer or second engineer officer, has attained the level of knowledge of the Republic's maritime legislation required for the equivalent certificate issued under the Act; and
- (d) prompt notification will be given to the Authority of any significant change in the arrangements for training and certification provided in compliance with the STCW Convention.

(4) Every endorsement issued under subregulation (3) shall be a separate document and shall state, with reference to the Training and Certification Regulations and the STCW Convention, the capacity in which the holder is entitled to serve.

(5) The Authority may cancel an endorsement issued under subregulation (3) if—

- (a) the holder shows, through any inability, that he or she does not meet the level competency and knowledge required for the equivalent certificate of competency, or that he or she is not able to converse, issue and understand orders and written instructions in the English language;
- (b) the holder's certificate expires or is cancelled or suspended by or on behalf of the government under whose authority the certificate was originally issued;
- (c) a court of marine enquiry or a disciplinary hearing recommends the cancellation of the endorsement; or
- (d) the holder is convicted of an offence in terms of the Act or any other law administered by the Authority.

(6) Where the Authority cancels an endorsement under subregulation (5), it shall inform the government under whose authority the certificate was originally issued of the cancellation.

**Employment of certificated deck officers on ships of 25 GT or more other than fishing vessels**

11. (1) The owner and master of every ship of 25 GT or more other than a fishing vessel or a ship referred to in subregulation (2) shall ensure that there is employed on the ship, in their appropriate capacities, the number of certificated deck officers specified in the table below:



| Item | Type of voyage  | Gross tonnage of ship            | Title of certificate and number of certificated deck officers to be employed |                      |                        |                                |                   |                     |                 |            |        |
|------|-----------------|----------------------------------|------------------------------------------------------------------------------|----------------------|------------------------|--------------------------------|-------------------|---------------------|-----------------|------------|--------|
|      |                 |                                  | Skipper<br>(Port<br>Operations)                                              | Skipper<br>(Coastal) | Skipper<br>(Unlimited) | Master<br>(Port<br>Operations) | Mate<br>(Coastal) | Master<br>(Coastal) | Deck<br>Officer | Chief Mate | Master |
| 1    | Port operations | 25 or more, but less than 200    | 1                                                                            | —                    | —                      | —                              | —                 | —                   | —               | —          | —      |
| 2    | Port operations | 200 or more, but less than 500   | —                                                                            | —                    | —                      | 1                              | —                 | —                   | —               | —          | —      |
| 3    | Port operations | 500 or more                      | 1                                                                            | —                    | —                      | 1                              | —                 | —                   | —               | —          | —      |
| 4    | Near-coastal    | 25 or more, but less than 100    | —                                                                            | 2                    | —                      | —                              | —                 | —                   | —               | —          | —      |
| 5    | Unlimited       | 25 or more, but less than 100    | —                                                                            | —                    | 2                      | —                              | —                 | —                   | —               | —          | —      |
| 6    | Near-coastal    | 100 or more, but less than 500   | —                                                                            | —                    | —                      | —                              | 1                 | 1                   | —               | —          | —      |
| 7    | Unlimited       | 100 or more, but less than 500   | —                                                                            | —                    | —                      | —                              | —                 | —                   | 2(A)            | —          | —      |
| 8    | Unlimited       | 500 or more, but less than 3 000 | —                                                                            | —                    | —                      | —                              | —                 | —                   | 2(B)            | 1(C)       | —      |
| 9    | Unlimited       | 3 000 or more                    | —                                                                            | —                    | —                      | —                              | —                 | —                   | 2               | 1          | 1      |

**Notes:**

- (A) Master's certificate to be endorsed: "Master of a ship of less than 500 GT on unlimited voyages".  
 (B) Mate's certificate to be endorsed: "Mate of a ship of less than 3 000 GT".  
 (C) Master's certificate to be endorsed: "Master of a ship of less than 3 000 GT".

(2) The owner and master of every ship of 25 GT or more engaged in mining operations and operating at anchor for two-thirds or more of the time spent at sea between port calls shall ensure that there is employed on the ship, in their appropriate capacities, the number of certificated deck officers specified in the table below:

| Item | Type of voyage | Gross tonnage of ship            | Title of certificate and number of deck officers to be employed |                  |              |            |        |
|------|----------------|----------------------------------|-----------------------------------------------------------------|------------------|--------------|------------|--------|
|      |                |                                  | Mate (Coastal)                                                  | Master (Coastal) | Deck Officer | Chief Mate | Master |
| 1    | Near-coastal   | 100 or more, but less than 500   | 1                                                               | 1                | —            | —          | —      |
| 2    | Near-coastal   | 500 or more, but less than 3 000 | —                                                               | —                | 1(A)         | 1(B)       | —      |
| 3    | Near-coastal   | 3 000 or more                    | —                                                               | —                | 1            | 1          | 1      |

**Notes:**

(A) Mate's certificate to be endorsed: "Mate of a ship of less than 3 000 GT".

(B) Master's certificate to be endorsed: "Master of a ship of less than 3 000 GT".

The certificates referred to in the table above may be endorsed for mining operations.

**Employment of certificated fishermen on fishing vessels of 25 GT or more operating wholly within defined fishing zone**

12. The owner and master of every fishing vessel of 25 GT or more that operates wholly within the defined fishing zone shall ensure that there is employed on the ship, in their appropriate capacities, the number of certificated fishermen specified in the table below:

| Item | Gross tonnage or length of ship            | Title of certificate and number of certificated fishermen to be employed |                             |                   |                   |
|------|--------------------------------------------|--------------------------------------------------------------------------|-----------------------------|-------------------|-------------------|
|      |                                            | Fisherman Grade 4 (Watchkeeper)                                          | Fisherman Grade 4 (Skipper) | Fisherman Grade 3 | Fisherman Grade 2 |
| 1(A) | 25 GT or more, but less than 24 metres     | 1                                                                        | 1                           | —                 | —                 |
| 2    | 24 metres or more, but less than 30 metres | —                                                                        | 1(B)                        | 1                 | —                 |
| 3    | 30 metres or more                          | —                                                                        | 1(B)                        | 1                 | 1                 |

**Notes:**

(A) Fishing vessels of 25 GT or more, but not exceeding 50 GT, going to sea from any port on voyages of not more than 16 hours duration may dispense with the Fisherman Grade 4 (Watchkeeper). For the purposes of this note "port" means a safe berth alongside which the ship is securely moored and not at anchor.

(B) Fisherman Grade 4 (Skipper) or Fisherman Grade 4 (Watchkeeper).

**Employment of certificated fishermen on fishing vessels of 25 GT or more operating outside defined fishing zone**

13. The owner and master of every fishing vessel of 25 GT or more that operates either wholly or partly outside the defined fishing zone shall comply with regulation 12: Provided that the certificate of the master, who may be one of the officers required by regulation 12, shall be endorsed for high seas command.

**Employment of certificated engineer officers and/or certificated marine motormen on ships of 25 GT or more other than fishing vessels**

14. The owner and master of every ship of 25 GT or more other than a fishing vessel shall ensure that there is employed on the ship, in their appropriate capacities, the number of certificated engineer officers and/or certificated marine motormen specified in the table below:



| Item | Type of voyage  | Registered propulsion power of ship (kW) | Title of certificate and number of certificated engineer officers and/or certificated marine motormen to be employed |                              |                                           |                                          |                  |                                             |                         |                        |
|------|-----------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------------------|------------------------------------------|------------------|---------------------------------------------|-------------------------|------------------------|
|      |                 |                                          | Marine Motorman Grade 1                                                                                              | Marine Motorman Higher Grade | Second Engineer Officer (Port Operations) | Chief Engineer Officer (Port Operations) | Engineer Officer | Second Engineer Officer (750 kW – 3 000 kW) | Second Engineer Officer | Chief Engineer Officer |
| 1    | Port operations | less than 1 500                          | —                                                                                                                    | —                            | 1                                         | —                                        | —                | —                                           | —                       | —                      |
| 2    | Near-coastal    | less than 750                            | 1                                                                                                                    | 1                            | —                                         | —                                        | —                | —                                           | —                       | —                      |
| 3    | Unlimited       | less than 750                            | 1                                                                                                                    | —                            | —                                         | —                                        | 1                | 1(A)                                        | —                       | —                      |
| 4    | Port operations | 1 500 or more                            | 1                                                                                                                    | —                            | —                                         | 1                                        | —                | —                                           | —                       | —                      |
| 5    | Near-coastal    | 750 or more, but less than 3 000         | —                                                                                                                    | —                            | —                                         | —                                        | 2                | —                                           | 1(B)                    | —                      |
| 6    | Unlimited       | 750 or more, but less than 3 000         | —                                                                                                                    | —                            | —                                         | —                                        | 1                | 1                                           | 1(B)                    | —                      |
| 7    | Near-coastal    | 3 000 or more                            | —                                                                                                                    | —                            | —                                         | —                                        | 1                | —                                           | 1                       | 1                      |
| 8    | Unlimited       | 3 000 or more                            | —                                                                                                                    | —                            | —                                         | —                                        | 2                | —                                           | 1                       | 1                      |

**Notes:**

- (A) Endorsed: "Chief engineer officer of a ship of less than 750 kW propulsion power".  
 (B) Endorsed: "Chief engineer officer of a ship of less than 3 000 kW propulsion power".

### Employment of certificated engineer officers and/or certificated marine motormen on fishing vessels of 25 GT or more

15. The owner and master of every fishing vessel of 25 GT or more shall ensure that there is employed on the ship, in their appropriate capacities, the number of certificated engineer officers and/or certificated marine motormen specified in the table below:

| Item | Registered propulsion power of ship (kW) | Title of certificate and number of certificated engineer officers and/or certificated marine motormen to be employed |                          |                              |                         |                         |                         |
|------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------------|-------------------------|-------------------------|-------------------------|
|      |                                          | Engineer Officer Class 3                                                                                             | Engineer Officer Class 4 | Marine Motorman Higher Grade | Marine Motorman Grade 1 | Marine Motorman Grade 2 | Marine Motorman Grade 3 |
| 1    | 3 000 or more                            | 1(A)                                                                                                                 | 1                        | —                            | —                       | —                       | —                       |
| 2    | 2 000 or more, but less than 3 000       | —                                                                                                                    | 1(B)                     | —                            | 1                       | —                       | —                       |
| 3    | 1 000 or more, but less than 2 000       | —                                                                                                                    | —                        | 1                            | 1                       | —                       | —                       |
| 4    | 350 or more, but less than 1 000         | —                                                                                                                    | —                        | —                            | 1                       | 1                       | —                       |
| 5    | 150 or more but less than 350            | —                                                                                                                    | —                        | —                            | —                       | 1                       | —                       |
| 6    | less than 150                            | —                                                                                                                    | —                        | —                            | —                       | —                       | 1                       |

#### Notes:

- (A) Chief engineer officer's certificate to bear Class 3 service endorsement.  
 (B) Chief engineer officer's certificate to bear Class 4 service endorsement.

### Employment of certificated radio officers

16. The owner and master of every ship shall ensure that there is employed on the ship the number of certificated radio officers specified in the table below: Provided that—

- (a) if the ship is over 300 GT, is engaged on unlimited voyages and is not equipped in accordance with GMDSS requirements of the radio regulations, there shall be employed on the ship at least one radio officer who is appropriately certificated for the type of radio installation on the ship (that is to say, a radiotelephone operator or a radiotelegraphy operator);
- (b) if the ship is equipped in accordance with the GMDSS requirements of the radio regulations and operates in sea area A4 (as defined in those regulations), there shall be employed on the ship, in addition to the radio officers required by items 8 or 9 (as applicable) of the table below, at least one radio officer who holds a General Operators Certificate (Radiotelegraphy) or a recognized equivalent certificate;
- (c) when the radio equipment on the ship is being used for general communications, other than distress, urgency or safety communications, such communications shall not be conducted by the deck officer on watch;
- (d) if the ship is equipped in accordance with the GMDSS requirements of the radio regulations and has "on board maintenance" for such equipment, at least one radio officer on the ship shall hold an At Sea Maintenance Certificate-1 or a recognized equivalent certificate.

| Item | Type of voyage                             | Gross tonnage of the ship     | Title of certificate and number of certificated radio officers to be employed |                                                 |                                     |
|------|--------------------------------------------|-------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------|-------------------------------------|
|      |                                            |                               | Restricted Radiotelephone Operators Certificate (VHF only)                    | Restricted Radiotelephone Operators certificate | GMDSS General Operators Certificate |
| 1    | Port operations                            | 25 or more, but less than 200 | —                                                                             | 1                                               | —                                   |
| 2    | Port operations                            | 200 or more                   | —                                                                             | 1                                               | —                                   |
| 3    | Near-coastal                               | 25 or more, but less than 300 | —                                                                             | 2                                               | —                                   |
| 4    | Near-coastal                               | 300 or more                   | —                                                                             | —                                               | 2                                   |
| 5    | Fishing within 40 nautical miles offshore  | 25 or more, but less than 100 | 1                                                                             | —                                               | —                                   |
| 6    | Fishing within 200 nautical miles offshore | 25 or more                    | —                                                                             | 2                                               | —                                   |



| Item | Type of voyage                             | Gross tonnage of the ship        | Title of certificate and number of certificated radio officers to be employed |                                                 |                                     |
|------|--------------------------------------------|----------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------|-------------------------------------|
|      |                                            |                                  | Restricted Radiotelephone Operators Certificate (VHF only)                    | Restricted Radiotelephone Operators certificate | GMDSS General Operators Certificate |
| 7    | Fishing beyond 200 nautical miles offshore | 25 or more                       | —                                                                             | —                                               | 2                                   |
| 8    | Unlimited                                  | 100 or more, but less than 3 000 | —                                                                             | —                                               | 2                                   |
| 9    | Unlimited                                  | 3 000 or more                    | —                                                                             | —                                               | 3                                   |

#### Employment of certificated ratings on ships of 25 GT or more other than fishing vessels

17. The owner and master of every ship of 25 GT or more other than a fishing vessel shall ensure that there is employed on the ship, in their appropriate capacities, the number of certificated ratings specified in the table below: Provided that—

- where a combination of ratings qualified as ordinary seamen and as able seamen are employed in the deck department, at least half shall be qualified as able seamen;
- where a combination of ratings qualified as wipers and as oilers are employed in the engine-room department, at least one shall be qualified as an oiler;
- on passenger ships the required number of ratings qualified as proficient in survival craft and as proficient in fast rescue boats shall be in addition to the ratings qualified as able seamen and as oilers;
- on ships having only liferafts as survival craft there may be employed, in lieu of the ratings qualified as proficient in survival craft, ratings qualified as proficient in liferafts only;
- owners and masters (bearing in mind that the table below specifies minimum requirements only) shall have regard to the requirements of regulation 4(1)(b) and (c) when determining the appropriate manning;
- in respect of a ship engaged solely in port operations, and in lieu of meeting the requirements specified in the table below, application may be made to the proper officer at the ship's port of operation for the number of certificated ratings to be determined, *mutatis mutandis*, in accordance with regulation 4(2).

| Description of ship | Type of voyage            | Title of certificate and number of certificated ratings to be employed                                           |                                                                                |                                                               |                |
|---------------------|---------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------|----------------|
|                     |                           | Ordinary seaman or Able seaman                                                                                   | Wiper or Oiler                                                                 | Proficient in survival craft                                  | Efficient cook |
| Passenger           | Unlimited or near-coastal | Sufficient to man each 4 hour watch in a 12 hour period with a rating, plus one (i.e. 4)                         | Sufficient to man each 4 hour watch in a 12 hour period with a rating (i.e. 3) | One for every 50 passengers, or part of such number, on board | 1              |
|                     | Port operations           | Sufficient to man each 6 hour watch in a 12 hour period with a rating, plus one (i.e. 3)                         | Sufficient to man each 6 hour watch in a 12 hour period with a rating (i.e. 2) |                                                               | —              |
| Other               | Unlimited                 | Sufficient to man each 4 hour watch in a 12 hour period with a rating, plus one (i.e. 4)                         | Sufficient to man each 4 hour watch in a 12 hour period with a rating (i.e. 3) | —                                                             | 1              |
|                     | Near-coastal              | Sufficient to man each 6 hour watch in a 12 hour period with a rating, plus one (i.e. 3)                         | Sufficient to man each 6 hour watch in a 12 hour period with a rating (i.e. 2) | —                                                             |                |
|                     | Port operations           | 1 Able seaman (Port Operations) and 1 ordinary seaman (Port Operations)<br>OR<br>2 Able seamen (Port Operations) | 1 Oiler (Port Operations)                                                      | —                                                             | —              |



**Employment of certificated ratings on fishing vessels of 100 GT or more**

18. The owner and master of every fishing vessel of 100 GT or more shall ensure that there is employed on the ship, in their appropriate capacities, the number of certificated ratings specified in the table below:

| Number of persons<br>on ship | Title of certificate and number of certificated ratings to be employed |                              |                |
|------------------------------|------------------------------------------------------------------------|------------------------------|----------------|
|                              | Able seaman                                                            | Proficient in survival craft | Efficient cook |
| 15 to 30                     | 1                                                                      | 1                            | —              |
| More than 30                 | 1                                                                      | 2                            | 1              |

**Notes:**

Ratings required to hold a certificate of qualification as proficient in survival craft shall be in addition to those required to hold the certificate of qualification as able seaman.

The certificates of qualification as able seaman and as proficient in survival craft and fast rescue boats may be the local certificate or the certificate issued in accordance with the STCW Convention.

**Employment of qualified medical practitioners on ships of 25 GT or more**

19. (1) The owner and master of every ship of 25 GT or more shall ensure that at least one qualified medical practitioner is employed on the ship when the ship carries 100 or more persons on an unlimited voyage.

(2) The owner and master of every ship of 25 GT or more to which the STCW Convention applies shall ensure that—

- (a) every crew member designated to take charge of medical care on the ship in the absence of a qualified medical practitioner holds—
    - (i) a valid Ship Captain's Medical Training Certificate issued in accordance with the Code; or
    - (ii) a valid certificate in medical care issued in accordance with regulation VI/4, paragraph 2 of the STCW Convention by or on behalf of another party to that Convention; and
  - (b) every crew member designated to provide medical first aid on the ship holds—
    - (i) a valid First Aid at Sea Certificate issued in accordance with the Code; or
    - (ii) a valid certificate in medical first aid issued in accordance with regulation VI/4, paragraph 1 of the STCW Convention by or on behalf of another party to that Convention.
- (3) Every person who is designated the duties referred to subregulation (2)(a) or (b) shall undertake approved refresher training at intervals not exceeding five years.

**Employment of qualified fire-fighting personnel on ships of 25 GT or more**

20. (1) The owner and master of every ship of 25 GT or more shall ensure that every crew member designated to take charge of a fire-fighting party on the ship holds—

- (a) in the case of a ship of 100 GT or more, a valid Fire-Fighting Certificate issued in accordance with the Code, or an approved equivalent qualification;
- (b) in the case of a tanker of 100 GT or more, a valid Tanker Fire-Fighting Certificate issued in accordance with the Code, or an approved equivalent qualification; and
- (c) in the case of a ship of less than 100 GT, a valid Fire-Fighting (Small Vessels) Certificate issued in accordance with the Code, or an approved equivalent qualification.

(2) The owner and master of every ship of 25 GT or more to which the STCW Convention applies shall ensure that every crew member designated to control fire-fighting operations on the ship holds—

- (a) a valid Advanced Fire-Fighting Certificate issued in accordance with the Code; or
- (b) a valid certificate in advanced fire-fighting issued in accordance with regulation VI/3, paragraph 1 of the STCW Convention by or on behalf of another party to that Convention.

(3) Every person who is designated the duties referred to in subregulation (1) or (2) shall undertake approved refresher training at intervals not exceeding five years.

**Employment of qualified personnel on ships equipped with fast rescue boat**

21. The owner and master of every ship that is equipped with one or more fast rescue boats shall ensure that there are employed on the ship at least two persons per boat who hold—

- (a) a valid certificate of qualification as proficient in fast rescue boats issued in accordance with regulation 49 of the Training and Certification Regulations; or



- (b) a valid certificate of proficiency in fast rescue boats issued in accordance with regulation VI/2, paragraph 2 of the STCW Convention by or on behalf of another party to that Convention.

#### Exemption in respect of certain ships

22. (1) Subject to subregulations (2) and (3), the Authority may in special circumstances, if in its opinion no danger would result to persons, property or the environment, grant an exemption permitting a seaman to serve in a particular ship for the shortest possible time, but in any event not exceeding six months, in any capacity other than that of radio officer, or master of a passenger ship, for which he or she is not certificated.

(2) No exemption shall be granted under subregulation (1) unless the seaman is certificated to serve in the next lower capacity: Provided that where the next lower capacity is not required by these regulations to be filled by a certificated person, exemption may be granted only if the seaman's qualifications and experience, in the opinion of the Authority, clearly meet the requirements for the certificated capacity to be filled: Provided further that such seaman, if uncertificated, shall be required to satisfy an examiner that he or she possesses the minimum knowledge and experience required to serve in the certificated capacity concerned.

(3) No master or chief engineer officer of a ship to which the STCW Convention applies shall be granted an exemption under subregulation (1) except in the case of *force majeure*, and then only for the shortest possible time.

