

**DRAFT MERCHANT SHIPPING (MARINE ENGINEER OFFICERS AND MARINE ENGINEER OPERATORS)  
(JERSEY) REGULATIONS 200-**

---

**Lodged au Greffe on 13th June 2000  
by the Harbours and Airport Committee**

---



**STATES OF JERSEY**

**STATES GREFFE**

180

2000

P.92

Price code: C

## **Report**

The proposed Merchant Shipping (Deck Officers) (Jersey) Regulations 2000 (P.91/2000) and Merchant Shipping (Marine Engineer Officers and Marine Engineer Operators) (Jersey) Regulations 2000 will replace the current Regulations, which are also triennial, and will expire on 31st July 2000.

It is important that legislation should be in force in order to ensure that vessels carry the correct complement of certified deck and engineering officers according to vessel size and use. These Regulations not only apply to Jersey ships, but also to those of foreign flags operating within the Channel Islands and ensure that these vessels are manned according to international standards.

The proposed Merchant Shipping (Jersey) Law is about to be issued by the Harbours and Airport Committee for wider consultation and so, in due course, once this new Law is enacted, it will allow for Regulations such as these to be enacted on a permanent basis rather than having to be dealt with every three years.

## Explanatory Note

These Regulations prescribe requirements for Jersey registered ships having registered power of 350 kilowatts or more, including sail training ships with a propulsion engine, to carry a specified number of engineer officers and marine engine operators determined according to the registered power of the ship and the voyage to, from or between locations in specified trading areas on which it will be engaged. Similar requirements are prescribed for ships registered outside the Bailiwick which carry passengers between places in the Bailiwick or between the Bailiwick and any other of the British Islands or on voyages which begin and end at the same place in the Bailiwick and call at no place outside the Bailiwick (*Regulations 2 and 5*). Provision is made for the exceptional circumstances when one engineer officer or marine engine operator cannot be carried because of illness or incapacity (*Regulation 6*). Special requirements are prescribed for sail training ships (*Regulation 5(2)*). Requirements are not prescribed for fishing vessels, States of Jersey fishery research vessels or pleasure craft (*Regulation 2*).

Ships and classes of ships may be exempted from all or any of the requirements of these Regulations subject to such conditions as the Committee may specify in making the exemption (*Regulation 2(5)*).

All ships to which these Regulations apply must carry the duly certificated engineer officer required by the Table in Part I of the First Schedule to the Regulations. Ships of 750 kilowatt registered power or more can carry as engineer officers in charge of watches only men holding an appropriate (steam or motor) certificate of competency or licence (*Regulation 5(1) and First Schedule Part I*).

A sail