#### Equivalence of certificates and endorsements

23. (1) A certificate of competency issued under the Act, before the commencement of these regulations, or thereafter by virtue of regulation 72 of the Training and Certification Regulations, shall be deemed to be equivalent to the certificate of competency and endorsement (if applicable) referred to in the Training and Certification Regulations, as indicated in the table below: Provided that, where the last-mentioned certificate or endorsement has an additional knowledge or service requirement in accordance with the STCW Convention, proof of having acquired such knowledge or such service, as the case may be, shall be produced.

| Item | Title of certificate issued before commencement of repealed regulations       | Equivalent certificate under repealed regulations       | Equivalent certificate and endorsement under Training and Certification Regulations                                                                                                |
|------|-------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | Master of a foreign-going ship                                                | Deck Officer Class 1                                    | Master                                                                                                                                                                             |
| 2    | Chief Navigating Officer of a foreign-going ship                              | Deck Officer Class 2                                    | (a) Chief Mate<br>(b) Chief Mate endorsed:<br>— Master of a ship of less than 3 000 GT on unlimited voyages                                                                        |
| 3    | Second Navigating Officer of a foreign-going ship                             | Deck Officer Class 3                                    | (a) Deck Officer<br>(b) Deck Officer endorsed:<br>— Chief Mate of a ship of less than 3 000 GT on unlimited voyages<br>— Master of a ship of less than 500 GT on unlimited voyages |
| 4    | —                                                                             | Deck Officer Class 4                                    | Deck officer                                                                                                                                                                       |
| 5    | Master of a coasting ship of 100 GT or more                                   | Deck Officer Class 4 with short sea command endorsement | (a) Deck officer<br>(b) Master (Coastal)                                                                                                                                           |
| 6    | Navigating Officer of a coasting ship of 100 GT or more                       | Deck Officer Class 5                                    | Mate (Coastal)                                                                                                                                                                     |
| 7    | —                                                                             | Deck Officer Class 6 (Unlimited Trade)                  | Skipper (Unlimited)                                                                                                                                                                |
| 8    | —                                                                             | Deck Officer Class 6 (Short Sea Trade)                  | Skipper (Coastal)                                                                                                                                                                  |
| 9    | —                                                                             | Deck Officer Class 6 (Restricted Trade)                 | Skipper (Port Operations)                                                                                                                                                          |
| 10   | Skipper of a fishing, sealing or shore-based whaling boat of 100 GT or more   | Fisherman Grade 2                                       | Fisherman Grade 2                                                                                                                                                                  |
| 11   | Mate of a fishing, sealing or shore-based whaling boat of 100 GT or more      | Fisherman Grade 3                                       | Fisherman Grade 3                                                                                                                                                                  |
| 12   | Boatswain of a fishing, sealing or shore-based whaling boat of 100 GT or more | Fisherman Grade 4 (Skipper)                             | Fisherman Grade 4 (Skipper)                                                                                                                                                        |



| Item | Title of certificate issued before commencement of repealed regulations                          | Equivalent certificate under repealed regulations | Equivalent certificate and endorsement under Training and Certification Regulations                                                              |
|------|--------------------------------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| 13   | Skipper of a coasting ship or a fishing, sealing or shore-based whaling boat of less than 100 GT | Fisherman Grade 4 (Skipper)                       | Fisherman Grade 4 (Skipper)                                                                                                                      |
| 14   | Mate of a coasting ship or a fishing, sealing or shore-based whaling boat of less than 100 GT    | Fisherman Grade 4 (Watchkeeper)                   | Fisherman Grade 4 (Watchkeeper)                                                                                                                  |
| 15   | —                                                                                                | Fisherman Grade 4                                 | Fisherman Grade 4 (Skipper)                                                                                                                      |
| 16   | Chief Engineer-Officer of a foreign-going ship                                                   | Marine Engineer-Officer Class 1                   | Chief Engineer Officer                                                                                                                           |
| 17   | Second Engineer-Officer of a foreign-going ship                                                  | Marine Engineer-Officer Class 2                   | (a) Second Engineer Officer<br>(b) Second Engineer Officer endorsed:<br>—Chief Engineer Officer of a ship of less than 3 000 kW propulsion power |
| 18   | Chief Engineer-Officer of a coasting ship                                                        | Marine Engineer-Officer Class 3                   | (a) Engineer Officer<br>(b) Chief Engineer Officer (Port Operations)                                                                             |
| 19   | Second Engineer-Officer of a coasting ship                                                       | Marine Engineer-Officer Class 4                   | (a) Engineer Officer<br>(b) Second Engineer Officer (Port Operations)                                                                            |
| 20   | —                                                                                                | Marine Motorman Higher Grade                      | Marine Motorman Higher Grade                                                                                                                     |
| 21   | Marine Engineman                                                                                 | Marine Motorman Grade 1                           | Marine Motorman Grade 1                                                                                                                          |
| 22   | Assistant Marine Engineman, any brake horsepower                                                 | Marine Motorman Grade 2                           | Marine Motorman Grade 2                                                                                                                          |
| 23   | Assistant Marine Engineman, under 150 brake horsepower                                           | Marine Motorman Grade 3                           | Marine Motorman Grade 3                                                                                                                          |

(2) An endorsement issued under the Examination Regulations for Certificates of Competency for Deck Officers, 1994, before the commencement of these regulations, or thereafter by virtue of regulation 72 of the Training and Certification Regulations, shall be deemed to be equivalent to the certificate of competency or the endorsement, as the case may be, referred to in the Training and Certification Regulations, as indicated in the table below:

| Item | Endorsement under 1994 regulations                                 | Equivalent certificate and endorsement under Training and Certification Regulations         |
|------|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| 1    | Deck Officer Class 2 with the limited trade command endorsement    | Chief Mate endorsed:<br>—Master of a ship of less than 3 000 GT on unlimited voyages        |
| 2    | Deck Officer Class 2 with the short sea command endorsement        | Chief Mate endorsed:<br>—Master of a ship of any tonnage on near-coastal voyages            |
| 3    | Deck Officer Class 3 with the short sea command endorsement        | Deck Officer endorsed:<br>—Master of a ship of less than 500 GT on near-coastal voyages     |
| 4    | Deck Officer Class 4 with limited trade command endorsement        | Deck Officer endorsed:<br>—Master of a ship of less than 500 GT on unlimited voyages        |
| 5    | Deck Officer Class 4 with the Master (Port Operations) endorsement | Master (Port Operations)                                                                    |
| 6    | Deck Officer Class 4 with short sea trade command endorsement      | Deck Officer endorsed:<br>—Master of a ship of less than 500 GT on near-coastal voyages     |
| 7    | Deck Officer Class 5 with short sea trade command endorsement      | Master (Coastal) endorsed:<br>—Master of a ship of less than 500 GT on near-coastal voyages |
| 8    | Deck Officer Class 5 with the Master (Port Operations) endorsement | Master (Port Operations)                                                                    |
| 9    | Dangerous cargo endorsement                                        | Tanker cargo endorsement (Petroleum)                                                        |



(3) A certificate of qualification issued under the Act, before the commencement of these regulations, or thereafter by virtue of regulation 72 of the Training and Certification Regulations, shall be deemed to be equivalent to the certificate of qualification referred to in the Training and Certification Regulations, as indicated in the table below: Provided that, where the last-mentioned certificate has an additional knowledge or service requirement in accordance with the STCW Convention, proof of having acquired such knowledge or such service, as the case may be, shall be produced:

| Item | Title of certificate under repealed regulations | Equivalent certificate under repealed regulations | Equivalent certificate and endorsement under Training and Certification Regulations |
|------|-------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------------------------------|
| 1    | Able seaman                                     | Efficient deck rating                             | Able seaman                                                                         |
| 2    | Lifeboatman                                     | Proficiency in survival craft                     | Proficiency in survival craft                                                       |
| 3    | —                                               | Efficient engine-room rating                      | Oiler                                                                               |
| 4    | —                                               | Efficient cook                                    | Efficient cook                                                                      |
| 5    | —                                               | Proficiency in survival craft (local)             | Proficiency in liferafts                                                            |
| 6    | —                                               | Efficient general purpose rating                  | Efficient general purpose rating (Port Operations)                                  |

(4) Where the holder of a certificate of competency issued under the Act, before the commencement of these regulations, or thereafter by virtue of regulation 72 of the Training and Certification Regulations, has served for at least eighteen months within the preceding seven years in a certificated capacity, but is prohibited from continued employment in that capacity owing to the tonnage or propulsion power of the ship exceeding the applicable tonnage or propulsion power limitation shown on his or her certificate, such certificate may be produced for endorsement so as to entitle the holder thereof to serve in the capacity concerned on a ship having an appropriately greater tonnage or propulsion power.

#### Safe manning document

24. (1) The owner of every ship of 25 GT or more shall ensure that—

- (a) a safe manning document is in force in respect of the ship and the manning of the ship;
- (b) the safe manning document is kept on board the ship at all times; and
- (c) the manning of the ship is maintained at all times to at least the levels specified in the safe manning document.

(2) The master of every ship to which subregulation (1) applies shall ensure that the ship does not proceed to sea unless there is on board a valid safe manning document issued in respect of the ship, and the manning of the ship complies with that document.

(3) Every owner who contravenes subregulation (1) is guilty of an offence and liable on conviction to a fine or to imprisonment for a period not exceeding 12 months.

(4) Every master who contravenes subregulation (2) is guilty of an offence and liable on conviction to a fine or to imprisonment for a period not exceeding 12 months.

#### Repeal of regulations

25. The Manning of Ships Regulations, 1985, published by Government Notice No. R. 2652 of 29 November 1985, as amended by Government Notices Nos. R. 41 of 10 January 1989, R. 2129 of 7 September 1990, R. 2088 of 30 August 1991 and R. 2316 of 1 December 1993, are repealed.

#### Title and commencement

26. (1) These regulations are called the Merchant Shipping (Safe Manning) Regulations, 1999, and, subject to subregulation (2), come into operation on 31 December 1999.

(2) Regulations 4(1)(b),(f) and (g), 6, 7 and 10 shall take effect in respect of fishing vessels on a date fixed by the Minister by notice in the *Gazette*.



**ANNEX 1**  
(Regulation 6)

**WATCHKEEPING PRINCIPLES AND ARRANGEMENTS**

**Planning the voyage**

1. The intended voyage shall be planned in advance, taking into consideration all pertinent information, and any course laid down shall be checked before the voyage commences.
2. The chief engineer officer shall, in consultation with the master, determine in advance the needs of the intended voyage, taking into consideration the requirements for fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies and any other requirements.
3. Before each voyage the master of a ship shall ensure that the intended route from the port of departure to the first port of call is planned using adequate and appropriate charts and other nautical publications necessary for the intended voyage, containing accurate, complete and up-to-date information regarding those navigational limitations and hazards that are of a permanent or predictable nature and that are relevant to the safe navigation of the ship.
4. When the route planning is verified taking into consideration all pertinent information, the planned route shall be clearly displayed on appropriate charts and shall be continuously available to the officer in charge of the watch, who shall verify each course to be followed before using it during the voyage.
5. If a decision is made during a voyage to change the next port of call of the planned route, or if it is necessary for the ship to deviate substantially from the planned route for other reasons, then an amended route shall be planned before deviating substantially from the route originally planned.

**Watchkeeping at sea**

6. Owners, masters, chief engineer officers and watchkeeping personnel shall observe the following principles to ensure that safe watches are maintained at all times.
7. The master of a ship shall ensure that watchkeeping arrangements are adequate for maintaining a safe navigational watch. Under the master's general direction, the officers of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they will be particularly concerned with avoiding collision and stranding.
8. The chief engineer officer of a ship shall, in consultation with the master, ensure that watchkeeping arrangements are adequate to maintain a safe engineering watch.
9. The master, officers and ratings shall be aware of the serious effects of operational or accidental pollution of the marine environment and shall take all possible precautions to prevent such pollution, particularly within the framework of relevant international and port regulations.

**PART 1**

**PRINCIPLES TO BE OBSERVED IN KEEPING NAVIGATIONAL WATCH**

10. The officer in charge of the navigational watch is the master's representative and is primarily responsible at all times for the safe navigation of the ship and for complying with the collision regulations.
11. A proper look-out shall be maintained at all times in compliance with rule 5 of the annex to the collision regulations, and shall serve the purpose of—
  - (a) maintaining a continuous state of vigilance by sight and hearing as well as by all other available means, with regard to any significant change in the operating environment;
  - (b) fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and
  - (c) detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation.
12. The look-out shall be able to give full attention to the keeping of a proper look-out and no other duties shall be undertaken or assigned which could interfere with that task.
13. The duties of the look-out and helmsman are separate and the helmsman shall not be considered to be the look-out while steering, except in small ships where an unobstructed all-round view is provided at the steering position and there is no impairment of night vision or other impediment to the keeping of a proper look-out. The officer in charge of the navigational watch may be the sole look-out in daylight provided that on each such occasion—
  - (a) the situation has been carefully assessed and it has been established without doubt that it is safe to do so;



- (b) full account has been taken of all relevant factors, including, but not limited to—
  - (i) state of weather;
  - (ii) visibility;
  - (iii) traffic density;
  - (iv) proximity of dangers to navigation; and
  - (v) the attention necessary when navigating in or near traffic separation schemes; and
- (c) assistance is immediately available to be summoned to the bridge when any change in the situation so requires.

14. In determining that the composition of the navigational watch is adequate to ensure that a proper look-out can continuously be maintained, the master shall take into account all relevant factors, including those described in this annex, as well as the following factors:

- (a) The hours of darkness, requiring in addition to the watchkeeping officer, a look-out;
- (b) visibility, state of weather and sea;
- (c) traffic density, and other activities occurring in the area in which the ship is navigating;
- (d) the attention necessary when navigating in or near traffic separation schemes and other routing measures;
- (e) the additional workload caused by the nature of the ship's functions, immediate operating requirements and anticipated manoeuvres;
- (f) the fitness for duty of any crew members on call who are assigned as members of the watch;
- (g) knowledge of and confidence in the professional competence of the ship's officers and crew;
- (h) the experience of each officer of the navigational watch, and the familiarity of that officer with the ship's equipment, procedures, and manoeuvring capability;
- (i) activities taking place on board the ship at any particular time, including radiocommunication activities, and the availability of assistance to be summoned immediately to the bridge when necessary;
- (j) the operational status of bridge instrumentation and controls, including alarm systems;
- (k) rudder and propeller control and ship manoeuvring characteristics;
- (l) the size of the ship and the field of vision available from the conning position;
- (m) the configuration of the bridge, to the extent that such configuration might inhibit a member of the watch from detecting by sight or hearing any external development; and
- (n) any other relevant standard, procedure or guidance relating to watchkeeping arrangements and fitness for duty which has been promulgated by regulation.

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

- (a) At no time shall the bridge be left unattended;
- (b) weather conditions, visibility and whether there is daylight or darkness;
- (c) proximity of navigational hazards which may make it necessary for the officer in charge of the watch to carry out additional navigational duties;
- (d) use and operational condition of navigational aids such as radar or electronic position-indicating devices and any other equipment affecting the safe navigation of the ship;
- (e) whether the ship is fitted with automatic steering;
- (f) whether there are radio duties to be performed;
- (g) unmanned machinery space (UMS) controls, alarms and indicators provided on the bridge, procedures for their use and limitations; and
- (h) any unusual demands on the navigational watch that may arise as a result of special operational circumstances.

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

17. The relieving officer shall ensure that the members of the relieving watch are fully capable of performing their duties, particularly as regards their adjustment to night vision. Relieving officers shall not take over the watch until their vision is fully adjusted to the light conditions.

18. Before taking over the watch, relieving officers shall satisfy themselves as to the ship's estimated or true position and confirm its intended track, course and speed, and UMS controls as appropriate and shall note any dangers to navigation expected to be encountered during their watch.

19. Relieving officers shall personally satisfy themselves regarding—

- (a) standing orders and other special instructions of the master relating to navigation of the ship;
- (b) position, course, speed and draught of the ship;



- (c) prevailing and predicted tides, currents, weather, visibility and the effect of these factors upon course and speed;
- (d) procedures for the use of main engines to manoeuvre when the main engines are on bridge control; and
- (e) navigational situation, including but not limited to—
  - (i) the operational condition of all navigational and safety equipment being used or likely to be used during the watch;
  - (ii) the errors of gyro- and magnetic compasses;
  - (iii) presence and movement of ships in sight or known to be in the vicinity;
  - (iv) the conditions and hazards likely to be encountered during the watch; and
  - (v) the possible effects of heel, trim, water density and squat on under-keel clearance.

20. If at any time the officer in charge of the navigational watch is to be relieved when a manoeuvre or other action to avoid any hazard is taking place, the relief of that officer shall be deferred until such action has been completed.

21. The officer in charge of the navigational watch shall—

- (a) keep the watch on the bridge;
- (b) in no circumstances leave the bridge until properly relieved;
- (c) continue to be responsible for the safe navigation of the ship, despite the presence of the master on the bridge, until informed specifically that the master has assumed that responsibility and this is mutually understood; and
- (d) notify the master when in any doubt as to what action to take in the interest of safety.

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

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

24. The officer in charge of the navigational watch shall not be assigned or undertake any duties which would interfere with the safe navigation of the ship.

25. Officers of the navigational watch shall make the most effective use of all navigational equipment at their disposal.

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

27. In cases of need, the officer in charge of the navigational watch shall not hesitate to use the helm, engines and sound signalling apparatus. However, timely notice of intended variations of engine speed shall be given where possible or effective use made of UMS engine controls provided on the bridge in accordance with the applicable procedures.

28. Officers of the navigational watch shall know the handling characteristics of their ship, including its stopping distances, and should appreciate that other ships may have different handling characteristics.

29. A proper record shall be kept during the watch of the movements and activities relating to the navigation of the ship.

30. It is of special importance that at all times the officer in charge of the navigational watch ensures that a proper look-out is maintained. In a ship with a separate chartroom the officer in charge of the navigational watch may visit the chartroom, when essential, for a short period for the necessary performance of navigational duties, but shall first ensure that it is safe to do so and that proper look-out is maintained.

31. Operational tests of shipboard navigational equipment shall be carried out at sea as frequently as practicable and as circumstances permit, in particular before hazardous conditions affecting navigation are expected. Whenever appropriate, these tests shall be recorded. Such tests shall also be carried out before port arrival and departure.

32. The officer in charge of the navigational watch shall make regular checks to ensure that—

- (a) the person steering the ship, or the automatic pilot, is steering the correct course;
- (b) the standard compass error is determined at least once a watch and, when possible, after any major alteration of course; the standard and gyro-compasses are frequently compared and repeaters are synchronized with their master compass;
- (c) the automatic pilot is tested manually at least once a watch;
- (d) the navigation and signal lights and other navigational equipment are functioning properly;
- (e) the radio equipment available in the bridge is functioning properly in accordance with paragraph 82 of this annex; and
- (f) the UMS controls, alarms and indicators are functioning properly.



33. The officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the requirements in force of the Safety Convention. The officer in charge of the navigational watch shall take into account—

- (a) the need to station a person to steer the ship and to put the steering into manual control in good time to allow any potentially hazardous situation to be dealt with in a safe manner; and
- (b) that with a ship under automatic steering it is highly dangerous to allow a situation to develop to the point where the officer in charge of the navigational watch is without assistance and has to break the continuity of the look-out in order to take emergency action.

34. Officers of the navigational watch shall be thoroughly familiar with the use of all electronic navigational aids carried, including their capabilities and limitations, and shall use each of these aids when appropriate and shall bear in mind that the echo sounder is a valuable navigational aid.

35. The officer in charge of the navigational watch shall use the radar whenever restricted visibility is encountered or expected, and at all times in congested waters, having due regard to its limitations.

36. The officer in charge of the navigational watch shall ensure that range scales employed are changed at sufficiently frequent intervals so that echoes are detected as early as possible. It shall be borne in mind that small or poor echoes may escape detection.

37. Whenever radar is in use, the officer in charge of the navigational watch shall select an appropriate range scale and observe the display carefully, and shall ensure that plotting or systematic analysis is commenced in ample time.

38. The officer in charge of the navigational watch shall notify the master immediately—

- (a) if restricted visibility is encountered or expected;
- (b) if the traffic conditions or the movements of other ships are causing concern;
- (c) if difficulty is experienced in maintaining course;
- (d) on failure to sight land, a navigational mark or to obtain soundings by the expected time;
- (e) if, unexpectedly, a land or a navigation mark is sighted or a change in sounding occurs;
- (f) on breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator;
- (g) if the radio equipment in the bridge malfunctions;
- (h) in heavy weather, if in any doubt about the possibility of weather damage;
- (i) if the ship meets any hazard to navigation, such as ice or a derelict; and
- (j) in any other emergency or if in any doubt.

39. Despite the requirement to notify the master immediately in the foregoing circumstances, the officer in charge of the navigational watch shall in addition not hesitate to take immediate action for the safety of the ship, where circumstances so require.

40. The officer in charge of the navigational watch shall give watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe watch, including a proper look-out.

41. In clear weather the officer in charge of the navigational watch shall take frequent and accurate compass bearings of approaching ships as a means of early detection of risk of collision and bear in mind that such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large ship or a tow or when approaching a ship at close range. The officer in charge of the navigational watch shall also take early and positive action in compliance with the applicable collision regulations and subsequently check that such action is having the desired effect.

42. In clear weather, whenever possible, the officer in charge of the navigational watch shall carry out radar practice.

43. When restricted visibility is encountered or expected, the first responsibility of the officer in charge of the navigational watch is to comply with the relevant rules of the collision regulations with particular regard to the sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate manoeuvre. In addition, the officer in charge of the navigational watch shall—

- (a) inform the master;
- (b) post a proper look-out;
- (c) exhibit navigation lights; and
- (d) operate and use the radar.

44. During the hours of darkness the master and the officer in charge of the navigational watch, when arranging lookout duty, shall have due regard to the bridge equipment and navigational aids available for use, their limitations and procedures and safeguards implemented.

45. In coastal and congested waters the largest scale chart on board, suitable for the area and corrected with the latest available information, shall be used. Fixes shall be taken at frequent intervals, and shall be carried out



by more than one method whenever circumstances allow. The officer in charge of the navigational watch shall positively identify all relevant navigational marks.

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

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

48. While at anchor, the officer in charge of the navigational watch shall—

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

## PART 2

### PRINCIPLES TO BE OBSERVED IN KEEPING ENGINEERING WATCH

49. The term *engineering watch* as used in parts 2, 6 and 8 of this annex means either a person or a group of personnel comprising the watch or a period of responsibility for an officer during which the physical presence in machinery spaces of that officer may or may not be required.

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

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

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

- (a) The type of ship and the type and condition of the machinery;
- (b) the adequate supervision, at all times, of machinery affecting the safe operation of the ship;
- (c) any special modes of operation dictated by conditions such as weather, ice, contaminated water, shallow water, emergency conditions, damage containment or pollution abatement;
- (d) the qualifications and experience of the engineering watch;
- (e) the safety of life, ship, cargo and port, and protection of the environment;
- (f) the observance of international, national and local regulations; and
- (g) maintaining the normal operations of the ship.

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

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

55. Before taking over the engineering watch, relieving officers shall satisfy themselves regarding at least the following:



- (a) The standing orders and special instructions of the chief engineer officer relating to the operation of the ship's systems and machinery;
- (b) the nature of all work being performed on machinery and systems, the personnel involved and potential hazards;
- (c) the level and, where applicable, the condition of water or residues in bilges, ballast tanks, slop tanks, reserve tanks, fresh water tanks, sewage tanks and any special requirements for use or disposal of the contents thereof;
- (d) the condition and level of fuel in the reserve tanks, settling tanks, day tanks and other fuel storage facilities;
- (e) any special requirements relating to sanitary system disposals;
- (f) condition and mode of operation of the various main and auxiliary systems, including the electrical power distribution system;
- (g) where applicable, the condition of monitoring and control console equipment, and which equipment is being operated manually;
- (h) where applicable, the condition and mode of operation of automatic boiler controls such as flame safeguard control systems, limit control systems, combustion control systems, fuel-supply control systems and other equipment related to the operation of steam boilers;
- (i) any potentially adverse conditions resulting from bad weather, ice, or contaminated or shallow water;
- (j) any special modes of operation dictated by equipment failure or adverse ship conditions;
- (k) the reports of engine-room ratings relating to their assigned duties;
- (l) the availability of fire-fighting appliances; and
- (m) the state of completion of engine-room log.

56. The officer in charge of the engineering watch shall ensure that the established watchkeeping arrangements are maintained and that, under direction, engine-room ratings, if forming part of the engineering watch, assist in the safe and efficient operation of the propulsion machinery and auxiliary equipment.

57. The officer in charge of the engineering watch shall continue to be responsible for machinery-space operations, despite the presence of the chief engineer officer in the machinery spaces, until specifically informed that the chief engineer officer has assumed that responsibility and this is mutually understood.

58. All members of the engineering watch shall be familiar with their assigned watchkeeping duties. In addition, every member shall, with respect to the ship they are serving in, have knowledge of—

- (a) the use of appropriate internal communication systems;
- (b) the escape routes from machinery spaces;
- (c) the engine-room alarm systems and be able to distinguish between the various alarms, with special reference to the fire-extinguishing media alarm; and
- (d) the number, location and types of fire-fighting equipment and damage-control gear in the machinery spaces, and their use and the various safe precautions to be observed.

59. Any machinery not functioning properly, expected to malfunction or requiring special service shall be noted along with any action already taken. Plans shall be made for any further action if required.

60. When the machinery spaces are in the manned condition, the officer in charge of the engineering watch shall at all times be readily capable of operating the propulsion equipment in response to needs for changes in direction or speed.

61. When the machinery spaces are in the periodic unmanned condition, the designated duty officer in charge of the engineering watch shall be immediately available and on call to attend the machinery spaces.

62. All bridge orders shall be promptly executed. Except in ships of less than 500 GT, changes in direction or speed of the main propulsion units shall be recorded. The officer in charge of the engineering watch shall ensure that the main propulsion unit controls, when in the manual mode of operation, are continuously attended under stand-by or manoeuvring conditions.

63. Due attention shall be paid to the ongoing maintenance and support of all machinery, including mechanical, electrical, electronic, hydraulic and pneumatic systems, their control apparatus and associated safety equipment, all accommodation service systems, equipment and the recording of stores and spare gear usage.

64. The chief engineer officer shall ensure that the officer in charge of the engineering watch is informed of all preventive maintenance, damage control, or repair operations to be performed during the engineering watch. The officer in charge of the engineering watch shall be responsible for the isolation, bypassing and adjustment of all machinery under the responsibility of the engineering watch that is to be worked on, and shall record all work carried out.

65. When the engine-room is put in a stand-by condition, the officer in charge of the engineering watch shall ensure that all machinery and equipment which may be used during manoeuvring is in a state of immediate readiness and that an adequate reserve of power is available for steering gear and other requirements.



66. Officers in charge of an engineering watch shall not be assigned or undertake any duties which would interfere with their supervisory duties in respect of the main propulsion system and ancillary equipment. They shall keep the main propulsion plant and auxiliary systems under constant supervision until properly relieved, and shall periodically inspect the machinery in their charge. They shall also ensure that adequate rounds of the machinery and steering-gear spaces are made for the purpose of observing and reporting equipment malfunctions or breakdowns, performing or directing routine adjustments, required upkeep and any other necessary tasks.

67. Officers in charge of an engineering watch shall direct any other member of the engineering watch to inform them of potentially hazardous conditions which may adversely affect the machinery or jeopardize the safety of life or of the ship.

68. The officer in charge of the engineering watch shall ensure that the machinery space watch is supervised, and shall arrange for substitute personnel in the event of the incapacity of any engineering watch personnel. The engineering watch shall not leave the machinery spaces unsupervised in a manner that would prevent the manual operation of the engine-room plant or throttles.

69. The officer in charge of the engineering watch shall take the action necessary to contain the effects of damage resulting from equipment breakdown, fire, flooding, rupture, collision, stranding, or other cause.

70. Before going off duty, the officer in charge of the engineering watch shall ensure that all events related to the main and auxiliary machinery which have occurred during the engineering watch are suitably recorded.

71. The officer in charge of the engineering watch shall co-operate with any engineer in charge of maintenance work during all preventive maintenance, damage control or repairs. This shall include but not necessarily be limited to—

- (a) isolating and bypassing machinery to be worked on;
- (b) adjusting the remaining plant to function adequately and safely during the maintenance period;
- (c) recording, in the engine-room log or other suitable document, the equipment worked on and the personnel involved, and which safety steps have been taken and by whom, for the benefit of relieving officers and for record purposes; and
- (d) testing and putting into service, when necessary, the repaired machinery or equipment.

72. The officer in charge of the engineering watch shall ensure that any engine-room ratings who perform maintenance duties are available to assist in the manual operation of machinery in the event of automatic equipment failure.

73. The officer in charge of the engineering watch shall bear in mind that changes in speed, resulting from machinery malfunction, or any loss of steering, may imperil the safety of the ship and life at sea. The bridge shall be immediately notified in the event of fire and of any impending action in machinery spaces that may cause reduction in the ship's speed, imminent steering failure, stoppage of the ship's propulsion system or any alteration in the generation of electric power, or similar threat to safety. This notification, where possible, shall be accomplished before changes are made, in order to afford the bridge the maximum available time to take whatever actions possible to avoid a potential marine casualty.

74. The officer in charge of the engineering watch shall notify the chief engineer officer without delay—

- (a) when engine damage or a malfunction occurs which may be such as to endanger the safe operation of the ship;
- (b) when any malfunction occurs which, it is believed, may cause damage or breakdown of propulsion machinery, auxiliary machinery or monitoring and governing systems; and
- (c) in any emergency or if in any doubt as to what decision or measures to take.

75. Despite the requirement to notify the chief engineer officer in the foregoing circumstances, the officer in charge of the engineering watch shall not hesitate to take immediate action for the safety of the ship, its machinery and crew where circumstances require.

76. The officer in charge of the engineering watch shall give the watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe engineering watch. Routine machinery upkeep, performed as incidental tasks as a part of keeping a safe watch, shall be set up as an integral part of the watch routine. Detailed repair maintenance involving repairs to electrical, mechanical, hydraulic, pneumatic or applicable electronic equipment throughout the ship shall be performed with the cognizance of the officer in charge of the engineering watch and chief engineer officer. These repairs shall be recorded.

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

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



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

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

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

### PART 3

#### PRINCIPLES TO BE OBSERVED IN KEEPING RADIO WATCH

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

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

82. The radio operator performing radio watchkeeping duties shall—

- (a) ensure that watch is maintained on the frequencies specified in the radio regulations and, where applicable, the Safety Convention;
- (b) while on duty, regularly check the operation of the radio equipment and its sources of energy and report to the master any observed failure of this equipment; and
- (c) maintain and keep the appropriate radio log.

83. The maintenance of radio records, in compliance with the requirements of the radio regulations and where applicable, the Safety Convention, is the responsibility of the radio operator designated as having primary responsibility for radiocommunications during distress incidents. The following shall be recorded, together with the times at which they occur:

- (a) A summary of distress, urgency and safety radiocommunications;
- (b) important incidents relating to the radio service;
- (c) where appropriate, the position of the ship at least once per day; and
- (d) a summary of the condition of the radio equipment, including its sources of energy.

84. The radio records shall be kept at the distress communications operating position, and shall be made available—

- (a) for inspection by the master; and
- (b) for inspection by any authorized official during a port state inspection and during a radio equipment survey.

### PART 4

#### WATCHKEEPING IN PORT

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

86. Arrangements for keeping a deck watch when the ship is in port shall at all times be adequate to—

- (a) ensure the safety of life, of the ship, the port and the environment, and the safe operation of all machinery related to cargo operations;
- (b) observe international, national and local rules; and
- (c) maintain order and the normal routine of the ship.

87. The master shall decide the composition and duration of the deck watch depending on the conditions of mooring, type of the ship and character of duties.

88. If the master considers it necessary, a qualified officer shall be in charge of the deck watch.

89. The necessary equipment shall be so arranged as to provide for efficient watchkeeping.



90. The chief engineer officer, in consultation with the master, shall ensure that engineering watchkeeping arrangements are adequate to maintain a safe engineering watch while in port. When deciding the composition of the engineering watch, which may include appropriate engine-room ratings, the following points are among those to be taken into account:

- (a) On all ships of 3 000 kW propulsion power or more there shall always be an officer in charge of the engineering watch;
- (b) on ships of less than 3 000 kW propulsion power there may be, at the master's discretion and in consultation with the chief engineer officer, no officer in charge of the engineering watch; and
- (c) officers, while in charge of an engineering watch, shall not be assigned or undertake any task or duty which would interfere with their supervisory duty in respect of the ship's machinery system.

91. Officers in charge of the deck or engineering watch shall not hand over the watch to their relieving officer if they have any reason to believe that the latter is obviously not capable of carrying out watchkeeping duties effectively, in which case the master or chief engineer shall be notified accordingly. Relieving officers of the deck or engineering watch shall ensure that all members of their watch are apparently fully capable of performing their duties effectively.

92. If, at the moment of handing over the deck or engineering watch, an important operation is being performed it shall be concluded by the officer being relieved, except when ordered otherwise by the master or chief engineer officer.

## PART 5

### TAKING OVER DECK WATCH

93. Before taking over the deck watch, the relieving officer shall be informed of the following by the officer in charge of the deck watch as to—

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

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

- (a) the securing of moorings and anchor chain is adequate;
- (b) the appropriate signals or lights are properly sounded or exhibited;
- (c) safety measures and fire protection regulations are being maintained;
- (d) they are aware of the nature of any hazardous or dangerous cargo being loaded or discharged and the appropriate action to be taken in the event of any spillage or fire; and
- (e) no external conditions or circumstances imperil the ship and that it does not imperil others.
- (f) they are aware of any ballasting/de-ballasting operations in progress and the current status of anti-heeling pumps and systems (where installed).

## PART 6

### TAKING OVER ENGINEERING WATCH

95. Before taking over the engineering watch, the relieving officer shall be informed by the officer in charge of the engineering watch as to—



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

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

- (a) be familiar with existing and potential sources of power, heat and lighting and their distribution;
- (b) know the availability and condition of ship's fuel, lubricants and all water supplies; and
- (c) be ready to prepare the ship and its machinery, as far as is possible, for stand-by or emergency conditions as required.

## PART 7 PERFORMING DECK WATCH

97. The officer in charge of the deck watch shall—

- (a) make rounds to inspect the ship at appropriate intervals;
- (b) pay particular attention to—
  - (i) the condition and securing of the gangway, anchor chain and moorings, especially at the turn of the tide and in berths with a large rise and fall, if necessary, taking measures to ensure that they are in normal working condition;
  - (ii) the draught, under-keel clearance and the general state of the ship, to avoid dangerous listing or trim during cargo handling or ballasting;
  - (iii) the weather and sea state;
  - (iv) the observance of all regulations concerning safety and fire protection;
  - (v) the water level in bilges and tanks;
  - (vi) all persons on board and their location, especially those in remote or enclosed spaces; and
  - (vii) the exhibition and sounding, where appropriate, of lights and signals;
- (c) in bad weather, or on receiving a storm warning, take the necessary measures to protect the ship, persons on board and cargo;
- (d) take every precaution to prevent pollution of the environment by the ship;
- (e) in an emergency threatening the safety of the ship, raise the alarm, inform the master, take all possible measures to prevent any damage to the ship, its cargo and persons on board, and, if necessary, request assistance from the shore authorities or neighbouring ships;
- (f) be aware of the ship's stability condition so that, in the event of fire, the shore fire-fighting authority may be advised of the approximate quantity of water that can be pumped on board without endangering the ship;
- (g) offer assistance to ships or persons in distress;
- (h) take necessary precautions to prevent accidents or damage when propellers are to be turned; and
- (i) enter in the appropriate log-book all important events affecting the ship.



**PART 8**  
**PERFORMING ENGINEERING WATCH**

**98.** Officers in charge of the engineering watch shall pay particular attention to—

- (a) the observance of all orders, special procedures and regulations concerning hazardous conditions and their prevention in all areas in their charge;
- (b) the instrumentation and control systems, monitoring of all power supplies, components and systems in operation;
- (c) the techniques, methods and procedures necessary to prevent violation of the pollution regulations of the local authorities; and
- (d) the state of the bilges.

**99.** Officers in charge of the engineering watch shall—

- (a) in emergencies, raise the alarm when in their opinion the situation so demands, and take all possible measures to prevent damage to the ship, persons on board and cargo;
- (b) be aware of the deck officer's needs relating to the equipment required in the loading or unloading of the cargo and the additional requirements of the ballast and other ship stability control systems;
- (c) make frequent rounds of inspection to determine possible equipment malfunction or failure, and take immediate remedial action to ensure the safety of the ship, of cargo operations, of the port and the environment;
- (d) ensure that the necessary precautions are taken, within their area of responsibility, to prevent accidents or damage to the various electrical, electronic, hydraulic, pneumatic and mechanical systems of the ship; and
- (e) ensure that all important events affecting the operation, adjustment or repair of the ship's machinery are satisfactorily recorded.

**PART 9**  
**WATCH IN PORT ON SHIPS CARRYING HAZARDOUS CARGO**

**100.** The master of a ship carrying cargo that is hazardous, whether explosive, flammable, toxic, health-threatening or environment-polluting, shall ensure that safe watchkeeping arrangements are maintained. On ships carrying hazardous cargo in bulk, this will be achieved by the ready availability on board of a duly qualified officer or officers, and ratings where appropriate, even when the ship is safely moored or safely at anchor in port.

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



**ANNEX 2**  
(Regulation 24)

**SAFE MANNING DOCUMENT**

(Coat of Arms)  
**REPUBLIC OF SOUTH AFRICA**  
**SOUTH AFRICAN MARITIME SAFETY AUTHORITY**  
[Merchant Shipping Act 57/1951]

| SAFE MANNING DOCUMENT                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------------------|
| Issued as permitted by regulation 1/5 as an equivalent to the safe manning document required under regulation V/13 of the International Convention for the Safety of Life at Sea, 1974, as amended.                                                                                                                                                                                                                      |                   |                                       |
| Ship's name                                                                                                                                                                                                                                                                                                                                                                                                              | Port of registry  | Official number                       |
| Gross tonnage                                                                                                                                                                                                                                                                                                                                                                                                            | Registered length | Registered power kW/bhp               |
| <p>THE SOUTH AFRICAN MARITIME SAFETY AUTHORITY, on behalf of the Government of the Republic of South Africa, hereby certifies that the ship named in this certificate is considered to be safely manned in accordance with the provisions of the convention referred to above provided the ship, when going to sea, has on board not less than the number and description of personnel shown in the following table:</p> |                   |                                       |
| OFFICERS                                                                                                                                                                                                                                                                                                                                                                                                                 |                   |                                       |
| Rank                                                                                                                                                                                                                                                                                                                                                                                                                     | Number            | Class of certificate and endorsements |
| Master                                                                                                                                                                                                                                                                                                                                                                                                                   |                   |                                       |
| Mate                                                                                                                                                                                                                                                                                                                                                                                                                     |                   |                                       |
| Second Mate                                                                                                                                                                                                                                                                                                                                                                                                              |                   |                                       |
| Third Mate                                                                                                                                                                                                                                                                                                                                                                                                               |                   |                                       |
| Chief Engineer                                                                                                                                                                                                                                                                                                                                                                                                           |                   |                                       |
| Second Engineer                                                                                                                                                                                                                                                                                                                                                                                                          |                   |                                       |
| Third Engineer                                                                                                                                                                                                                                                                                                                                                                                                           |                   |                                       |
| Fourth Engineer                                                                                                                                                                                                                                                                                                                                                                                                          |                   |                                       |
| Radio Officer                                                                                                                                                                                                                                                                                                                                                                                                            |                   |                                       |
| Doctor                                                                                                                                                                                                                                                                                                                                                                                                                   |                   |                                       |
| RATINGS                                                                                                                                                                                                                                                                                                                                                                                                                  |                   |                                       |
| Able Seaman                                                                                                                                                                                                                                                                                                                                                                                                              |                   |                                       |
| Ordinary Seaman                                                                                                                                                                                                                                                                                                                                                                                                          |                   |                                       |
| Oiler                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                                       |
| Wiper                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                                       |
| Proficient in survival craft                                                                                                                                                                                                                                                                                                                                                                                             |                   |                                       |
| Proficient in fast rescue boats                                                                                                                                                                                                                                                                                                                                                                                          |                   |                                       |
| Efficient Cook                                                                                                                                                                                                                                                                                                                                                                                                           |                   |                                       |

The number and description of personnel shown above reflect the minimum levels necessary for safe operation and do not preclude the carriage of additional personnel for other purposes.

Nothing in this certificate derogates from the provisions of the Merchant Shipping Act, 1951 (Act No. 57 of 1951).

This certificate is issued under the authority of the Government of the Republic of South Africa, is valid only in respect of the ship named above and remains in force until .....

Issued at ..... on this the ..... day of ..... (year) .....

.....  
Signature of authorized officer

.....  
Capacity

.....  
(Official stamp)



No. R. 1548

30 Desember 1999

HANDELSKEEPVAARTWET, 1951 (WET No. 57 VAN 1951)

**HANDELSKEEPVAARTREGULASIES (VEILIGE BEMANNING), 1999**

Die Minister van Vervoer het kragtens artikel 356 van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), die regulasies in die Bylae uitgevaardig.

**BYLAE*****Indeling van regulasies***

*Regulasie*  
*No.*

1. Uitleg
2. Toepassing
3. Indiensneming van gesagvoerder op skepe van 25 BT of meer
4. Indiensneming van offisiere en ander persone op skepe van 25 BT of meer
5. Indiensneming van gesagvoerder en ander persone op skepe van minder as 25 BT
6. Waghoutandaarde
7. Rustydperke vir waghoupersoneel
8. Indiensneming van gekwalifiseerde personeel op tenkskepe en op pry-en-afry-passasierskepe
9. Indiensneming van personeel in besit van vreemde sertifikate
10. Erkenning van vreemde sertifikate
11. Indiensneming van gediplomeerde dekkoffisiere op skepe van 25 BT of meer, uitgesonderd vissersvaartuie
12. Indiensneming van gediplomeerde vissermanne op vissersvaartuie van 25 BT of meer wat slegs binne omskrewe visvangsone bedryf word
13. Indiensneming van gediplomeerde vissermanne op vissersvaartuie van 25 BT of meer wat buite omskrewe visvangsone bedryf word
14. Indiensneming van gediplomeerde ingenieuroffisiere en/of gediplomeerde see-masjiniste op skepe van 25 BT of meer, uitgesonderd vissersvaartuie
15. Indiensneming van gediplomeerde ingenieuroffisiere en/of gediplomeerde see-masjiniste op vissersvaartuie van 25 BT of meer
16. Indiensneming van gediplomeerde radio-offisiere
17. Indiensneming van gediplomeerde matrose op skepe van 25 BT of meer, uitgesonderd vissersvaartuie
18. Indiensneming van gediplomeerde matrose op vissersvaartuie van 100 BT of meer
19. Indiensneming van gekwalifiseerde geneeshere op skepe van 25 BT of meer
20. Indiensneming van gekwalifiseerde brandbestrydingspersoneel op skepe van 25 BT of meer
21. Indiensneming van gekwalifiseerde persone op skepe toegerus met vinnige reddingsboot
22. Vrstellings ten opsigte van sekere skepe
23. Gelykwaardigheid van sertifikate en endossemente
24. Veiligheidsbemanningsdokument
25. Herroeping van regulasies
26. Titel en inwerkingtreëding

**Aanhangsel 1:** Waghoutandaarde

**Aanhangsel 2:** Veiligheidsbemanningsdokument

**Uitleg**

1. (1) In hierdie regulasies het enige woord of uitdrukking waaraan 'n betekenis in die Wet toegeken word, daardie betekenis en, tensy uit die samehang anders blyk, beteken—

"aandrywingskrag" die totale maksimum deurlopende aangeslane leweringskrag in kilowatt van al die hoofaandrywingsmasjinerie van 'n skip wat op die skip se registrasiesertifikaat of ander amptelike dokument verskyn;

"BT" bruto-registerton, en in die geval van 'n skip met dubbele tonnemaat, die hoogste tonnemaat;

"die Kode" die Kode vir Suid-Afrikaanse Maritieme Kwalifikasies uitgegee deur die Owerheid, soos van tyd tot tyd gewysig;



**"die Opleiding- en Diplomeringsregulasies"** die Handelskeepvaartregulasies (Opleiding en Diplomerings), 1999;

**"die Wet"** die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951);

**"eksaminator"** 'n persoon kragtens artikel 77(4) van die Wet aangestel;

**"gediplomeer"**, behalwe met betrekking tot 'n radio-offisier, behoorlik gediplomeer kragtens die Wet of geag kragtens die Wet aldus gediplomeer te wees, en met betrekking tot 'n radio-offisier, in besit van 'n geldige gepaste bekwaamheidsertifikaat uitgereik of erken deur of namens die Suid-Afrikaanse Telekommunikasie-reguleringsowerheid;

**"GMNVS"** die globale maritieme nood- en veiligheidstelsel;

**"goedgekeur"** deur die Owerheid goedgekeur;

**"hawebedryf"** seereise beperk tot die seegebied binne 'n radius van 12 seemyl gemeet—

- (a) in die geval van die hawe van Saldanhabaai, vanaf die middelpunt van 'n denkbeeldige lyn wat die Noord- en die Suid-koplig verbind; en
- (b) in die geval van enige ander hawe in die Republiek, vanaf die buitenste breekwaterlig;

**"herroepe regulasies"** die regulasies herroep by regulasie 25;

**"kusvaart"** 'n seereis, op 'n skip van 500 BT of minder, beperk tot die seegebied aangrensend aan die Suider-Afrika kus tussen Punta do Ouro en die mond van die Oranjerivier en strekkend nie verder nie as 250 seemyl vanaf die kus;

**"matroos"** 'n bekwame seeman, d.w.s. 'n ander seeman as 'n offisier;

**"mynbedryf"** die ontginning, hetsy by wyse van myn of andersins, van die minerale hulpbronne van die seebedding of ondergrond daarvan, uitgesonderd olie- en gashulpbronne;

**"omskrewe visvangsone"** die seegebied suidwaarts van 15° suiderbreedte en strekkend nie verder nie as 200 seemyl vanaf die kus;

**"onbeperkte seereis"** 'n ander seereis as dié beoog in die omskrywings van kusvaart en hawebedryf;

**"oortree"** ook versuim of weiering om na te kom;

**"opry-en-afry-passasierskip"** 'n passasierskip met opry-en-afry-vragruimtes of spesiale kategorie ruimtes soos omskryf in regulasie II-2/3 van die Veiligheidskonvensie;

**"radio-offisier"** 'n persoon wat in daardie hoedanigheid in diens is en wat vir die bediening van die radio-installasies op 'n skip verantwoordelik is;

**"seeskip"** 'n ander skip as dié wat uitsluitlik op binnelandse waters of in 'n seegebied beoog in die omskrywing van hawebedryf vaar;

**"skeeps lengte"** die lengte wat op die skip se registrasiesertifikaat of ander amptelike dokument verstrekkend word;

**"skip waarop die STCW-konvensie van toepassing is"** enige seeskip van 25 BT of meer, behalwe—

- (a) oorlogskepe, vlootbystandsvaartuie of ander skepe in besit van of bedryf deur 'n staat en aangewend slegs vir nie-kommersiële staatsdienste;
- (b) vissersvaartuie;
- (c) skepe wat slegs vir sport of ontspanning gebruik word; en
- (d) houtskepe van primitiewe konstruksie;

**"skip waarop die Veiligheidskonvensie van toepassing is"** enige seeskip van 25 BT of meer op internasionale reise, behalwe—

- (a) oorlogskepe, vlootbystandsvaartuie of ander skepe in besit van of bedryf deur 'n staat en aangewend slegs vir nie-kommersiële staatsdienste;
- (b) skepe, wat nie passasierskepe is nie, van minder as 500 BT;
- (c) skepe wat nie op meganiese wyse aangedryf word nie;
- (d) houtskepe van primitiewe konstruksie;
- (e) skepe wat slegs vir sport of ontspanning gebruik word; en
- (f) vissersvaartuie;

**"tenkskip"** 'n skip—

- (a) wat gebou of aangepas is en gebruik word vir die vervoer in groot maat van enige vloeibare produk gelys in hoofstuk 17 van die nuutste uitgawe van die *"International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk"* uitgegee deur die Internasionale Maritieme Organisasie, soos van tyd tot tyd gewysig;
- (b) wat gebou of aangepas is en gebruik word vir die vervoer in groot maat van enige vloeibare gas of ander produk gelys in hoofstuk 19 van die nuutste uitgawe van die *"International Code for the"*



*Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* uitgegee deur die Internasionale Maritieme Organisasie, soos van tyd tot tyd gewysig; of

- (c) wat gebou is en gebruik word vir die vervoer in groot maat van petroleum of petroleumprodukte;

**"vanaf die kus"** seewaarts gemeet vanaf die laagwaterlyn (soos omskryf in artikel 1 van die Wet op Maritieme Sones, 1994 (Wet No. 15 van 1994)) langs die kus van die vasteland van Afrika;

**"veilige bemanningsdokument"** 'n sodanige dokument uitgereik—

- (a) in die geval van 'n Suid-Afrikaanse skip, deur die Owerheid in die vorm in aanhangsel 2 uiteengesit; en  
(b) in die geval van 'n ander skip, ooreenkomstig regulasie V/13 van die Veiligheidskonvensie deur of namens die regering van die staat wie se vlag die skip geregtig is om te voer;

**"vinnige reddingsboot"** 'n onbuigsame of halfbuigsame opblaasbare boot wat vir reddingswerk gebruik word en in kalm water minstens vier uur lank met 'n bemanning van minstens drie persone teen 'n snelheid van 20 knope kan beweeg, en teen minstens 8 knope met die voltallige persone aan boord toegelaat;

**"visserstvaartuig"** 'n skip wat gebruik word vir die vang vir wins of vergoeding van vis of ander lewende hulpbronne van die see.

- (2) Verwysings in hierdie regulasies na die houer van 'n sertifikaat of na die besit van 'n sertifikaat is verwysings na die regmatige houer van die sertifikaat of na die regmatige besit van die sertifikaat, na gelang van die geval.

### Toepassing

2. (1) Behoudens subregulasies (2) en (3) is hierdie regulasies van toepassing op elke skip wat in die Republiek geregistreer of gelisensieer is, of ten opsigte waarvan daar vereis word dat dit aldus geregistreer of gelisensieer moet wees.

(2) Die bepalinge van regulasie 24 is ook van toepassing op elke vreemde skip waarop die Veiligheidskonvensie van toepassing is, terwyl daardie skip binne die Republiek of die territoriale waters daarvan verkeer.

(3) Hierdie regulasies is nie van toepassing nie op 'n skip van 100 BT of meer wat ingevolge die regulasies vir reddingsuitrusting as 'n klas XII-jag geklassifiseer is indien daar aan boord van die skip 'n voldoende aantal van die regte persone in diens is om te verseker dat sodanige skip behoorlik en doeltreffend beman is.

### Indiensneming van gesagvoerder op skepe van 25 BT of meer

3. Die eienaar van elke skip van 25 BT of meer wat vanaf enige hawe uitvaar of wat by 'n hawe in die Republiek bedryf word, moet—

- (a) as gesagvoerder van die skip 'n persoon in diens neem wat in besit is van 'n geldige bekwaamheidsertifikaat van 'n klas of graad nie laer nie as die hoogste klas of graad sertifikaat wat deur 'n ander dekkoffisier gehou moet word wat ingevolge hierdie regulasies in diens geneem moet word; en  
(b) toesien dat die gesagvoerder, voordat hy of sy bevel van die skip aanvaar, die toepaslike ondervinding het ten opsigte van die tipe skip waarvoor hy of sy gesag sal moet voer en dat hy of sy vertrouwd is met sy of haar besondere pligte en met die inrigtings, installasies, toerusting, prosedures en eienskappe van die skip wat vir die aanvaarding van bevel ter sake is.

### Indiensneming van offisiere en ander persone op skepe van 25 BT of meer

4. (1) Die eienaar en gesagvoerder van elke skip van 25 BT of meer moet—

- (a) toesien dat geen offisier beheer van 'n navigasie- of ingenieurswag oorneem nie tensy hy of sy in besit is van 'n geldige bekwaamheidsertifikaat wat hom of haar daarop geregtig maak;  
(b) toesien dat geen matroos deel van 'n navigasie- of ingenieurswag uitmaak nie tensy hy of sy in besit is van 'n geldige bevoegdheidsertifikaat wat hom of haar daarop geregtig maak;  
(c) benewens die offisiere en ander persone wat ingevolge hierdie regulasies in diens geneem moet word, die getal en tipe persone as bemanning van die skip in diens neem wat nodig is om te verseker dat die skip behoorlik en doeltreffend beman word;  
(d) toesien dat elke gediplomeerde offisier of ander persoon wat op die skip in diens is, voordat hy of sy toegelaat word om sy of haar toegewese pligte uit te voer, vertrouwd gemaak word met sy of haar besondere pligte en met die inrigtings, installasies, toerusting, prosedures en eienskappe van die skip wat vir sy of haar roetine- en noodpligte ter sake is;  
(e) toesien dat elke gediplomeerde offisier die geskikte ondervinding het wat van toepassing is op die tipe skip waarop hy of sy in diens gaan wees;  
(f) toesien dat—



- (i) elke persoon, uitgesonderd 'n gediplomeerde offisier of 'n gediplomeerde matroos gekwalifiseer as 'n volle seeman of smeerder, wat op die skip in diens is en aan wie veiligheids- of besoedelingsvoorkomingspligte toegewys is, dokumentêre bewys het wat bevestig dat hy of sy 'n goedgekeurde opleidingskursus ten aansien van daardie pligte, suksesvol voltooi het; en
  - (ii) elke sodanige persoon, met inbegrip van 'n gediplomeerde matroos gekwalifiseer as 'n volle seeman of smeerder, dokumentêre bewys het wat bevestig dat hy of sy—
    - (aa) diens verrig het in 'n hoedanigheid waaraan veiligheids- of besoedelingsvoorkomingspligte toegewys is, vir 'n tydperk van minstens 12 maande gedurende die voorafgaande vyf jaar; en
    - (bb) goedgekeurde opleiding ten aansien van daardie pligte suksesvol voltooi het gedurende die voorafgaande vyf jaar;
  - (g) toesien dat elke persoon wat op die skip in diens is en vir die eerste keer uitvaar, 'n goedgekeurde veiligheidsinleidingskursus voltooi het; en
  - (h) toesien dat die skip se bemanning in staat sal wees om hul aktiwiteite in 'n noodsituasie doeltreffend te koördineer, asook die uitvoering van pligte noodsaaklik vir veiligheid of vir die voorkoming of verligting van besoedeling.
- (2) (a) By die toepassing van subregulasie (1)(c) en regulasies 2(3) en 5(1)(b) word 'n skip geag behoorlik en doeltreffend beman te wees indien hy, na die mening van die bevoegde beampte, 'n bemanning van toepaslik gekwalifiseerde persone het om hom in staat te stel om ter see uit te vaar, met behoorlike inagneming van die vereistes van die regulasies vir reddingsuitrusting, die regulasies in verband met botsings en die radio-regulasies, en van sodanige ander veiligheidsbepalings wat op die skip van toepassing mag wees.
- (b) By die bepaling van die toereikendheid van die bemanning van 'n skip vir die doel van paragraaf (a) moet die bevoegde beampte die volgende in ag neem:
- (i) Die voltallige bemanning aan boord van sodanige skip op onlangse reise;
  - (ii) die voltallige bemanning wat gewoonlik op soortgelyke skepe op reise in diens geneem word soortgelyk aan dié wat voorgestel word; en
  - (iii) die voltallige bemanning wat toereikend is om te voldoen aan die minimum rustydsperke voorgeskryf by regulasie 7.

#### Indiensneming van gesagvoerder en ander persone op skepe van minder as 25 BT

5. (1) Die eienaar van elke skip van minder as 25 BT, uitgesonderd 'n skip in subregulasie (2) bedoel, wat vanaf enige hawe uitvaar of wat by 'n hawe in die Republiek bedryf word, moet—
- (a) as gesagvoerder van die skip 'n persoon in diens neem wat in besit is van 'n geldige Bekwaamheidsertifikaat vir Klein Vaartuie uitgereik kragtens regulasie 8 van die Regulasies in verband met Standaarde van Seewaardigheid, Bemanning en Licensiëring van Vaartuie, 1986; en
  - (b) as bemanning van die skip die getal en tipe persone wat nodig is om te verseker dat die skip behoorlik en doeltreffend beman word, in diens neem.
- (2) Die eienaar van elke passasierskip van minder as 25 BT wat vanaf enige hawe uitvaar of wat by 'n hawe in die Republiek bedryf word, moet—
- (a) as gesagvoerder van die skip 'n persoon in diens neem wat in besit is van 'n geldige sertifikaat in subregulasie (1)(a) bedoel, wat geëndosseer is om die houer daarvan te magtig om bevel oor 'n klein passasierskip te voer ooreenkomstig die bepalinge van die endossement; en
  - (b) as bemanning van die skip minstens een bekwame persoon vir elke 50 passasiers, of deel van sodanige getal, aan boord van die skip, in diens neem.

#### Waghoutstandaarde

6. Die eienaar en gesagvoerder van elke skip moet toesien dat daar te alle tersaaklike tye op die skip voldoen word aan die waghoutstandaarde in aanhangsel 1 uiteengesit.

#### Rustydsperke vir waghoupersoneel

7. (1) Die eienaar en gesagvoerder van elke skip moet toesien dat geen offisier of matroos 'n navigasie- of ingenieurswag hou of deel van so 'n wag uitmaak nie tensy hy of sy 'n minimum van 10 ure rus in enige tydperk van 24 uur gehad het, onderworpe aan die volgende reëls:
- (a) Rustydsperke kan opgedeel word in hoogstens twee tydperke waarvan een minstens ses uur lank moet wees;
  - (b) daar hoef nie in gevalle van nood of van oefeninge of in enige ander oorheersende bedryfstoeistande by rustydsperke gehou te word nie; en



- (c) die minimum tydperk van 10 uur kan na minstens ses agtereenvolgende ure verminder word, maar sodanige vermindering mag nie langer as twee dae duur nie en minstens 70 uur rus moet in elke tydperk van sewe dae verskaf word.
- (2) Elke offisier en matroos wat 'n navigasie- of ingenieurswag hou of deel van so 'n wag uitmaak, moet toesien dat hy of sy genoegsaam uitgerus is voordat hy of sy sodanige wag hou of deel van sodanige wag uitmaak.
- (3) Die gesagvoerder moet elke geleentheid wanneer daar nie by die gespesifiseerde rustydperke gehou kan word nie, in die amptelike skeepsjoernaal laat inskryf. Die inskrywing moet insluit die waghouer se naam, die datum en tyd van die betrokke wag, en 'n kort verduideliking van die omstandighede wat elke rustydperk raak.

#### **Indiensneming van gekwalifiseerde personeel op tenkskepe en op-ry-en-afr-ypassasierskepe**

8. (1) (a) Offisiere en matrose wat op tenkskepe diens doen en aan wie daar spesifieke pligte en verantwoordelikhede betreffende vrag of vragtoerusting opgedra is, moet in besit wees van 'n spesiale endossement of sertifikaat ten aansien van daardie pligte en verantwoordelikhede, uitgereik—
- (i) kragtens regulasie 51(1) van die Opleiding- en Diplomeringsregulasies; of
- (ii) ooreenkomstig regulasie V/1, paragraaf 1 van die STCW-konvensie deur of namens 'n ander party by daardie konvensie.
- (b) Gesagvoerders, hoofstuurmanne, hoofingenieuroffisiere en tweede ingenieuroffisiere op 'n tenkskip moet in besit wees van 'n spesiale endossement ten aansien van diens of tenkskepe, uitgereik—
- (i) kragtens regulasie 51(2) van die Opleiding- en Diplomeringsregulasies; of
- (ii) ooreenkomstig regulasie V/1, paragraaf 2 van die STCW-konvensie deur of namens 'n ander party by daardie konvensie.
- (2) (a) Gesagvoerders, offisiere en ander personeel wat op op-ry-en-afr-ypassasierskepe dien, moet in besit wees van 'n spesiale endossement of sertifikaat ten aansien van diens op op-ry-en-afr-ypassasierskepe, uitgereik—
- (i) kragtens regulasie 52 van die Opleiding- en Diplomeringsregulasies; of
- (ii) ooreenkomstig regulasie V/2 van die STCW-konvensie deur of namens 'n ander party by daardie konvensie.
- (b) Personeel wat op op-ry-en-afr-ypassasierskepe op onbeperkte seereise direkte diens aan passasiers in passasiersruimtes lewer, moet in besit wees van dokumentêre bewys dat hulle die veiligheidsopleiding wat by regulasie 52(6) van die Opleiding- en Diplomeringsregulasies of regulasie V/2, paragraaf 6 van die STCW-konvensie vereis word, suksesvol voltooi het.
- (3) Gesagvoerders, offisiere en ander personeel in besit van 'n endossement, sertifikaat of dokumentêre bewys ooreenkomstig hierdie regulasies, moet met tussenposes van hoogstens vyf jaar goedgekeurde opleiding ooreenkomstig regulasie 3(3) van die Opleiding- en Diplomeringsregulasies of regulasie I/11, paragraaf 2 van die STCW-konvensie suksesvol voltooi.

#### **Indiensneming van personeel in besit van vreemde sertifikate**

9. (1) By die toepassing van artikel 83(1) van die Wet, mag die eienaar van 'n skip waarop die STCW-konvensie van toepassing is, nie 'n persoon wat in besit is van 'n sertifikaat wat deur of namens die regering van 'n ander land uitgereik is, as gesagvoerder of skeepsoffisier op die skip in diens neem nie, tensy—
- (a) daardie persoon se sertifikaat ooreenkomstig regulasie 10 geëndosseer is; of
- (b) by ontstentenis van sodanige endossement, die sertifikaat ooreenkomstig die STCW-konvensie uitgereik en geldig is, die diensydperk nie drie maande oorskry nie en die eienaar binne daardie tydperk aansoek doen by die Owerheid om 'n endossement ooreenkomstig regulasie 10.
- (2) (a) By die toepassing van artikel 83(1) van die Wet, mag die eienaar van 'n skip waarop die STCW-konvensie nie van toepassing is nie, nie 'n persoon wat in besit is van 'n sertifikaat wat deur of namens die regering van 'n ander land uitgereik is, as gesagvoerder of skeepsoffisier op die skip in diens neem nie, tensy die Owerheid kragtens artikel 83(2) van die Wet die offisier se indiensneming op die skip gemagtig het.
- (b) Aansoek om 'n magtiging kragtens artikel 83(2) moet deur die eienaar van die skip gedoen word en moet gerig word aan die naaste bevoegde beampte by die skip se beoogde vertrekthawe. Die aansoek moet—
- (i) gedoen word voordat die persoon pligte op die skip aanvaar; en
- (ii) vergesel gaan van die persoon se oorspronklike sertifikaat (met 'n gesertifiseerde vertaling in Engels indien die sertifikaat in 'n ander taal as Engels uitgereik is), 'n mediese ondersoekersverslag wat aan die vereistes gespesifiseer by marine-kennissgewing voldoen en wat getuig van die persoon se mediese geskiktheid en, in die geval van 'n dekooffisier, 'n geldige gesigtoetsertifikaat.
- (c) Die bevoegde beampte kan vereis dat die persoon voor 'n eksaminator verskyn, wat hom-/haarself daarvan moet vergewis dat die persoon voldoende gekwalifiseer is en dat hy of sy daartoe in staat is om in Engels 'n gesprek te voer en opdragte en skriftelike instruksies daarin uit te reik en te verstaan.



(3) 'n Magtiging kragtens artikel 83(2) van die Wet moet skriftelik verleen word en moet die geldigheidsduur daarvan, wat nie ses maande mag oorskry nie, vermeld.

(4) Die Owerheid kan 'n magtiging wat kragtens artikel 83(2) van die Wet verleen is, intrek indien—

- (a) die betrokke persoon deur enige onvermoë toon dat hy of sy nie voldoende gekwalifiseer is nie of dat hy of sy nie daartoe in staat is om in Engels 'n gesprek te voer en opdragte en skriftelike instruksies daarin uit te reik en te verstaan nie;
- (b) die persoon se sertifikaat verval, of gekanselleer of opgeskort word deur of namens die regering onder die gesag waarvan die sertifikaat oorspronklik uitgereik is;
- (c) die persoon versuim om aan enige voorwaarde waaronder die magtiging verleen is, te voldoen;
- (d) 'n hof van marine-ondersoek of dissiplinêre verhoor die intrekking van die magtiging aanbeveel; of
- (e) die persoon van 'n misdryf ingevolge die Wet of enige ander wet waarvan die administrasie aan die Owerheid opgedra is, skuldig bevind word.

### Erkenning van vreemde sertifikate

10. (1) Die houer van 'n sertifikaat as gesagvoerder of skeepsoffisier wat deur of namens 'n ander party by die STCW-konvensie uitgereik is, kan ooreenkomstig subregulasie (2) aansoek doen by die Owerheid om die erkenning van sy of haar sertifikaat as gelykwaardig met 'n bekwaamheidsertifikaat wat kragtens die Wet uitgereik word.

(2) Die aansoek beoog in subregulasie (1) moet vergesel gaan van—

- (a) 'n motiveringsbrief waarin die spesifieke ekwivalent aangevra word;
- (b) 'n verklaring deur die aansoeker, bevestig deur of namens 'n ander party by die STCW-konvensie, dat hy of sy daartoe in staat is om tot op 'n vlak wat nie agterstaan by dié wat by die STCW-konvensie vereis word nie, in Engels 'n gesprek te voer en opdragte en skriftelike instruksies daarin uit te reik en te verstaan;
- (c) 'n mediese sertifikaat, wat deur 'n goedgekeurde geneesheer uitgereik word en wat verklaar dat die mediese geskiktheid van die aansoeker voldoen aan die mediese standaarde in die Kode uiteengesit;
- (d) 'n gewaarmerkte afskrif van die aansoeker se oorspronklike sertifikaat;
- (e) twee paspoortgrootte foto's van die aansoeker; en
- (f) indien die aansoeker om gelykwaardigheid as gesagvoerder, hoofstuurman, hoofingenieur-offisier of tweede ingenieur-offisier aansoek doen, dokumentêre bewys dat hy of sy die vlak van kennis van die Republiek se maritieme wetgewing behaal het wat vir die verlangde gelykwaardige sertifikaat vereis word. 'n Sertifikaat uitgereik deur 'n geakkrediteerde inrigting wat dit stel dat die aansoeker die inrigting se eksaminator daarvan oortuig het dat hy of sy die vereiste vlak van kennis behaal het, sal aanvaar word as genoegsame bewys van sodanige kennis.

(3) Die Owerheid kan 'n endossement ter erkenning van die aansoeker se sertifikaat uitreik, welke endossement as 'n magtiging kragtens artikel 83(1) van die Wet dien, indien hy daarvan oortuig is dat—

- (a) die sertifikaat eg en geldig is;
- (b) die vlak van bekwaamheid en kennis wat deur die sertifikaat getuig word, nie agterstaan by dié wat vir die gelykwaardige sertifikaat wat kragtens die Wet uitgereik word, vereis word nie;
- (c) die aansoeker, indien aansoek gedoen word om gelykwaardigheid as gesagvoerder, hoofstuurman, hoofingenieur-offisier of tweede ingenieur-offisier, die vlak van kennis van die Republiek se maritieme wetgewing behaal het wat vir die gelykwaardige sertifikaat wat kragtens die Wet uitgereik word, vereis word; en
- (d) kennisgewing van enige wesentlike veranderinge in die reëlings vir opleiding en diplomering waarvoor voorsiening ooreenkomstig die STCW-konvensie gemaak is, onverwyld aan die Owerheid gegee sal word.

(4) Elke endossement kragtens subregulasie (3) uitgereik, moet 'n aparte dokument wees en moet, met verwysing na die Opleiding- en Diplomeringsregulasies en die STCW-konvensie, die hoedanigheid waarin die houer geregtig is om te dien, stel.

(5) Die Owerheid kan 'n endossement kragtens subregulasie (3) uitgereik, kanselleer indien—

- (a) die houer deur enige onvermoë toon dat hy of sy nie voldoen aan die vlak van bekwaamheid en kennis wat vir die gelykwaardige bekwaamheidsertifikaat vereis word nie, of dat hy of sy nie daartoe in staat is om in Engels 'n gesprek te voer en opdragte en skriftelike instruksies daarin uit te reik en te verstaan nie;
- (b) die houer se sertifikaat verval, of gekanselleer of opgeskort word deur of namens die regering onder die gesag waarvan die sertifikaat oorspronklik uitgereik is;
- (c) 'n hof van mariene-ondersoek of dissiplinêre verhoor die kansellering van die endossement aanbeveel; of
- (d) die houer van 'n misdryf ingevolge die Wet of enige ander wet waarvan die administrasie aan die Owerheid opgedra is, skuldig bevind word.



(6) Wanneer die Owerheid 'n endossement kragtens subregulasie (5) kanselleer, moet hy die regering kragtens die gesag waarvan die sertifikaat oorspronklik uitgereik is, van die kansellering in kennis stel.

**Indiensneming van gediplomeerde dekkoffisiere op skepe van 25 BT of meer, uitgesonderd vissersvaartuie**

11. (1) Die eienaar en gesagvoerder van elke skip van 25 BT of meer, uitgesonderd 'n vissersvaartuig of 'n skip in subregulasie (2) bedoel, moet toesien dat daar aan boord van die skip in hul toepaslike hoedanighede die getal gediplomeerde dekkoffisiere, soos in die onderstaande tabel vermeld, in diens is:



| Item | Tipe seereis | Bruto tonnemaat van skip          | Titel van sertifikaat en getal gediplomeerde dekkoffisiere wat in diens geneem moet word |                       |                       |                                   |                                 |                                 |              |                   |                   |
|------|--------------|-----------------------------------|------------------------------------------------------------------------------------------|-----------------------|-----------------------|-----------------------------------|---------------------------------|---------------------------------|--------------|-------------------|-------------------|
|      |              |                                   | Skipper<br>(Hawebedryf)                                                                  | Skipper<br>(Kusvaart) | Skipper<br>(Onbeperk) | Gesag-<br>voerder<br>(Hawebedryf) | Hoof-<br>stuurman<br>(Kusvaart) | Gesag-<br>voerder<br>(Kusvaart) | Dekkoffisier | Hoof-<br>stuurman | Gesag-<br>voerder |
| 1    | Hawebedryf   | 25 of meer, maar minder as 200    | 1                                                                                        | —                     | —                     | —                                 | —                               | —                               | —            | —                 | —                 |
| 2    | Hawebedryf   | 200 of meer, maar minder as 500   | —                                                                                        | —                     | —                     | 1                                 | —                               | —                               | —            | —                 | —                 |
| 3    | Hawebedryf   | 500 of meer                       | 1                                                                                        | —                     | —                     | 1                                 | —                               | —                               | —            | —                 | —                 |
| 4    | Kusvaart     | 25 of meer, maar minder as 100    | —                                                                                        | 2                     | —                     | —                                 | —                               | —                               | —            | —                 | —                 |
| 5    | Onbeperk     | 25 of meer, maar minder as 100    | —                                                                                        | —                     | 2                     | —                                 | —                               | —                               | —            | —                 | —                 |
| 6    | Kusvaart     | 100 of meer, maar minder as 500   | —                                                                                        | —                     | —                     | —                                 | 1                               | 1                               | —            | —                 | —                 |
| 7    | Onbeperk     | 100 of meer, maar minder as 500   | —                                                                                        | —                     | —                     | —                                 | —                               | —                               | 2(A)         | —                 | —                 |
| 8    | Onbeperk     | 500 of meer, maar minder as 3 000 | —                                                                                        | —                     | —                     | —                                 | —                               | —                               | 2(B)         | 1(C)              | —                 |
| 9    | Onbeperk     | 3 000 of meer                     | —                                                                                        | —                     | —                     | —                                 | —                               | —                               | 2            | 1                 | 1                 |

**Opmerkings:**

- (A) Gesagvoerder se sertifikaat moet geëndosseer wees: "Gesagvoerder van 'n skip van minder as 500 BT op onbeperte seereise".  
 (B) Hoofstuurman se sertifikaat moet geëndosseer wees: "Hoofstuurman van 'n skip van minder as 3 000 BT".  
 (C) Gesagvoerder se sertifikaat moet geëndosseer wees: "Gesagvoerder van 'n skip van minder as 3 000 BT".



(2) Die eienaar en gesagvoerder van elke skip van 25 BT of meer wat vir mynbedryf gebruik word en wat vir twee-derdes of meer van die tyd ter see tussen hawe-aandoenings, voor anker bedryf word, moet toesien dat daar aan boord van die skip in hul toepaslike hoedanighede die getal gediplomeerde dekkoffisiere, soos in die onderstaande tabel vermeld, in diens is:

| Item | Tipe seereis | Bruto tonnemaat van skip          | Titel van sertifikaat en getal gediplomeerde dekkoffisiere wat in diens geneem moet word |                         |              |              |              |
|------|--------------|-----------------------------------|------------------------------------------------------------------------------------------|-------------------------|--------------|--------------|--------------|
|      |              |                                   | Hoofstuurman (Kusvaart)                                                                  | Gesagvoerder (Kusvaart) | Dek-offisier | Hoofstuurman | Gesagvoerder |
| 1    | Kusvaart     | 100 of meer, maar minder as 500   | 1                                                                                        | 1                       | —            | —            | —            |
| 2    | Kusvaart     | 500 of meer, maar minder as 3 000 | —                                                                                        | —                       | 1(A)         | 1(B)         | —            |
| 3    | Kusvaart     | 3 000 of meer                     | —                                                                                        | —                       | 1            | 1            | 1            |

**Opmerkings:**

(A) Hoofstuurman se sertifikaat moet geëndosseer wees: "Hoofstuurman van 'n skip van minder as 3 000 BT".

(B) Gesagvoerder se sertifikaat moet geëndosseer wees: "Gesagvoerder van 'n skip van minder as 3 000 BT".

Die sertifikate in die tabel vermeld kan vir mynbedryf geëndosseer word.

**Indiensneming van gediplomeerde vissermanne op vissersvaartuie van 25 BT of meer wat slegs binne omskrewe visvangsone bedryf word**

12. Die eienaar en gesagvoerder van elke vissersvaartuig van 25 BT of meer wat slegs binne die omskrewe visvangsone bedryf word, moet toesien dat daar aan boord van die skip in hul toepaslike hoedanighede die getal gediplomeerde vissermanne, soos in die onderstaande tabel vermeld, in diens is:

| Item | Bruto tonnemaat of skeeps lengte          | Titel van sertifikaat en getal gediplomeerde vissermanne wat in diens geneem moet word |                             |                   |                   |
|------|-------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------|-------------------|-------------------|
|      |                                           | Visserman Graad 4 (Waghouer)                                                           | Visserman Graad 4 (Skipper) | Visserman Grade 3 | Visserman Graad 2 |
| 1(A) | 25 BT of meer, maar minder as 24 meter    | 1                                                                                      | 1                           | —                 | —                 |
| 2    | 24 meter of meer, maar minder as 30 meter | —                                                                                      | 1(B)                        | 1                 | —                 |
| 3    | 30 meter of meer                          | —                                                                                      | 1(B)                        | 1                 | 1                 |

**Opmerkings:**

(A) Vissersvaartuie van 25 BT of meer, maar hoogstens 50 BT, wat vanaf 'n hawe uitvaar op reise wat hoogstens 16 uur sal duur, kan klaarkom sonder die Visserman Graad 4 (Waghouer). By die toepassing van hierdie opmerking beteken "hawe" 'n veilige aanlêplek waarlangs die skip stewig vasgemeer is en nie voor anker is nie.

(B) Visserman Graad 4 (Skipper) of Visserman Graad 4 (Waghouer).

**Indiensneming van gediplomeerde vissermanne op vissersvaartuie van 25 BT of meer wat buite omskrewe visvangsone bedryf word**

13. Die eienaar en gesagvoerder van elke vissersvaartuig van 25 BT of meer wat óf heeltemal óf gedeeltelik buite die omskrewe visvangsone bedryf word, moet aan regulasie 12 voldoen: Met dien verstande dat die sertifikaat van die gesagvoerder, wat een van die offisiere vereis by regulasie 12 kan wees, vir oopseebevel geëndosseer moet wees.

**Indiensneming van gediplomeerde ingenieuroffisiere en/of gediplomeerde see-masjiniste op skepe van 25 BT of meer, uitgesonderd vissersvaartuie**

14. Die eienaar en gesagvoerder van elke skip van 25 BT of meer, uitgesonderd 'n vissersvaartuig, moet toesien dat daar aan boord van die skip in hul toepaslike hoedanighede die getal gediplomeerde ingenieuroffisiere en/of gediplomeerde see-masjiniste, soos in die onderstaande tabel vermeld, in diens is:



| Item | Tipe seereis | Geregistreeerde aandrywingskrag van skip (kW) | Titel van sertifikaat en getal gediplomeerde ingenieuroffisiere en/of gediplomeerde see-masjiniste wat in diens geneem moet word |                         |                                        |                                      |                    |                                               |                           |                         |
|------|--------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------|--------------------------------------|--------------------|-----------------------------------------------|---------------------------|-------------------------|
|      |              |                                               | See-masjinis Graad 1                                                                                                             | See-masjinis Hoër Graad | Tweede Ingenieur-offisier (Hawebedryf) | Hoof-ingenieur-offisier (Hawebedryf) | Ingenieur-offisier | Tweede Ingenieur-offisier (750 kW - 3 000 kW) | Tweede Ingenieur-offisier | Hoof-ingenieur-offisier |
| 1    | Hawebedryf   | minder as 1 500                               | —                                                                                                                                | —                       | 1                                      | —                                    | —                  | —                                             | —                         | —                       |
| 2    | Kusvaart     | minder as 750                                 | 1                                                                                                                                | 1                       | —                                      | —                                    | —                  | —                                             | —                         | —                       |
| 3    | Onbeperk     | minder as 750                                 | 1                                                                                                                                | —                       | —                                      | —                                    | 1                  | 1(A)                                          | —                         | —                       |
| 4    | Hawebedryf   | 1 500 of meer                                 | 1                                                                                                                                | —                       | —                                      | 1                                    | —                  | —                                             | —                         | —                       |
| 5    | Kusvaart     | 750 of meer, maar minder as 3 000             | —                                                                                                                                | —                       | —                                      | —                                    | 2                  | —                                             | 1(B)                      | —                       |
| 6    | Onbeperk     | 750 of meer, maar minder as 3 000             | —                                                                                                                                | —                       | —                                      | —                                    | 1                  | 1                                             | 1(B)                      | —                       |
| 7    | Kusvaart     | 3 000 of meer                                 | —                                                                                                                                | —                       | —                                      | —                                    | 1                  | —                                             | 1                         | 1                       |
| 8    | Onbeperk     | 3 000 of meer                                 | —                                                                                                                                | —                       | —                                      | —                                    | 2                  | —                                             | 1                         | 1                       |

**Opmerkings:**

- (A) Geëndosseer: "Hoofingenieuroffisier van 'n skip met minder as 750 kW aandrywingskrag".  
 (B) Geëndosseer: "Hoofingenieuroffisier van 'n skip met minder as 3 000 kW aandrywingskrag".



### Indiensneming van gediplomeerde ingenieuroffisiere en/of gediplomeerde see-masjiniste op vissersvaartuie van 25 BT of meer

15. Die eienaar en gesagvoerder van elke vissersvaartuig van 25 BT of meer moet toesien dat daar aan boord van die skip in hul toepaslike hoedanighede die getal gediplomeerde ingenieuroffisiere en/of gediplomeerde see-masjiniste, soos in die onderstaande tabel vermeld, in diens is:

| Item | Geregistreerde aandrywingskrag van skip (kW) | Titel van sertifikaat en getal gediplomeerde ingenieuroffisiere en/of gediplomeerde see-masjiniste wat in diens geneem moet word |                           |                         |                      |                      |                      |
|------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------|----------------------|----------------------|----------------------|
|      |                                              | Ingenieur-offisier Klas 3                                                                                                        | Ingenieur-offisier Klas 4 | See-masjinis Hoër Graad | See-masjinis Graad 1 | See-masjinis Graad 2 | See-masjinis Graad 3 |
| 1    | 3 000 of meer                                | 1(A)                                                                                                                             | 1                         | —                       | —                    | —                    | —                    |
| 2    | 2 000 of meer, maar minder as 3 000          | —                                                                                                                                | 1(B)                      | —                       | 1                    | —                    | —                    |
| 3    | 1 000 of meer, maar minder as 2 000          | —                                                                                                                                | —                         | 1                       | 1                    | —                    | —                    |
| 4    | 350 of meer, maar minder as 1 000            | —                                                                                                                                | —                         | —                       | 1                    | 1                    | —                    |
| 5    | 150 of meer, maar minder as 350              | —                                                                                                                                | —                         | —                       | —                    | 1                    | —                    |
| 6    | minder as 150                                | —                                                                                                                                | —                         | —                       | —                    | —                    | 1                    |

#### Opmerkings:

- (A) Hoofingenieuroffisier se sertifikaat moet die Klas 3-diens endossement bevat.  
 (B) Hoofingenieuroffisier se sertifikaat moet die Klas 4-diens endossement bevat.

### Indiensneming van gediplomeerde radio-offisiere

16. Die eienaar en gesagvoerder van elke skip moet toesien dat daar aan boord van die skip die getal gediplomeerde radio-offisiere, soos in die onderstaande tabel vermeld, in diens is: Met dien verstande dat—

- (a) indien die skip groter as 300 BT is, op onbepaalde seereise is en nie ooreenkomstig die GMNVS-vereistes van die radio-regulasies toegerus is nie, daar aan boord van die skip minstens een radio-offisier in diens moet wees wat toepaslik gediplomeerd moet wees vir die tipe radio-installasie op die skip (dit wil sê 'n radiotelefoonoperateur of 'n radiotelegrafis);
- (b) indien die skip toegerus is ooreenkomstig die GMNVS-vereistes van die radio-regulasies en in seegebied A4 (soos omskryf in daardie regulasies) vaar, daar aan boord van die skip, benewens die radio-offisiere vereis by items 8 of 9 (soos toepaslik) van die onderstaande tabel, minstens een radio-offisier in diens moet wees wat in besit is van 'n Algemene-operateursertifikaat (Radiotelegrafie) of 'n erkende gelykwaardige sertifikaat;
- (c) wanneer die radiotoerusting op die skip vir ander algemene kommunikasie as vir nood-, spoed- of veiligheidskommunikasie gebruik word, sodanige algemene kommunikasie nie deur die dekkoffisier op waghoudiens behartig mag word nie;
- (d) indien die skip toegerus is ooreenkomstig die GMNVS-vereistes van die radio-regulasies en "aanboordinstandhouding" vir sodanige toerusting het, minstens een radio-offisier aan boord van die skip in besit moet wees van 'n Sertifikaat vir Instandhouding ter See-1 of 'n erkende gelykwaardige sertifikaat.

| Item | Tipe seereis                          | Bruto tonnemaat van skip       | Titel van sertifikaat en getal gediplomeerde radio-offisiere wat in diens geneem moet word |                                             |                                     |
|------|---------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------|---------------------------------------------|-------------------------------------|
|      |                                       |                                | Bepaalde Radiotelefoon-operateursertifikaat (slegs BHV)                                    | Bepaalde Radiotelefoon-operateursertifikaat | GMNVS Algemene-operateursertifikaat |
| 1    | Hawebedryf                            | 25 of meer, maar minder as 200 | —                                                                                          | 1                                           | —                                   |
| 2    | Hawebedryf                            | 200 of meer                    | —                                                                                          | 1                                           | —                                   |
| 3    | Kusvaart                              | 25 of meer, maar minder as 300 | —                                                                                          | 2                                           | —                                   |
| 4    | Kusvaart                              | 300 of meer                    | —                                                                                          | —                                           | 2                                   |
| 5    | Visvang binne 40 seemyl vanaf die kus | 25 of meer, maar minder as 100 | 1                                                                                          | —                                           | —                                   |



| Item | Tipe seereis                               | Bruto tonnemaat van skip          | Titel van sertifikaat en getal gediplomeerde radio-offisiere wat in diens geneem moet word |                                              |                                      |
|------|--------------------------------------------|-----------------------------------|--------------------------------------------------------------------------------------------|----------------------------------------------|--------------------------------------|
|      |                                            |                                   | Beperkte Radiotelefoon-operateurertifikaat (slegs BHV)                                     | Beperkte Radiotelefoon-operateur-sertifikaat | GMNVS Algemene-operateur-sertifikaat |
| 6    | Visvang binne 200 seemyl vanaf die kus     | 25 of meer                        | —                                                                                          | 2                                            | —                                    |
| 7    | Visvang verder as 200 seemyl vanaf die kus | 25 of meer                        | —                                                                                          | —                                            | 2                                    |
| 8    | Onbeperk                                   | 100 of meer, maar minder as 3 000 | —                                                                                          | —                                            | 2                                    |
| 9    | Onbeperk                                   | 3 000 of meer                     | —                                                                                          | —                                            | 3                                    |

#### Indiensneming van gediplomeerde matrose op skepe van 25 BT of meer, uitgesonderd vissersvaartuie

17. Die eienaar en gesagvoerder van elke skip van 25 BT of meer, uitgesonderd 'n vissersvaartuig, moet toesien dat daar aan boord van die skip in hul toepaslike hoedanighede die getal gediplomeerde matrose, soos in die onderstaande tabel vermeld, in diens is: Met dien verstande dat—

- waar 'n kombinasie van matrose wat as gewone seelui en as volle seelui gekwalifiseer is, in die dekafdeling in diens is, minstens die helfte as volle seelui gekwalifiseer moet wees;
- indien 'n kombinasie van matrose wat as poetsers en as smeeders gekwalifiseer is, in die masjienkamerafdeling in diens is, minstens een as 'n smeeder gekwalifiseer moet wees;
- op passasierskepe die vereiste getal matrose wat as bekwaam in oorlewingsvaartuie en vinnige noodreddingsbote gekwalifiseer is, bykomend is by die matrose wat as volle seelui en as smeeders gekwalifiseer is;
- op skepe wat as oorlewingsvaartuie slegs reddingsvlotte het, in die plek van die matrose wat gekwalifiseer is as bekwaam in oorlewingsvaartuie, matrose in diens mag wees wat gekwalifiseer is as bekwaam slegs ten opsigte van reddingsvlotte;
- (aangesien die tabel hieronder slegs minimum vereistes stel) gesagvoerders en eienaars die bepalings van regulasie 4(1)(b) en (c) in ag moet neem wanneer hulle die geskikte bemanning bepaal;
- ten opsigte van 'n skip wat gebruik word slegs vir hawebedryf, en in plaas van om te voldoen aan die vereistes in die onderstaande tabel vermeld, aansoek by die bevoegde beamppte by die skip se bedryfshawe gedoen kan word om die getal gediplomeerde matrose te laat bepaal, *mutatis mutandis*, ooreenkomstig regulasie 4(2).

| Beskrywing van skip | Tipe seereis         | Titel van sertifikaat en getal gediplomeerde matrose wat in diens geneem moet word                       |                                                                                                |                                                                   |             |
|---------------------|----------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------|
|                     |                      | Gewone seeman of Volle seeman                                                                            | Smeeder of Poetser                                                                             | Bekwaam in oorlewingsvaartuie                                     | Bekwame kok |
| Passasier           | Onbeperk of kusvaart | Genoeg om elke wag van 4 uur lank in 'n tydperk van 12 uur met een matroos te beman, plus een (d.w.s. 4) | Genoeg om elke wag van 4 uur lank in 'n tydperk van 12 uur met een matroos te beman (d.w.s. 3) | Een vir elke 50 passasiers, of deel van sodanige getal, aan boord | 1           |
|                     | Hawebedryf           | Genoeg om elke wag van 6 uur lank in 'n tydperk van 12 uur met een matroos te beman, plus een (d.w.s. 3) | Genoeg om elke wag van 6 uur lank in 'n tydperk van 12 uur met een matroos te beman (d.w.s. 2) |                                                                   | —           |
| Ander               | Onbeperk             | Genoeg om elke wag van 4 uur lank in 'n tydperk van 12 uur met een matroos te beman, plus een (d.w.s. 4) | Genoeg om elke wag van 4 uur lank in 'n tydperk van 12 uur met een matroos te beman (d.w.s. 3) | —                                                                 | 1           |
|                     | Kusvaart             | Genoeg om elke wag van 6 uur lank in 'n tydperk van 12 uur met een matroos te beman, plus een (d.w.s. 3) | Genoeg om elke wag van 6 uur lank in 'n tydperk van 12 uur met een matroos te beman (d.w.s. 2) | —                                                                 |             |
|                     | Hawebedryf           | 1 Volle seeman (hawebedryf) en 1 gewone seeman (hawebedryf) OF<br>2 Volle seelui (hawebedryf)            | 1 Smeeder (hawebedryf)                                                                         | —                                                                 | —           |



### Indiensneming van gediplomeerde matrose op vissersvaartuie van 100 BT of meer

18. Die eienaar en gesagvoerder van elke vissersvaartuig van 100 BT of meer moet toesien dat daar aan boord van die skip in hul toepaslike hoedanighede die getal gediplomeerde matrose, soos in die onderstaande tabel vermeld, in diens is:

| Getal persone op skip | Titel van sertifikaat en getal gediplomeerde matrose wat in diens geneem moet word |                               |             |
|-----------------------|------------------------------------------------------------------------------------|-------------------------------|-------------|
|                       | Volle seeman                                                                       | Bekwaam in oorlewingsvaartuie | Bekwame kok |
| 15 tot 30             | 1                                                                                  | 1                             | —           |
| Meer as 30            | 1                                                                                  | 2                             | 1           |

#### Opmerkings:

Matrose wat 'n bevoegdheidsertifikaat in oorlewingsvaartuie moet hou, is bykomend by dié wat die bevoegdheidsertifikaat as volle seeman moet hou.

Die bevoegdheidsertifikate as volle seeman en as bekwaam in oorlewingsvaartuie en vinnige reddingsbote kan die plaaslike sertifikaat wees, of die sertifikaat wat ooreenkomstig die STCW-konvensie uitgereik word.

### Indiensneming van gekwalifiseerde geneeshere op skepe van 25 BT of meer

19. (1) Die eienaar en gesagvoerder van elke skip van 25 BT of meer moet toesien dat daar minstens een gekwalifiseerde geneesheer aan boord van die skip in diens is wanneer 100 of meer persone op 'n onbeperkte seereis aan boord van die skip is.

(2) Die eienaar en gesagvoerder van elke skip van 25 BT of meer waarop die STCW-konvensie van toepassing is moet toesien dat—

- (a) elke bemanningslid wat aangewys is om die mediese sorg op die skip in die afwesigheid van 'n gekwalifiseerde geneesheer te behartig, in besit is van—
  - (i) 'n geldige Skeepskaptein se Sertifikaat in Mediese Opleiding uitgereik ooreenkomstig die Kode; of
  - (ii) 'n geldige sertifikaat in mediese sorg uitgereik ooreenkomstig regulasie VI/4, paragraaf 2 van die STCW-konvensie deur of namens 'n ander party by daardie konvensie; en
- (b) elke bemanningslid wat aangewys is om mediese noodhulp op die skip te voorsien, in besit is van—
  - (i) 'n geldige Sertifikaat in Noodhulp ter See uitgereik ooreenkomstig die Kode; of
  - (ii) 'n geldige sertifikaat in mediese noodhulp uitgereik ooreenkomstig regulasie VI/4, paragraaf 1 van die STCW-konvensie deur of namens 'n ander party by daardie konvensie.

(3) Elke persoon aan wie die pligte bedoel in subregulasie (2)(a) of (b) toegewys is, moet met tussenposes van hoogstens vyf jaar goedgekeurde opknappingsopleiding ondergaan.

### Indiensneming van gekwalifiseerde brandbestrydingspersoneel op skepe van 25 BT of meer

20. (1) Die eienaar en gesagvoerder van elke skip van 25 BT of meer moet toesien dat elke bemanningslid wat aangewys is om 'n brandbestrydingsgeselskap op die skip te lei, in besit is—

- (a) in die geval van 'n skip van 100 BT of meer, van 'n geldige Sertifikaat in Brandbestryding uitgereik ooreenkomstig die Kode, of van 'n goedgekeurde gelykwaardige kwalifikasie;
- (b) in die geval van 'n tenkskip van 100 BT of meer, van 'n geldige Sertifikaat in Tenkskipbrandbestryding uitgereik ooreenkomstig die Kode, of van 'n goedgekeurde gelykwaardige kwalifikasie; en
- (c) in die geval van 'n skip van minder as 100 BT, van 'n geldige Sertifikaat in Brandbestryding (Klein Vaartuie) uitgereik ooreenkomstig die Kode, of van 'n goedgekeurde gelykwaardige kwalifikasie.

(2) Die eienaar en gesagvoerder van elke skip van 25 BT of meer waarop die STCW-konvensie van toepassing is, moet toesien dat elke bemanningslid wat aangewys is om brandbestrydingsoperasies op die skip te beheer, in besit is van—

- (a) 'n geldige Sertifikaat in Gevorderde Brandbestryding uitgereik ooreenkomstig die Kode; of
- (b) 'n geldige sertifikaat in gevorderde brandbestryding uitgereik ooreenkomstig regulasie VI/3, paragraaf 1 van die STCW-konvensie deur of namens 'n ander party by daardie konvensie.

(3) Elke persoon aan wie die pligte bedoel in subregulasie (1) of (2) toegewys is, moet met tussenposes van hoogstens vyf jaar goedgekeurde opknappingsopleiding ondergaan.

### Indiensneming van persone op skepe toegerus met vinnige reddingsboot

21. Die eienaar en gesagvoerder van elke skip wat met een of meer vinnige reddingsbote toegerus is, moet toesien dat daar aan boord van die skip minstens twee persone per boot in diens is wat in besit is van—



- (a) 'n geldige bevoegdheidsertifikaat as bekwaam in vinnige reddingsbote uitgereik ooreenkomstig regulasie 49 van die Opleiding- en Diplomeringsregulasies; of
- (b) 'n geldige sertifikaat as bekwaam in vinnige reddingsbote uitgereik ooreenkomstig regulasie VI/2, paragraaf 2 van die STCW-konvensie deur of namens 'n ander party by daardie konvensie.

#### Vrystellings ten opsigte van sekere skepe

22. (1) Behoudens subregulasies (2) en (3), kan die Owerheid in besondere gevalle, indien dit na sy mening geen gevaar vir persone, eiendom of die omgewing inhou nie, 'n vrystelling verleen wat 'n seeman in staat stel om op 'n bepaalde skip vir die kortste moontlike tyd, maar in elk geval hoogstens ses maande, diens te lewer in enige ander hoedanigheid as dié van radio-offisier, of gesagvoerder van 'n passasierskip, waarvoor hy of sy nie gediplomeerd is nie.

(2) Vrystelling word nie kragtens subregulasie (1) verleen nie tensy die seeman gediplomeerd is om in die volgende laer hoedanigheid diens te doen nie: Met dien verstande dat waar die volgende laer hoedanigheid nie by hierdie regulasies vereis word om deur 'n gediplomeerde persoon gevul te word nie, vrystelling verleen kan word slegs indien die seeman se kwalifikasies en ondervinding, na die mening van die Owerheid, duidelik voldoen aan die voorskrifte vir die gediplomeerde hoedanigheid wat gevul moet word: Met dien verstande voorts dat sodanige seeman, as hy of sy nie gediplomeerd is nie, 'n eksaminator moet oortuig dat hy of sy oor die minimum kennis en ondervinding beskik wat nodig is om in die betrokke gediplomeerde hoedanigheid diens te doen.

(3) Geen gesagvoerder of hoofingenieur-offisier van 'n skip waarop die STCW-konvensie van toepassing is, sal 'n vrystelling kragtens subregulasie (1) verleen word nie, behalwe in die geval van oormag en dan slegs vir die kortste tydperk moontlik.

#### Gelykwaardigheid van sertifikate en endossemente

23. (1) 'n Bekwaamheidsertifikaat wat voor die inwerkingtreding van hierdie regulasies, of daarna uit hoofde van regulasie 72 van die Opleiding- en Diplomeringsregulasies, kragtens die Wet uitgereik is, word geag gelykwaardig te wees met die bekwaamheidsertifikaat en endossement (indien toepaslik) bedoel in die Opleiding- en Diplomeringsregulasies, soos aangedui in die onderstaande tabel: Met dien verstande dat waar die laasgenoemde sertifikaat of endossement 'n bykomende kennis- of diensvereiste ooreenkomstig die STCW-konvensie stel, bewys van die verwerwing van sodanige kennis of van sodanige diens, na gelang van die geval, gelewer moet word.

| Item | Titel van sertifikaat uitgereik voor inwerkingtreding van herroepe regulasies | Gelykwaardige sertifikaat kragtens herroepe regulasies | Gelykwaardige sertifikaat en endossement kragtens Opleiding- en Diplomeringsregulasies                                                                                                              |
|------|-------------------------------------------------------------------------------|--------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | Gesagvoerder van 'n skip op vreemde vaart                                     | Dekoffisier Klas 1                                     | Gesagvoerder                                                                                                                                                                                        |
| 2    | Hoofnavigasie-offisier van 'n skip op vreemde vaart                           | Dekoffisier Klas 2                                     | (a) Hoofstuurman<br>(b) Hoofstuurman geëndosseer:<br>—Gesagvoerder van 'n skip van minder as 3 000 BT op onbeperkte seereise                                                                        |
| 3    | Tweede navigasie-offisier van 'n skip op vreemde vaart                        | Dekoffisier Klas 3                                     | (a) Dekoffisier<br>(b) Dekoffisier geëndosseer:<br>—Hoofstuurman van 'n skip van minder as 3 000 BT op onbeperkte seereise<br>—Gesagvoerder van 'n skip van minder as 500 BT op onbeperkte seereise |
| 4    | —                                                                             | Dekoffisier Klas 4                                     | Dekoffisier                                                                                                                                                                                         |
| 5    | Gesagvoerder van 'n kusvaarder van 100 BT of meer                             | Dekoffisier Klas 4, met kortseebevelsendossement       | (a) Dekoffisier<br>(b) Gesagvoerder (Kusvaart)                                                                                                                                                      |
| 6    | Navigasie-offisier van 'n kusvaarder van 100 BT of meer                       | Dekoffisier Klas 5                                     | Stuurman (Kusvaart)                                                                                                                                                                                 |
| 7    | —                                                                             | Dekoffisier Klas 6 (Onbegrensde handel)                | Skipper (Onbeperk)                                                                                                                                                                                  |
| 8    | —                                                                             | Dekoffisier Klas 6 (Kortseehandel)                     | Skipper (Kusvaart)                                                                                                                                                                                  |
| 9    | —                                                                             | Dekoffisier Klas 6 (Beperkte handel)                   | Skipper (Hawebedryf)                                                                                                                                                                                |



| Item | Titel van sertifikaat uitgereik voor inwerkingtreding van herroepe regulasies                                   | Gelykwaardige sertifikaat kragtens herroepe regulasies | Gelykwaardige sertifikaat en endossement kragtens Opleiding- en Diplomeringsregulasies                                                                    |
|------|-----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10   | Skipper van 'n vissersboot, robbevaarder of walvisvaarder met landbasis, van 100 BT of meer                     | Visserman Graad 2                                      | Visserman Graad 2                                                                                                                                         |
| 11   | Stuurman van 'n vissersboot, robbevaarder, of walvisvaarder met landbasis, van 100 BT of meer                   | Visserman Graad 3                                      | Visserman Graad 3                                                                                                                                         |
| 12   | Bootsman van 'n vissersboot, robbevaarder, of walvisvaarder met landbasis, van 100 BT of meer                   | Visserman Graad 4 (Skipper)                            | Visserman Graad 4 (Skipper)                                                                                                                               |
| 13   | Skipper van 'n kusvaarder of 'n vissersboot, robbevaarder, of walvisvaarder met landbasis, van minder as 100 BT | Visserman Graad 4 (Skipper)                            | Visserman Graad 4 (Skipper)                                                                                                                               |
| 14   | Stuurman van 'n vissersboot, robbevaarder, of walvisvaarder met landbasis, van minder as 100 BT                 | Visserman Graad 4 (Waghouer)                           | Visserman Graad 4 (Waghouer)                                                                                                                              |
| 15   | —                                                                                                               | Visserman Graad 4                                      | Visserman Graad 4 (Skipper)                                                                                                                               |
| 16   | Hoofingenieur-offisier van 'n skip op vreemde vaart                                                             | See-ingenieur-offisier Klas 1                          | Hoofingenieur-offisier                                                                                                                                    |
| 17   | Tweede ingenieur-offisier van 'n skip op vreemde vaart                                                          | See-ingenieur-offisier Klas 2                          | (a) Tweede ingenieur-offisier<br>(b) Tweede ingenieur-offisier geëndosseer:<br>—Hoofingenieur-offisier van 'n skip met minder as 3 000 kW aandrywingskrag |
| 18   | Hoofingenieur-offisier van 'n kusvaarder                                                                        | See-ingenieur-offisier Klas 3                          | (a) Ingenieur-offisier<br>(b) Hoofingenieur-offisier (Hawebedryf)                                                                                         |
| 19   | Tweede ingenieur-offisier van 'n kusvaarder                                                                     | See-ingenieur-offisier Klas 4                          | (a) Ingenieur-offisier<br>(b) Tweede ingenieur-offisier (Hawebedryf)                                                                                      |
| 20   | —                                                                                                               | See-masjini Hoër Graad                                 | See-masjini Hoër Graad                                                                                                                                    |
| 21   | See-masjini                                                                                                     | See-masjini Graad 1                                    | See-masjini Graad 1                                                                                                                                       |
| 22   | Assistent-seemasjini, enige remperdekrag                                                                        | See-masjini Graad 2                                    | See-masjini Graad 2                                                                                                                                       |
| 23   | Assistent-seemasjini, onder 150 remperdekrag                                                                    | See-masjini Graad 3                                    | See-masjini Graad 3                                                                                                                                       |

(2) 'n Endossement wat voor die inwerkingtreding van hierdie regulasies, of daarna uit hoofde van regulasie 72 van die Opleiding- en Diplomeringsregulasies, kragtens die Eksamen regulasies betreffende Bekwaamheid-sertifikate vir Dekoffisiere, 1994, uitgereik is, word geag gelykwaardig te wees met die bekwaamheid-sertifikaat of endossement, na gelang van die geval, bedoel in die Opleiding- en Diplomeringsregulasies, soos in die onderstaande tabel aangedui:

| Item | Endossement kragtens 1994-regulasies                        | Gelykwaardige sertifikaat en endossement kragtens Opleiding- en Diplomeringsregulasies               |
|------|-------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| 1    | Dekoffisier Klas 2 met die beperktehandelbevels-endossement | Hoofstuurman geëndosseer:<br>—Gesagvoerder van 'n skip van minder as 3 000 BT op onbeperkte seereise |
| 2    | Dekoffisier Klas 2 met die kortseebevels-endossement        | Hoofstuurman geëndosseer:<br>—Gesagvoerder van 'n skip van enige tonnemaat op kusvaartseereise       |
| 3    | Dekoffisier Klas 3 met die kortseebevels-endossement        | Dekoffisier geëndosseer:<br>—Gesagvoerder van 'n skip van minder as 500 BT op kusvaartseereise       |
| 4    | Dekoffisier Klas 4 met beperktehandelbevels-endossement     | Dekoffisier geëndosseer:<br>—Gesagvoerder van 'n skip van minder as 500 BT op onbeperkte seereise    |



| Item | Endossement kragtens 1994-regulasies                             | Gelykwaardige sertifikaat en endossement kragtens Opleiding- en Diplomeringsregulasies                     |
|------|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| 5    | Dekoffisier Klas 4 met die gesagvoerder (hawebedryf)-endossement | Gesagvoerder (Hawebedryf)                                                                                  |
| 6    | Dekoffisier Klas 4 met die kortseehandelbevelsendossement        | Dekoffisier geëndosseer:<br>—Gesagvoerder van 'n skip van minder as 500 BT op kusvaartseereise             |
| 7    | Dekoffisier Klas 5 met die kortseehandelbevelsendossement        | Gesagvoerder (Kusvaart) geëndosseer:<br>—Gesagvoerder van 'n skip van minder as 500 BT op kusvaartseereise |
| 8    | Dekoffisier Klas 5 met die Gesagvoerder (Hawebedryf)-endossement | Gesagvoerder (Hawebedryf)                                                                                  |
| 9    | Gevaarlikevragedossement                                         | Tenkskipvragendossement (Petroleum)                                                                        |

(3) 'n Bevoegdheidsertifikaat wat voor die inwerkingtreding van hierdie regulasies, of daarna uit hoofde van regulasie 72 van die Opleiding- en Diplomeringsregulasies, kragtens die Wet uitgereik is, word geag gelykwaardig te wees met die bevoegdheidsertifikaat bedoel in die Opleiding- en Diplomeringsregulasies, soos aangedui in onderstaande tabel: Met dien verstande dat waar die laasgenoemde sertifikaat 'n bykomende kennis- of diensvereiste ooreenkomstig die STCW-konvensie stel, bewys van die verwerwing van sodanige kennis of van sodanige diens, na gelang van die geval, gelewer moet word:

| Item | Titel van sertifikaat kragtens 1976 regulasies | Gelykwaardige sertifikaat kragtens 1985 regulasies | Gelykwaardige sertifikaat en endossement kragtens Opleiding- en Diplomeringsregulasies |
|------|------------------------------------------------|----------------------------------------------------|----------------------------------------------------------------------------------------|
| 1    | Volle seeman                                   | Bekwame dekseeman                                  | Volle seeman                                                                           |
| 2    | Reddingsbootman                                | Bekwaamheid in oorlewingsvaartuie                  | Bekwaamheid in oorlewingsvaartuie                                                      |
| 3    | —                                              | Bekwame masjienkamerseeman                         | Smeerder                                                                               |
| 4    | —                                              | Bekwame kok                                        | Bekwame kok                                                                            |
| 5    | —                                              | Bekwaamheid in oorlewingsvaartuie (plaaslik)       | Bekwaamheid in reddingsbote                                                            |
| 6    | —                                              | Utiliteitseeman                                    | Utiliteitseeman (Hawebedryf)                                                           |

(4) Waar die houer van 'n bekwaamheidsertifikaat wat voor die inwerkingtreding van hierdie regulasies, kragtens die Wet uitgereik is, minstens agtien maande gedurende die voorafgaande sewe jaar in 'n gediplomeerde hoedanigheid diens gedoen het maar nie meer in daardie hoedanigheid mag diens doen nie omdat die tonnemaat of aandrywingskrag van die skip die toepaslike tonnemaat- of aandrywingskragbeperking aangedui op sy of haar sertifikaat oorskry, kan sodanige sertifikaat geëndosseer word om die houer daarvan in staat te stel om in die betrokke hoedanigheid op 'n skip met 'n toepaslike groter tonnemaat of aandrywingskrag diens te doen.

#### Veiligebemanningsdokument

24. (1) Die eienaar van elke skip van 25 BT of meer moet toesien dat—

- 'n veiligebemanningsdokument ten opsigte van die skip en die bemanning van die skip van krag is;
- die veiligebemanningsdokument te alle tye aan boord van die skip gehou word; en
- die bemanning van die skip te alle tye ten minste ooreenkomstig dié vermeld in die veiligebemanningsdokument gehandhaaf word.

(2) Die gesagvoerder van elke skip waarop subregulasie (1) van toepassing is, moet toesien dat die skip nie uitvaar nie tensy daar aan boord van die skip 'n geldige veiligebemanningsdokument is wat ten opsigte van die skip uitgereik is, en die bemanning van die skip aan daardie dokument voldoen.

(3) Elke eienaar wat subregulasie (1) oortree is skuldig aan 'n misdryf en by skuldigbevinding strafbaar met 'n boete of met gevangenisstraf vir 'n tydperk van hoogstens 12 maande.

(4) Elke gesagvoerder wat subregulasie (2) oortree is skuldig aan 'n misdryf en by skuldigbevinding strafbaar met 'n boete of met gevangenisstraf vir 'n tydperk van hoogstens 12 maande.

#### Herroeping van regulasies

25. Die Regulasies betreffende die Bemanning van Skepe, 1985, uitgevaardig by Goewermentskennisgewing No. R. 2652 van 29 November 1985, soos gewysig deur Goewermentskennisgewings Nos. R. 41 van 10 Januarie 1989, R. 2129 van 7 September 1990, R. 2088 van 30 Augustus 1991 en R. 2316 van 1 Desember 1993, word herroep.



**Titel en inwerkingtreding**

26. (1) Hierdie regulasies heet die Handelskeepvaartregulasies (Veilige Bemanning), 1999, en, behoudens subregulasie (2), tree in werking op 31 Desember 1999.

(2) Regulasies 4(1)(b),(f) en (g), 6, 7 en 10 tree in werking ten opsigte van vissersvaartuie op 'n datum deur die Minister by kennisgewing in die *Staatskoerant* bepaal.



**AANHANGSEL 1**

(Regulasie 6)

**WAGHOUBEGINSELS EN -REËLINGS****Beplanning van seereis**

1. Die voorgenome seereis moet vooraf beplan word, met inagneming van alle tersaaklike inligting, en enige koers waarop besluit word, moet nagegaan word voordat die seereis begin.
2. Die hoofingenieur-offisier moet die behoeftes betreffende die voorgenome seereis vooraf in oorleg met die gesagvoerder vasstel, met inagneming van die behoeftes aan brandstof, water, smeermiddels, chemikalieë, verbruikbare en ander onderdele, gereedskap en voorrade, en van enige ander vereistes.
3. Voor elke seereis moet die gesagvoerder van 'n skip toesien dat die beoogde roete vanaf die vertrekthawe na die eerste aanloophawe beplan word met behulp van voldoende en toepaslike kaarte en ander seevaartpublikasies wat vir die beoogde seereis nodig is en wat akkurate, volledige en bygewerkte inligting bevat aangaande die navigasiebeperkings en -gevaare wat van 'n permanente of voorspelbare aard is en wat vir die veilige navigasie van die skip ter sake is.
4. Wanneer die roetebeplanning met inagneming van alle tersaaklike inligting geverifieer word, moet die beplande roete duidelik op toepaslike kaarte vertoon word en moet dit deurlopend beskikbaar wees aan die offisier in bevel van die wag, wat elke rigting wat gevolg moet word, moet nagaan voordat die kaart gedurende die seereis gebruik word.
5. Indien 'n besluit gedurende 'n seereis geneem word om die volgende aanloophawe op die beplande roete te verander, of indien dit om ander redes vir die skip nodig is om aansienlik van die beplande roete af te wyk, moet 'n gewysigde roete beplan word voordat daar aansienlik afgewyk word van die roete wat oorspronklik beplan is.

**Waghouding ter see**

6. Eienaars, gesagvoerders, hoofingenieurs en waghoupersoneel moet hulle by die volgende beginsels hou om te verseker dat veilige wagbeurte te alle tye gehandhaaf word.
7. Die gesagvoerder van 'n skip moet seker maak dat wagreëlings voldoende is vir die handhawing van 'n veilige navigasiewag. Onder die gesagvoerder se algemene bevel is die offisiere van die navigasiewag verantwoordelik vir die veilige navigering van die skip gedurende hulle dienste, wanneer hulle veral daarop ingestel moet wees om botsing en stranding te voorkom.
8. Die hoofingenieur-offisier van 'n skip is verplig om in oorleg met die gesagvoerder te verseker dat wagreëlings voldoende is vir die handhawing van 'n veilige ingenieurswag.
9. Die gesagvoerder, offisiere en matrose moet bewus wees van die ernstige gevolge van operasionele of toevallige besoedeling van die mariene omgewing en moet alle moontlike voorsorgmaatreëls tref om sodanige besoedeling te voorkom, veral binne die raamwerk van tersaaklike internasionale en haweregulasies.

**DEEL 1****BEGINSELS WAARAAN GEHOU MOET WORD BY NAVIGASIEWAGHOUDING**

10. Die offisier in bevel van die navigasiewag is die gesagvoerder se verteenwoordiger, en sy of haar eerste verantwoordelikheid is te alle tye die veilige navigasie van die skip en voldoening aan die regulasies in verband met botsings.
11. 'n Behoorlike uitkykwag moet te alle tye gehandhaaf word ter voldoening aan reël 5 van die aanhangsel by die regulasies in verband met botsings en moet ten doel hê om—
  - (a) 'n voortgesette toestand van waaksaamheid te handhaaf deur gesig en gehoor, asook deur alle ander beskikbare middels, met inagneming van enige beduidende verandering in die bedryfsomgewing;
  - (b) die situasie en die gevaar van botsing, stranding en ander navigasiegevaare ten volle te takseer; en
  - (c) skepe of lugvaartuie in nood, drenkelinge, wrakke, dryfgoed en ander gevare vir veilige navigasie op te spoor.
12. Die uitkykwag moet sy volle aandag daaraan kan wy om behoorlik op die uitkyk te wees en geen ander pligte mag onderneem of opgedra word wat hierdie taak kan belemmer nie.
13. Die uitkykwag en stuurpersoon het afsonderlike pligte en die stuurpersoon moet nie geag word op die uitkyk te wees terwyl hy of sy stuur nie, uitgesonderd op klein skepe waar vanaf die stuurposisie 'n onbelemmerde uitsig in alle rigtings verskaf word en daar geen benadeling deur donkersig of ander hindernisse vir die handhawing van 'n behoorlike uitkykwag is nie. Die offisier in bevel van die navigasiewag kan in daglig die enigste uitkykwag wees. Met dien verstande dat by elke sodanige geleentheid—



- (a) die situasie sorgvuldig getakseer is en daar sonder twyfel vasgestel is dat sodanige reëling veilig is;
- (b) volle rekening gehou is met alle tersaaklike faktore, insluitende die volgende maar nie daartoe beperk nie:
  - (i) Weerstoeestand;
  - (ii) sig;
  - (iii) verkeersdigtheid;
  - (iv) nabyheid van navigasiegevaar; en
  - (v) die aandag wat nodig is wanneer daar in of naby roeteschemas vir skeepsverkeer gevaar word;
- (c) bystand beskikbaar is wat onmiddellik na die brug ontbied kan word wanneer enige verandering in die situasie dit nodig maak.

14. Wanneer daar bepaal word of die samestelling van die navigasiewag voldoende is om te verseker dat 'n behoorlike uitkykwag deurlopend gehandhaaf kan word, moet die gesagvoerder alle tersaaklike faktore in aanmerking neem, insluitende dié wat in hierdie aanhangsel beskryf word, asook die volgende faktore:

- (a) Die ure van duisternis wanneer daar benewens 'n waghuis-offisier ook 'n uitkykwag nodig is;
- (b) sig, weers- en seetoestand;
- (c) verkeersdigtheid en ander bedrywighede wat plaasvind in die gebied waarin die skip vaar;
- (d) die aandag wat nodig is wanneer daar in of naby roeteschemas vir skeepsverkeer gevaar word, en die aandag wat ten opsigte van ander roetemaatreëls nodig is;
- (e) die bykomende werkklas wat veroorsaak word deur die skip se werking, onmiddellike bedryfsvereistes en verwagte maneuvres;
- (f) die geskiktheid vir diens van enige bemanningslede op bystand wat as lede van die wag aangewys word;
- (g) kennis van en vertroue in die professionele bekwaamheid van die skeepsoffisiere en -bemanning;
- (h) die ondervinding van 'n offisier van die navigasiewag, en die vertrouwdheid van daardie offisier met die skip se toerusting, prosedures en maneuvreervermoë;
- (i) werksaamhede wat op enige spesifieke tydstop aan boord aan die gang is, insluitende radiokommunikasiewerksaamhede, en die beskikbaarheid van bystand wat onmiddellik na die brug ontbied kan word, indien nodig;
- (j) die bedryfstand van bruginstrumentasie en kontrolestelsels, insluitende alarmstelsels;
- (k) roer- en skroefbeheer en eienskappe van die skip se beweegbaarheid;
- (l) die grootte van die skip en die gesigsveld beskikbaar vanaf die leiposisie;
- (m) die vorm van die brug, in die mate dat sodanige vorm 'n lid van die wag kan verhoed om enige eksterne ontwikkeling deur sig of gehoor te bespeur; en
- (n) enige ander tersaaklike standaard, prosedure of riglyn wat met waggereëlings en geskiktheid vir diens verband hou en wat by regulasie uitgevaardig is.

15. By die oorweging van die samestelling van die wag op die brug, wat toepaslik gekwalifiseerde matrose kan insluit, moet daar met onder andere die volgende faktore rekening gehou word:

- (a) Die brug mag nooit onbewaak gelaat word nie;
- (b) weerstoestande, sig en of daar daglig of duisternis is;
- (c) die nabyheid van navigasiegevaar wat dit vir die offisier in bevel van die navigasiewag nodig mag maak om bykomende navigasiepligte uit te voer;
- (d) die gebruik en bedryfstoestand van navigasiehulpmiddels soos radar of elektroniese posisiebepalingstoestelle en enige ander toerusting wat die veilige navigasie van die skip raak;
- (e) of die skip met 'n outomatiese stuurstelsel toegerus is of nie;
- (f) of daar radiopligte is wat uitgevoer moet word;
- (g) onbemandemasjinerieruimte(OMR)-kontroles, alarms en aanduiders wat op die brug voorsien word, die prosedures vir die gebruik en die beperkinge daarvan; en
- (h) enige ongewone eise aan die navigasiewag wat uit spesiale bedryfstoestande mag voortspruit.

16. Die offisier in bevel van die navigasiewag moet nie die wag aan die aflosoffisier oordra indien daar gronde is om te glo dat laasgenoemde nie daartoe in staat is om die wagpligte doeltreffend uit te voer nie, in welke geval die gesagvoerder in kennis gestel moet word.

17. Die aflosoffisier moet seker maak dat die lede van die afloswag ten volle daartoe in staat is om hul pligte uit te voer, veral ten opsigte van hul aanpassing by donkersig. Aflosoffisiere moet die wag nie oorneem alvorens hul sigvermoë ten volle by die ligtoestande aangepas het nie.

18. Voordat aflosoffisiere die wag oorneem, moet hulle hulself van die skip se geraamde of ware posisie vergewis en die skip se beplande roete, koers en snelheid en, waar toepaslik, OMR-kontroles, bevestig en moet hulle kennis neem van enige navigasiegevaar wat na verwagting gedurende hul wag teëgekom kan word.

19. Aflosoffisiere moet hulself persoonlik vergewis van—



- (a) staande bevel en ander spesiale opdragte van die gesagvoerder betreffende die navigasie van die skip;
- (b) posisie, koers, snelheid en diepgang van die skip;
- (c) heersende en voorspelde getye, strome, weer en sig en die invloed hiervan op koers en snelheid;
- (d) prosedures vir die gebruik van hoofenjins vir manewrering wanneer die hoofenjins onder brugbeheer is; en
- (e) navigasiesituasie, insluitende maar nie beperk nie tot—
  - (i) die bedryfstoeestand van alle navigasie- en veiligheidstoerusting wat gedurende die wag gebruik word of waarskynlik gebruik gaan word;
  - (ii) die foute van tol- en magnetiese kompasse;
  - (iii) teenwoordigheid en beweging van skepe wat in sig is of waarvan dit bekend is dat hulle in die nabyheid is;
  - (iv) die toestande en gevare wat waarskynlik gedurende die wag teëgekom sal word; en
  - (v) die moontlike uitwerking van slagsy, trim, waterdigtheid en vaarttrimming op die vry ruimte onder die kiel.

20. Indien die offisier in bevel van die navigasiewag te eniger tyd afgelos moet word wanneer 'n manewer of ander optrede plaasvind om enige gevaar te vermy, moet die aflos van daardie offisier uitgestel word totdat sodanige optrede afgehandel is.

21. Die offisier in bevel van die navigasiewag moet—

- (a) op die brug waghou;
- (b) in geen omstandighede die brug verlaat totdat hy of sy behoorlik afgelos is nie;
- (c) ondanks die teenwoordigheid van die gesagvoerder op die brug steeds vir die veilige navigasie van die skip verantwoordelik bly totdat hy of sy uitdruklik meegedeel word dat die gesagvoerder daardie verantwoordelikheid oorgeneem het en dit oor en weer verstaan word; en
- (d) die gesagvoerder in kennis stel wanneer hy of sy twyfel oor watter stappe hy of sy in die belang van veiligheid moet doen.

22. Gedurende die wag moet die koers waarin gestuur word, die posisie en die snelheid met kort genoeg tussenposes nagegaan word deur gebruik te maak van alle beskikbare navigasihulpmiddels wat nodig is om te verseker dat die skip die beplande koers volg.

23. Die offisier in bevel van die navigasiewag moet volle kennis dra van die plasing en werking van alle veiligheids- en navigasietoerusting aan boord van die skip, en moet bewus wees van en ag slaan op die bedryfsbeperkings van sodanige toerusting.

24. Die offisier in bevel van die navigasiewag mag geen ander pligte opgedra word of onderneem wat inbreuk kan maak op die veilige navigasie van die skip nie.

25. Offisiere van die navigasiewag moet al die navigasietoerusting tot hul beskikking op die doeltreffendste wyse aanwend.

26. Wanneer die offisier in bevel van die navigasiewag radar gebruik, moet hy of sy noodsaaklikheid daarvan in gedagte hou om te alle tye te voldoen aan die bepalinge rakende die gebruik van radar wat vervat word in die regulasies in verband met botsings.

27. In noodgevalle moet die offisier in bevel van die navigasiewag nie huiwer om die roer, enjins en klankseinapparaat te gebruik nie. Waar moontlik, moet daar egter in ooreenstemming met die toepaslike prosedures betyds kennis gegee word van beoogde variasies van enjinsnelheid of doeltreffende gebruik gemaak word van OMR-enjinkontroles wat op die brug verskaf word.

28. Offisiere van die navigasiewag moet die hanteringseienskappe van hulle skip ken, insluitende stopafstande, en moet in aanmerking neem dat ander skepe ander hanteringseienskappe kan hê.

29. 'n Behoorlike rekord moet gedurende die wag gehou word van die manewers en werksaamhede wat verband hou met die navigasie van die skip.

30. Dit is van besondere belang dat die offisier in bevel van die navigasiewag te alle tye moet seker maak dat 'n behoorlike uitkykwag gehandhaaf word. Op 'n skip met 'n aparte kaartkamer kan die offisier in bevel van die navigasiewag, wanneer dit noodsaaklik is, die kaartkamer vir 'n kort tydperk vir die nodige uitvoering van navigasiepligte besoek, maar moet hy of sy eers seker maak dat dit veilig is om dit te doen en dat 'n behoorlike uitkykwag gehandhaaf word.

31. Bedryfstoeite van skeepsboordnavigasietoerusting moet so dikwels as wat moontlik is en as wat omstandighede toelaat ter see uitgevoer word, veral voordat gevaarlike toestande wat navigasie beïnvloed, verwag word. Wanneer dit ook al gepas is, moet hierdie toetse opgeteken word. Sodanige toetse moet ook uitgevoer word voor aankoms in en vertrek uit 'n hawe.

32. Die offisier in bevel van die navigasiewag moet gereelde kontroles uitvoer om te verseker dat—

- (a) die stuurpersoon of die outomatiese loods die korrekte koers volg;



- (b) die standaard kompasfout minstens een keer per wag en, waar moontlik, na enige groot koersverandering bepaal word, dat die standaard- en tolkompasse gereeld vergelyk word en dat herhalers met hul meesterkompas gesinchroniseer word;
- (c) die outomatiese loods minstens een keer elke wag per hand getoets word;
- (d) die navigasie- en seinligte en ander navigasietoerusting behoorlik werk;
- (e) die radiotoerusting wat in die brug beskikbaar is, behoorlik ooreenkomstig paragraaf 82 van hierdie aanhangsel werk; en
- (f) die OMR-kontroles, -alarms en -aanwysers behoorlik werk.

**33.** Die offisier in bevel van die navigasiewag moet die noodsaaklikheid daarvan in gedagte hou om te alle tye te voldoen aan die vereistes van die Veiligheidskonvensie. Die offisier in bevel van die navigasiewag moet die volgende in ag neem:

- (a) Die nodigheid daarvan om 'n persoon te plaas om die skip te stuur en die stuurapparaat betyds in handbeheer te plaas om toe te laat dat enige potensieel gevaarlike situasie op 'n veilige wyse hanteer kan word; en
- (b) dat dit by 'n skip wat outomaties gestuur word, hoogs gevaarlik is om toe te laat dat 'n situasie ontwikkel tot op die punt waar die offisier in bevel van die navigasiewag sonder bystand is en die kontinuïteit van die uitkykwag moet onderbreek ten einde noodstappe te doen.

**34.** Offisiere van die navigasiewag moet deeglik vertrou wees met die gebruik van alle elektroniese navigasiehulpmiddels aan boord, insluitende die vermoëns en beperkinge daarvan, en moet elk van hierdie hulpmiddels wanneer toepaslik gebruik, en moet in gedagte hou dat die eggopeiler 'n waardevolle navigasiehulpmiddel is.

**35.** Die offisier in bevel van die navigasiewag moet die radar gebruik wanneer beperkte sig ondervind of verwag word, en te alle tye in besige waters, met behoorlike inagneming van die beperkinge daarvan.

**36.** Die offisier in bevel van die navigasiewag moet toesien dat reikafstandskale wat gebruik word, dikwels genoeg vervang word sodat eggo's so vroeg moontlik bespeur kan word. Daar moet in gedagte gehou word dat klein of swak eggo's dalk nie bespeur kan word nie.

**37.** Wanneer radar ook al in gebruik is, moet die offisier in bevel van die navigasiewag 'n gepaste reikafstandskaal selekteer en die radarvertoning noukeurig dophou, en moet hy of sy toesien dat uitstippings- of sistematiese ontleding vroegtydig begin.

**38.** Die offisier in bevel van die navigasiewag moet die gesagvoerder onmiddellik in kennis stel—

- (a) indien beperkte sig ondervind of verwag word;
- (b) indien die verkeerstoestande of die maneuvres van ander skepe kommer wek;
- (c) indien daar gesukkel word om die koers te handhaaf;
- (d) indien land of 'n navigasiemerk nie gesien kan word nie of dieptepeiling nie teen die verwagte tyd verkry kan word nie;
- (e) indien daar onverwags land of 'n navigasiemerk gesien word of 'n verandering in dieptepeiling voorkom;
- (f) indien die enjins, aandrywingsmasjinerieafstandbeheer, stuurinrigting of enige noodsaaklike navigasietoerusting, alarm of aanwyser onklaar raak;
- (g) indien daar foutwerking van die radiotoerusting in die brug is;
- (h) indien daar in swaar weer enige twyfel bestaan oor die moontlikheid van skade deur die weer;
- (i) indien die skip enige navigasiegevaar teëkom, soos ys of 'n verlate skip; en
- (j) in enige ander noodgeval of indien enige twyfel bestaan.

**39.** Ondanks die vereiste om die gesagvoerder in voormelde omstandighede onmiddellik in kennis te stel, moet die offisier in bevel van die navigasiewag nie huiwer om, waar omstandighede dit aldus vereis, onmiddellik stappe te doen ter wille van die veiligheid van die skip nie.

**40.** Die offisier in bevel van die navigasiewag moet aan wagpersoneel alle toepaslike instruksies en inligting gee wat sal verseker dat hulle 'n veilige wag, insluitende 'n behoorlike uitkykwag, handhaaf.

**41.** In helder weer moet die offisier in bevel van die navigasiewag gereelde en akkurate kompaslesings van naderende skepe neem ten einde vroegtydig enige risiko van botsing te bespeur, en moet hy of sy in gedagte hou dat sodanige risiko soms kan bestaan selfs waar 'n merkbare verandering in rigting sigbaar is, veral wanneer 'n baie groot skip of 'n skip op sleeptou genader word of wanneer 'n skip op kort afstand genader word. Die offisier in bevel van die navigasiewag moet ook vroegtydig positiewe stappe doen ooreenkomstig die toepaslike regulasies in verband met botsings en moet vervolgens nagaan dat sodanige stappe die verlangde uitwerking het.

**42.** In helder weer moet die offisier in bevel van die navigasiewag, wanneer ook al moontlik, radaroefening uitvoer.

**43.** Wanneer beperkte sig ondervind of verwag word, is dit die eerste verantwoordelikheid van die offisier in bevel van die navigasiewag om te voldoen aan die tersaaklike reëls van die regulasies in verband met botsings, met besondere aandag aan die gee van misseine, vaar teen 'n veilige snelheid en gereedhou van die enjins vir onmiddellike maneuvring. Daarbenewens moet die offisier in bevel van die navigasiewag—



- (a) die gesagvoerder in kennis stel;
- (b) 'n behoorlike uitkykwag opstel;
- (c) navigasieligte vertoon; en
- (d) die radar bedien en gebruik.

44. Gedurende die ure van duisternis moet die gesagvoerder en die offisier in bevel van die navigasiewag by die reël van uitkykwagdiens behoorlike oorweging skenk aan die brugtoerusting en navigasihulpmiddels wat vir gebruik beskikbaar is, die beperkinge daarvan, en prosedures en beskerming wat geïmplementeer word.

45. In kus- en besige waters moet die grootskaligste seekaart aan boord, wat geskik is vir die gebied en reggestel is met die nuutste beskikbare inligting, gebruik word. Posisiebepalings moet met gereelde tussenposes en deur middel van meer as een metode gedoen word wanneer omstandighede dit ook al toelaat. Die offisier in bevel van die navigasiewag moet alle tersaaklike navigasiemerke positief identifiseer.

46. Ondanks die pligte en verpligtinge van loodse, onthef hulle teenwoordigheid aan boord nie die gesagvoerder of offisier in bevel van die navigasiewag van hulle pligte en verpligtinge vir die veiligheid van die skip nie. Die gesagvoerder en die loods moet inligting uitruil betreffende navigasieprosedures, plaaslike toestande en die skip se eienskappe. Die gesagvoerder en/of offisier in bevel van die navigasiewag moet met die loods nóú saamwerk en 'n akkurate kontrolering van die skip se posisie en beweging handhaaf.

47. Indien die offisier in bevel van die navigasiewag enigsins twyfel aan die loods se optrede of bedoeling, moet hy of sy die gesagvoerder onmiddellik in kennis stel en doen wat ook al nodig is voordat die gesagvoerder opdaag.

48. Terwyl die skip voor anker lê, moet die offisier in bevel van die navigasiewag—

- (a) die skip se posisie so gou moontlik op die toepaslike seekaart vasstel en uitstip;
- (b) wanneer omstandighede dit toelaat, met klein genoeg tussenposes nagaan of die skip veilig voor anker lê deur vaste navigasiemerke of geredelik identifiseerbare voorwerpe aan land te peil;
- (c) toesien dat 'n behoorlike uitkykwag gehandhaaf word;
- (d) toesien dat inspeksierondes van die skip van tyd tot tyd gedoen word;
- (e) meteorologiese en getytoestande en die toestand van die see waarneem;
- (f) die gesagvoerder in kennis stel en alle nodige maatreëls tref indien die skip sy anker sleep;
- (g) seker maak dat die toestand van gereedheid van die hoofenjins en ander masjinerie ooreenkomstig die gesagvoerder se opdragte is;
- (h) die gesagvoerder in kennis stel indien sig verswak;
- (i) seker maak dat die skip die toepaslike ligte en figure vertoon en dat gepaste klankseine ooreenkomstig alle toepaslike regulasies gemaak word;
- (j) maatreëls tref om die omgewing teen besoedeling deur die skip te beskerm en aan toepaslike besoedelingsregulasies voldoen; en
- (k) 'n luisterwag op Bhf-kanaal 16 en/of die haweverkeerwerkkanal handhaaf.

## DEEL 2

### BEGINSELS WAARAAN GEHOU MOET WORD BY INGENIEURSWAGHOUDING

49. Soos dit in dele 2, 6 en 8 van hierdie aanhangsel gebruik word, beteken die uitdrukking *ingenieurswag* óf 'n persoon of groep personeel wat die wag vorm, óf 'n tydperk van verantwoordelikheid vir 'n offisier waartydens die fisieke teenwoordigheid van daardie offisier in masjinerieruimtes vereis kan word of nie.

50. Die offisier in bevel van die ingenieurswag is die hoofingenieuroffisier se verteenwoordiger en sy of haar eerste verantwoordelikheid is te alle tye die veilige en doeltreffende bediening en instandhouding van masjinerie wat die skip se veiligheid raak. Hierdie offisier is ook verantwoordelik vir die inspeksie, werking en toetsing, waar nodig, van al die masjinerie en toerusting onder die toesig van die ingenieurswag.

51. Die samestelling van die ingenieurswag moet te alle tye voldoende wees om die veilige bedryf te verseker van alle masjinerie wat die bedryf van die skip raak, hetsy in outomatiese of handbedieningswyse, en moet geskik wees vir die heersende omstandighede en toestande.

52. Wanneer daar besluit word oor die samestelling van die ingenieurswag, wat toepaslik gekwalifiseerde matrose kan insluit, moet onder andere die volgende kriteria in aanmerking geneem word:

- (a) Die tipe skip en die tipe en toestand van die masjinerie;
- (b) die hou, te alle tye, van voldoende toesig oor masjinerie wat die veilige bediening van die skip raak;
- (c) enige spesiale werkwyses genoodsaak deur toestande soos die weer, ys, besoedelde water, vlak water, noodtoestande, skadebeperking of besoedelingsvermindering;
- (d) die kwalifikasies en ervaring van die ingenieurswag;



- (e) die veiligheid van lewens, skip, vrag en hawe, en die beskerming van die omgewing;
- (f) die nakoming van internasionale, nasionale en plaaslike regulasies; en
- (g) die handhawing van normale skeepswerksaamhede.

**53.** Die offisier in bevel van die ingenieurswag moet die wag nie aan die aflosoffisier oordra indien hy of sy enige rede het om te glo dat laasgenoemde klaarblyklik nie daartoe in staat is om die waghouppligte doeltreffend te verrig nie, in welke geval die hoofingenieuroffisier ingelig moet word.

**54.** Die aflosoffisier van die ingenieurswag moet seker maak dat die lede van die aflosingenieurswag klaarblyklik ten volle daartoe in staat is om hul pligte doeltreffend uit te voer.

**55.** Voordat hulle die ingenieurswag oorneem, moet aflosoffisiere hulself van minstens die volgende vergewis:

- (a) Die staande bevel en spesiale opdragte van die hoofingenieuroffisier betreffende die bediening van die skip se stelsels en masjinerie;
- (b) die aard van alle werk wat aan masjinerie en stelsels gedoen word, die personeel betrokke daarby en potensiële gevare;
- (c) die vlak en, waar van toepassing, die toestand van water of residu's in vullings, ballastens, afvaltenks, reserwetenks, varswaterenks en riooltenks, en enige spesiale vereistes vir die gebruik of wegdoening van die inhoud daarvan;
- (d) die toestand en vlak van brandstof in die reserwetenks, besinktenks, dagtenks en ander brandstofbergings-fasiliteite;
- (e) enige spesiale vereistes aangaande sanitêrestelselwegdoenings;
- (f) toestand en bedieningswyse van die verskillende hoof- en hulpstelsels, insluitende die stelsel vir verspreiding van elektriese krag;
- (g) waar toepaslik, die toestand van moniterings- en beheerkonsoletoerusting, en watter toerusting met die hand bedien word;
- (h) waar toepaslik, die toestand en bedieningswyse van outomatiese ketelkontroles, soos vlambeskermings-beheerstelsels, perkbeheerstelsels, ontbrandingsbeheerstelsels, brandstoftoevoerbeheerstelsels en ander toerusting wat met die bediening van stoomketels in verband staan;
- (i) enige potensiële nadelige toestande as gevolg van gure weer, ys of besoedelde of vlak water;
- (j) enige spesiale bedieningswyses wat deur weiering van toerusting of nadelige toestande op die skip bepaal word;
- (k) die verslae van masjienkamer-matrose aangaande hulle aangewese pligte;
- (l) die beskikbaarheid van brandbestrydingstoestelle; en
- (m) die volledigheid van die masjienkamerlogboek.

**56.** Die offisier in bevel van die ingenieurswag moet seker maak dat die vasgestelde wagreëlings gehandhaaf word en dat masjienkamer-matrose, indien hulle deel van die ingenieurswag uitmaak, onder toesig help met die veilige en doeltreffende bediening van die aandrywingsmasjinerie en hulptoerusting.

**57.** Die offisier in bevel van die ingenieurswag moet, ten spyte van die teenwoordigheid van die hoofingenieuroffisier in masjinerieruimtes, steeds vir werksaamhede in die masjinerieruimtes verantwoordelik bly, totdat hy of sy uitdruklik meegedeel word dat die hoofingenieuroffisier daardie verantwoordelikheid oorgeneem het en dit oor en weer so verstaan word.

**58.** Alle lede van die ingenieurswag moet vertrouwd wees met hul toegewese wagpligte. Daarbenewens moet elke lid, betreffende die skip waarop hy of sy diens doen, kennis dra van—

- (a) die gebruik van toepaslike interne kommunikasiestelsels;
- (b) die ontsnaproetes vanaf masjinerieruimtes;
- (c) die masjienkamer-alarmsstelsels, en moet hy of sy oor die vermoë beskik om tussen die verskillende alarms te onderskei, met besondere verwysing na die brandblusmedia-alarm;
- (d) die getal, ligging en tipes brandbestrydingsuitrusting en skadebeheertoerusting in die masjinerieruimtes, en die gebruik daarvan en die verskillende veilige voorsorgmaatreëls wat nagekom moet word.

**59.** Enige masjinerie wat nie behoorlik funksioneer nie en waarvan daar verwag word dat dit onklaar sal raak of spesiale diens sal benodig, moet aangeteken word, tesame met enige stappe wat reeds gedoen is. Indien nodig, moet planne vir enige toekomstige stappe gemaak word.

**60.** Wanneer die masjinerieruimtes in die bemande toestand is, moet die offisier in bevel van die ingenieurswag te alle tye gereedlik in staat wees om die aandrywingstoerusting te bedien in reaksie op behoeftes aan rigting- of snelheidsveranderinge.

**61.** Wanneer die masjinerieruimtes in die periodieke onbemande toestand is, moet die aangewese diensoffisier in bevel van die ingenieurswag onmiddellik beskikbaar en diensgereed wees om aan die masjinerieruimtes aandag te skenk.



62. Alle brugbevele moet stiptelik uitgevoer word. Behalwe in die geval van skepe van minder as 500 bruto ton moet die rigting- of snelheidsveranderings van die hoofaandrywingseenhede aangeteken word. Die offisier in bevel van die ingenieurswag moet seker maak dat die hoofaandrywingseenhede se kontroles, wanneer dit in die handbedieningstoestand is, voortdurend in gereedheids- of maneuvreertoestande opgepas word.

63. Behoorlike aandag moet geskenk word aan die deurlopende instandhouding en ondersteuning van alle masjinerie, insluitende meganiese, elektriese, elektroniese, hidrouliese en druklugstelsels, hul beheerapparaat en gepaardgaande veiligheidstoerusting, alle toerusting van akkommodasiediensstelsels, en die aantekening van voorrade en die gebruik van noodgerei.

64. Die hoofingenieur-offisier moet seker maak dat die offisier in bevel van die ingenieurswag ingelig is aangaande alle voorkomende instandhouding, skadebeheer of herstelwerk wat gedurende die ingenieurswag verrig moet word. Die offisier in bevel van die ingenieurswag is verantwoordelik vir die isolering, omleiding en aanpassing van alle masjinerie onder beheer van die ingenieurswag waaraan daar gewerk moet word, en moet alle werk wat gedoen word, aanteken.

65. Wanneer die masjienkamer in 'n toestand van gereedheid gebring word, moet die offisier in bevel van die ingenieurswag seker maak dat alle masjinerie en toerusting wat tydens maneuvring gebruik mag word, in 'n toestand van onmiddellike gereedheid is en dat daar 'n toereikende kragreserwe beskikbaar is vir die stuurinrigting en ander behoeftes.

66. Offisiere in bevel van 'n ingenieurswag mag geen ander pligte opgedra word of onderneem wat op hul toesighoudende pligte ten opsigte van die hoofaandrywingstelsel en sy bykomende toerusting inbreuk kan maak nie. Hulle moet die hoofaandrywingsaanleg en hulpstelsels onder konstante toesig hou totdat hulle behoorlik afgelos word, en moet van tyd tot tyd die masjinerie onder hul beheer inspekteer. Hulle moet ook seker maak dat daar voldoende rondes van die masjinerie- en stuurinrigtingsruimtes gedoen word met die doel om foutwerking of weiering van toerusting waar te neem en te rapporteer, of roetineverstellings, vereiste instandhouding en ander nodige take uit te voer of te lei.

67. Offisiere in bevel van 'n ingenieurswag moet enige ander lid van die ingenieurswag opdrag gee om hulle in te lig oor potensieel gevaarlike toestande wat die masjinerie nadelig kan beïnvloed of wat die veiligheid van lewens of van die skip in gevaar kan stel.

68. Die offisier in bevel van die ingenieurswag moet seker maak dat daar oor die masjinerieruimtes toegesig gehou word, en moet reël vir vervangingspersoneel in die geval van die onvermoë van enige ingenieurswagpersoneel. Die ingenieurswag mag nie die masjinerieruimtes sonder toegesig laat op 'n wyse wat die handbediening van die masjienkameraanleg of versnellers sal voorkom nie.

69. Die offisier in bevel van die ingenieurswag moet die nodige stappe doen om skade as gevolg van weiering van toerusting, brand, oorstroming, oopskeuring, botsing, stranding of enige ander oorsaak in bedwang te hou.

70. Voordat die offisier in bevel van die ingenieurswag van diens gaan, moet hy of sy seker maak dat alle gebeure wat met die hoof- en hulpmasjinerie in verband staan en wat gedurende die ingenieurswag plaasgevind het, paslik aangeteken is.

71. Die offisier in bevel van die ingenieurswag moet gedurende enige voorkomende instandhouding, skadebeheer of herstelwerk met enige ingenieur in beheer van instandhoudingswerk saamwerk. Dit moet die volgende insluit, maar word nie noodwendig hiertoe beperk nie:

- (a) die isolering en omleiding van masjinerie waaraan daar gewerk moet word;
- (b) die aanpassing van die oorblywende installasie om gedurende die instandhoudingstydperk voldoende en veilig te funksioneer;
- (c) die opteken, ter wille van aflos-offisiere en vir rekorddoeleindes, in die masjienkamerlogboek of enige ander geskikte dokument, van die toerusting waaraan gewerk is en die personeel wat betrokke was, en watter veiligheidsstappe gedoen is en deur wie; en
- (d) wanneer nodig, die toetsing en inwerkingstelling van die herstellende masjinerie of toerusting.

72. Die offisier in bevel van die ingenieurswag moet seker maak dat enige masjienkamer-matrose wat instandhoudingspligte verrig, beskikbaar is om in geval van die weiering van outomatiese toerusting met die handbediening van masjinerie te help.

73. Die offisier in bevel van die ingenieurswag moet in gedagte hou dat snelheidsveranderings as gevolg van die onklarraking van masjinerie of enige verlies aan stuurvermoë die veiligheid van die skip en van lewens ter see in gevaar kan stel. Die brug moet onmiddellik in kennis gestel word in die geval van brand, ophandesynde optredes in masjinerieruimtes wat 'n afname in die skip se snelheid kan veroorsaak, dreigende onklaarraking van die stuur, afskakeling van die skip se aandrywingstelsel of enige wysiging in die opwekking van elektriese krag, of 'n soortgelyke bedreiging vir veiligheid. Waar moontlik, moet sodanige kennisgewing geskied voordat die veranderings aangebring word, ten einde die brug die maksimum beskikbare tyd te gee om die stappe te doen wat ook al moontlik mag wees om 'n eventuele seevaartongeval te verhoed.

74. Die offisier in bevel van die ingenieurswag moet die hoofingenieur-offisier sonder versuim in kennis stel—

- (a) wanneer enjinskade of 'n foutwerking voorkom wat sodanig is dat dit die veilige werking van die skip in gevaar kan stel;



- (b) wanneer enige foutwerking voorkom wat vermoedelik skade aan of onklaarraking van aandrywingsmasjinerie, hulpmasjinerie of moniterings- en beheerstelsels kan veroorsaak; en
- (c) in enige noodgeval of indien daar enige twyfel bestaan oor watter besluit geneem of stappe gedoen moet word.

75. Ten spyte van die vereiste om die hoofingenieur-offisier in bogemelde omstandighede in kennis te stel, moet die offisier in bevel van die ingenieurswag nie huiwer om, waar omstandighede dit vereis, onmiddellike stappe te doen ter wille van die veiligheid van die skip, die masjinerie en die bemanning nie.

76. Die offisier in bevel van die ingenieurswag moet aan die waghoudingspersoneel alle toepaslike instruksies en inligting gee wat die hou van 'n veilige ingenieurswag sal verseker. Roetine-instandhouding van masjinerie wat gedoen word as take wat deel uitmaak van die hou van 'n veilige wag, moet opgestel word as 'n integrale deel van die waghouroetine. Gedetailleerde herstelwerk-instandhouding, wat herstelwerk aan elektriese, meganiese, hidrouliese, druklug- of toepaslike elektroniese toerusting oral in die skip behels, moet met die offisier in bevel van die ingenieurswag en die hoofingenieur-offisier se medewete gedoen word. Hierdie herstelwerk moet opgeteken word.

77. In beperkte sig moet die offisier in bevel van die ingenieurswag seker maak dat permanente lug- of stoomdruk vir klankseine beskikbaar is en dat opdragte van die brug aangaande verandering in snelheid of vaarrigting onmiddellik geïmplementeer word en dat hulpmasjinerie wat vir maneuvring gebruik word, daarbenewens gereedlik beskikbaar is.

78. In kus- en besige waters moet die offisier in bevel van die ingenieurswag seker maak dat alle masjinerie wat by die maneuvring van die skip betrokke is, onmiddellik in die handbedieningstoestand geplaas kan word wanneer hy of sy in kennis gestel word dat die skip in besige waters is. Die offisier in bevel van die ingenieurswag moet ook seker maak dat 'n voldoende kragreserwe vir stuur- en ander maneuvringsvereistes beskikbaar is. Noodstuur- en ander hulp-toerusting moet gereed wees om onmiddellik gebruik te kan word.

79. Op 'n onbeskutte ankerplek moet die hoofingenieur-offisier met die gesagvoerder oorleg pleeg oor of dieselfde ingenieurswag gehandhaaf moet word as wanneer die skip onderweg is.

80. Wanneer 'n skip voor anker lê in 'n oop rede of in enige ander toestand wat amper "ter see" is, moet die ingenieur-offisier in bevel van die ingenieurswag seker maak dat—

- (a) 'n doeltreffende ingenieurswag gehandhaaf word;
- (b) daar van tyd tot tyd inspeksie gedoen word van alle bedryfs- en bystandsmasjinerie;
- (c) hoof- en hulpmasjinerie op 'n gereedheidsgrondslag gehou word in ooreenstemming met opdragte vanaf die brug;
- (d) maatreëls getref word om die omgewing teen besoedeling deur die skip te beskerm, en dat daar aan toepaslike besoedelingsbeheerregulasies voldoen word; en
- (e) alle skadebeheer- en brandbestrydingstelsels in gereedheid is.

### DEEL 3

#### BEGINSELS WAARAAN GEHOU MOET WORD BY RADIOWAGHOUDING

81. Wanneer daar oor die reëlins vir die radiowag besluit word, moet die gesagvoerder van elke seeskip—
- (a) seker maak dat die radiowag gehandhaaf word ooreenkomstig die tersaaklike bepalings van die radio-regulasies en die Veiligheidskonvensie;
  - (b) seker maak dat die primêre pligte vir radiowaghouding nie nadelig geraak word nie deur radioverkeer te hanteer wat nie met die beweging van die skip en navigasie-veiligheid in verband staan nie; en
  - (c) die radiotoerusting wat aan boord geïnstalleer is en die bedryfstoestand daarvan in ag neem.

82. Die radio-operateur wat radiowagpligte uitvoer, moet—

- (a) seker maak dat die wag gehandhaaf word op die frekwensies wat in die radio-regulasies en, waar van toepassing, die Veiligheidskonvensie, vermeld word;
- (b) terwyl hy of sy diens doen, gereeld die werking van die radiotoerusting en die energiebronne daarvan nagaan en aan die gesagvoerder enige waargenome weiering van hierdie toerusting rapporteer; en
- (c) die toepaslike radiologboek byhou.

83. Die byhou van radiorekords ter voldoening aan die vereistes van die radio-regulasies en, waar van toepassing, die Veiligheidskonvensie, is die verantwoordelikheid van die radio-operateur wat aangewys is as die een wat gedurende noodgevalle primêre verantwoordelikheid vir radiokommunikasie het. Die volgende moet aangeteken word, saam met die tye wanneer dit plaasvind:

- (a) 'n Opsomming van nood-, spoed- en veiligheidsradiokommunikasie;
- (b) belangrike insidente wat met die radiodiens verband hou;
- (c) waar toepaslik, minstens een keer per dag die posisie van die skip; en



(d) 'n opsomming van die toestand van die radiotoerusting, insluitende die energiebronne daarvan.

84. Die radiorekords moet by die noodkommunikasiebedieningspunt gehou word en moet beskikbaar wees—

- (a) vir inspeksie deur die gesagvoerder; en
- (b) vir inspeksie deur enige gemagtigde beampte gedurende 'n hawestaatsinspeksie en gedurende 'n radiotoerustingopname.

#### DEEL 4

#### WAGHOUDING IN HAWE

85. Op 'n skip wat in normale omstandighede veilig in 'n hawe vasgemeer is of voor anker lê, moet die gesagvoerder reël dat 'n gepaste en doeltreffende wag vir veiligheidsdoeleindes gehandhaaf word. Spesiale vereistes kan nodig wees vir spesiale tipes skeepsaandrywingstelsels of aanvullende toerusting en vir skepe wat gevaarlike, giftige of hoogs ontvlambare materiale of enige ander spesiale tipes vrag aan boord het.

86. Reëlins vir die hou van 'n dekwag wanneer die skip in 'n hawe is, moet te alle tye voldoende wees om—

- (a) die veiligheid van lewens, die skip, die hawe en die omgewing, en die veilige bediening van alle masjinerie verwant aan vragoperasies, te verseker;
- (b) internasionale, nasionale en plaaslike reëls na te kom; en
- (c) orde en die normale roetine van die skip te handhaaf.

87. Die gesagvoerder moet oor die samestelling en duur van die dekwag besluit, afhangende van die vasmeertoestande, tipe skip en pligeenskappe.

88. Indien die gesagvoerder dit nodig ag, moet 'n gekwalifiseerde offisier in bevel wees van die dekwag.

89. Die nodige toerusting moet sodanig ingerig word dat dit doeltreffende waghouding vergemaklik.

90. Die hoofingenieur-offisier moet in oorleg met die gesagvoerder seker maak dat ingenieurswagreëlins voldoende is om 'n veilige ingenieurswag te handhaaf terwyl die skip in die hawe is. Wanneer daar besluit word oor die samestelling van die ingenieurswag, wat gepaste masjienkamer-matrose kan insluit, moet onder andere die volgende punte in aanmerking geneem word:

- (a) Op alle skepe met 'n aandrywingskrag van 3 000 kW en meer moet daar altyd 'n offisier in bevel van die ingenieurswag wees;
- (b) op skepe met 'n aandrywingskrag van minder as 3 000 kW hoef daar na goëddunke van die gesagvoerder en in oorleg met die hoofingenieur-offisier geen offisier in bevel van die ingenieurswag te wees nie; en
- (c) wanneer offisiere in bevel van 'n ingenieurswag is, mag hulle geen plig opgedra word of onderneem wat op hulle toesighoudende plig betreffende die skip se masjienstelsel kan inbreuk maak nie.

91. Offisiere in bevel van die dek- of ingenieurswag mag nie die wag aan die aflosoffisier oordra indien hulle enige gronde het om te glo dat laasgenoemde klaarblyklik nie daartoe in staat is om waghoudpligte doeltreffend te verrig nie, in welke geval die gesagvoerder of hoofingenieur dienooreenkomstig ingelig moet word. Aflosoffisiere van die dek- of ingenieurswag moet seker maak dat alle lede van hul wag klaarblyklik ten volle daartoe in staat is om hulle pligte doeltreffend uit te voer.

92. Indien daar op die tydstip wanneer die dek- of ingenieurswag oorgedra moet word 'n belangrike werksaamheid uitgevoer word, moet dit deurgevoer word deur die offisier wat afgelos word, tensy die gesagvoerder of hoofingenieur-offisier anders gelas.

#### DEEL 5

#### OORNEEM VAN DEKWAG

93. Voordat die aflosoffisier die dekwag oorneem, moet hy of sy deur die offisier in bevel van die dekwag ingelig word oor—

- (a) die diepte van die water by die vasmeerplek, die skip se diepgang, die vlak en tyd van hoog- en laagwater; die bevestiging van die meertuig, die rangskikking van ankers en die strekwydte van die ankerketting, en ander vasmeerkenmerke wat vir die veiligheid van die skip belangrik is; die toestand van hoofenjins en die beskikbaarheid daarvan vir gebruik in 'n noodgeval;
- (b) alle werk wat aan boord van die skip gedoen moet word; die aard, hoeveelheid en verdeling van vrag wat ingeskeep word of oorbly, en enige residu wat aan boord oorbly nadat die skip se vrag ontskeep is;
- (c) die vlak van water in kimme en ballastenks;
- (d) die seine of ligte wat gegee of vertoon word;



- (e) die getal bemanningslede wat aan boord moet wees en die teenwoordigheid van enige ander persone aan boord;
- (f) die toestand van brandbestrydingsapparate;
- (g) enige spesiale haweregulasies;
- (h) die gesagvoerder se staande en spesiale orders;
- (i) die kommunikasiekanale wat tussen die skeeps- en landpersoneel, insluitende die hawe-owerheid, beskikbaar is indien 'n noodgeval sou ontstaan of bystand benodig sou word;
- (j) enige ander omstandighede van belang vir die veiligheid van die skip, sy bemanning of vrag, of vir die beskerming van die omgewing teen besoedeling; en
- (k) die prosedures om die bevoegde owerheid te verwittig van omgewingsbesoedeling wat uit ingenieursaktiwiteite spruit.

**94.** Aflosoffisiere moet, voordat hulle bevel van die dekwag oorneem, nagaan dat—

- (a) die bevestiging van die meertuig en ankertou voldoende is;
- (b) die toepaslike seine of ligte behoorlik gegee of vertoon word;
- (c) veiligheidsmaatreëls en brandbeskermingsregulasies nagekom word;
- (d) hulle bewus is van die aard van enige gevaarlike vrag wat ingeskeep of ontskeep word en van die gepaste optrede in die geval van enige storting of brand; en
- (e) geen uitwendige toestande of omstandighede die skip in gevaar stel nie en die skip nie andere in gevaar stel nie; en

bewus wees van enige ineen of uitstorting van ballas wat aan die gang is en van die huidige toestand van teenoorhellingspompe en -stelsels (waar dit geïnstalleer is).

## DEEL 6

### OORNEEM VAN INGENIEURSWAG

**95.** Voordat die aflosoffisier die ingenieurswag oorneem, moet hy of sy deur die offisier in bevel van die ingenieurswag ingelig word aangaande—

- (a) die staande orders van die dag, enige spesiale orders betreffende die skeepsbedrywighede, instandhoudingsfunksies, herstelwerk aan die skip se masjinerie of kontroletoerusting;
- (b) die aard van alle werk wat aan masjinerie en stelsels aan boord van die skip gedoen word, die personeel betrokke daarby en potensiele gevare;
- (c) die vlak en toestand, waar toepaslik, van water of residu in kimme, ballastens, sloptens, riooltens en reserwetens, en spesiale vereistes vir die gebruik of wegdoening van die inhoud daarvan;
- (d) enige spesiale vereistes betreffende die wegdoening uit sanitêre stelsels;
- (e) die toestand en gereedheid van draagbare brandblustoerusting en vaste brandblusinstallasies en brandopsporingstelsels;
- (f) gemagtigde herstelpersoneel aan boord wat by ingenieurswerkzaamhede betrokke is en hulle werkplekke en herstelwerkzaamhede, ander gemagtigde persone wat aan boord is en die vereiste bemanning;
- (g) enige haweregulasies betreffende skeepsafvalwater, brandbestrydingsvereistes en gereedheid van die skip, veral gedurende potensieel gure weersomstandighede;
- (h) die kommunikasiekanale wat tussen die skeeps- en landpersoneel, insluitende die hawe-owerheid, beskikbaar is indien 'n noodgeval sou ontstaan of bystand benodig sou word;
- (i) enige ander omstandighede wat belangrik is vir die veiligheid van die skip, sy bemanning of vrag, of vir die beskerming van die omgewing teen besoedeling; en
- (j) die prosedures om die bevoegde owerheid te verwittig van omgewingsbesoedeling wat uit ingenieursaktiwiteite spruit.

**96.** Aflosoffisiere moet, voordat hulle bevel van die ingenieurswag oorneem, hulself daarvan vergewis dat hulle ten volle soos hierbo geskets ingelig is deur die offisier wat afgelos word, en moet—

- (a) met bestaande en potensiele krag-, verhitings- en verligtingsbronne en die verspreiding daarvan vertrou wees;
- (b) weet wat die beskikbaarheid en stand van die skip se brandstof, smeermiddels en alle watervoorrade is; en
- (c) gereed wees om die skip en sy masjinerie so ver moontlik voor te berei vir bystands- of noodtoestande soos dit nodig mag wees.



## DEEL 7

### UITVOER VAN DEKWAG

97. Die offisier in bevel van die dekwag moet—

- (a) met gepaste tussenposes rondes doen om die skip te inspekteer;
- (b) in die besonder oplet na—
  - (i) die toestand en bevestiging van die loopplank, ankerketting en meertuig, veral wanneer die gety draai en in vasmeerplekke met 'n groot wisseling in waterhoogte, en moet, indien nodig, maatreëls tref om te verseker dat hulle in normale werkende toestand is;
  - (ii) die diepgang, ruimte onder die kiel en algemene toestand van die skip ten einde gevaarlike oorhelling of vragverdeling gedurende vraghantering of die inneem van ballas te voorkom;
  - (iii) die weer en die toestand van die see;
  - (iv) die nakoming van alle regulasies betreffende veiligheid en brandbeskerming;
  - (v) die watervlak in kimme en tenks;
  - (vi) alle persone aan boord en waar hulle hul bevind, veral diegene in afgesonderde of omslote ruimtes; en
  - (vii) die vertoning en gee, waar toepaslik, van ligte en seine;
- (c) in gure weer, of wanneer 'n stormwaarskuwing ontvang word, die nodige maatreëls tref om die skip, persone aan boord en vrag te beskerm;
- (d) alle moontlike voorsorg tref om besoedeling van die omgewing deur die skip te voorkom;
- (e) in 'n noodgeval wat die veiligheid van die skip bedreig, alarm maak, die gesagvoerder in kennis stel, alle moontlike maatreëls tref om enige skade aan die skip, sy vrag en persone aan boord te voorkom en, indien nodig, die owerhede of naburige skepe om bystand vra;
- (f) van die skip se stabiliteitstoestand bewus wees, sodat, in die geval van brand, die brandbestrydingsowerheid aan land verwittig kan word van die geraamde hoeveelheid water wat aan boord gepomp kan word sonder om die skip in gevaar te stel;
- (g) bystand verleen aan skepe of persone in nood;
- (h) die nodige voorsorgmaatreëls tref om skade of ongelukke te voorkom wanneer skroewe gedraai gaan word; en
- (i) alle belangrike gebeurtenisse wat die skip raak, in die toepaslike logboek inskryf.

## DEEL 8

### UITVOER VAN INGENIEURSWAG

98. Offisiere in bevel van die ingenieurswag moet besondere aandag skenk aan—

- (a) die nakoming van alle orders, spesiale prosedures en regulasies aangaande gevaarlike toestande en die voorkoming daarvan in alle gebiede onder hul beheer;
- (b) die instrumentasie en kontrolestelsels, monitering van alle kragtoevoere, komponente en stelsels in werking;
- (c) die tegnieke, metodes en prosedures wat nodig is om oortreding van die besoedelingsregulasies van die plaaslike owerhede te voorkom; en
- (d) die toestand van die kimme.

99. Offisiere in bevel van die ingenieurswag moet—

- (a) in noodgevalle alarm maak wanneer die situasie dit na hul mening vereis, en alle moontlike maatreëls tref om skade aan die skip, persone aan boord en vrag te voorkom;
- (b) bewus wees van die dekooffisier se behoeftes betreffende die toerusting wat by die in-of ontskeping van die vrag benodig word, en van die bykomende vereistes van die ballas- en ander kontrolestelsels betreffende die stabiliteit van die skip;
- (c) gereeld inspeksierondes doen om moontlike foutwerking of weiering van toerusting te bepaal, en moet onmiddellik optree om die veiligheid van die skip, van vragwerkzaamhede, van die hawe en van die omgewing te verseker;
- (d) seker maak dat die nodige voorsorgmaatreëls binne hulle verantwoordelike gebied getref word om ongelukke of skade aan die verskillende elektriese, elektroniese, hidrouliese, druklug- en meganiese stelsels van die skip te voorkom; en
- (e) seker maak dat alle belangrike gebeurtenisse wat die werking, verstelling of herstel van die skip se masjinerie raak, bevredigend opgeteken word.



**DEEL 9****WAGHOUDING IN HAWE OP SKEPE WAT GEVAARLIKE VRAG DRA**

**100.** Die gesagvoerder van 'n skip wat gevaarlike vrag vervoer, hetsy dit ploffbaar, ontvlambaar of giftig is, 'n gesondheidsgevaar inhou of die omgewing kan besoedel, moet toesien dat veilige wagreëlins gehandhaaf word. Op skepe wat gevaarlike vrag in groot maat vervoer, word dit bewerkstellig deur die geredelike beskikbaarheid aan boord van 'n behoorlik gekwalifiseerde offisier of offisiere, en matrose waar toepaslik, selfs wanneer die skip veilig in 'n hawe vasgemeer is of voor anker lê.

**101.** Op skepe wat ander gevaarlike vrag as vrag in groot maat vervoer, moet die gesagvoerder die aard, hoeveelheid, verpakking en stuwings van die gevaarlike vrag en enige spesiale toestande aan boord, op see en aan land ten volle in aanmerking neem.



## AANHANGSEL 2

(Regulasie 24)

## VEILIGEBEMANNINGSDOKUMENT

(Wapenskild)

REPUBLIEK VAN SUID-AFRIKA

SUID-AFRIKAANSE MARITIEME VEILIGHEIDSOWERHEID

[Handelskeepvaartwet 57/1951]

## VEILIGEBEMANNINGSDOKUMENT

Uitgereik soos toegelaat kragtens regulasie 1/5 as gelykwaardig met die veiligebemanningsdokument wat ingevolge regulasie V/13 van die Internasionale Konvensie vir die Beveiliging van Menselewens op See, 1974, soos gewysig, vereis word.

| Naam van skip   | Registrasiehawwe       | Amptelike nommer            |
|-----------------|------------------------|-----------------------------|
|                 |                        |                             |
| Bruto tonnemaat | Geregistreeerde lengte | Geregistreeerde krag kW/rpk |
|                 |                        |                             |

DIE SUID-AFRIKAANSE MARITIEME VEILIGHEIDSOWERHEID, namens die Regering van die Republiek van Suid-Afrika, sertifiseer hierby dat die skip in hierdie sertifikaat genoem, geag word veilig beman te wees ooreenkomstig die bepalinge van die konvensie hierbo vermeld mits die skip, wanneer hy uitvaar, nie minder nie as die getal en beskrywing personeel wat in die volgende tabel getoon word, aan boord het:

## OFFISIERS

| Rang                      | Getal | Klas sertifikaat en endossemente |
|---------------------------|-------|----------------------------------|
| Gesagvoerder              |       |                                  |
| Hoofstuurman              |       |                                  |
| Tweede Stuurman           |       |                                  |
| Derde Stuurman            |       |                                  |
| Hoofingenieur-offisier    |       |                                  |
| Tweede ingenieur-offisier |       |                                  |
| Derde ingenieur-offisier  |       |                                  |
| Vierde ingenieur-offisier |       |                                  |
| Radio-offisier            |       |                                  |
| Geneesheer                |       |                                  |

## MATROSE

|                                        |  |  |
|----------------------------------------|--|--|
| Volle Seeman                           |  |  |
| Gewone Seeman                          |  |  |
| Smeerder                               |  |  |
| Poetser                                |  |  |
| Seeman bekwaam in oorlewingsvaartuie   |  |  |
| Seeman bekwaam in vinnige reddingsbote |  |  |
| Bekwame Kok                            |  |  |

Die getal en beskrywing personeel hierbo aangetoon, weerspieël die minimum vlakke nodig vir veilige bediening en sluit nie die vervoer van bykomende personeel vir ander doeleindes uit nie.

Niks in hierdie sertifikaat doen afbreuk aan die bepalinge van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), nie.

Hierdie sertifikaat word uitgereik kragtens die gesag van die Regering van die Republiek van Suid-Afrika, is geldig slegs ten opsigte van die skip hierbo genoem en bly geldig tot .....

Uitgereik te ..... op hede die ..... dag van ..... (Jaar) .....

.....  
Handtekening van gemagtigde beampte

.....  
Hoedanigheid

.....  
(Amptelike stempel)



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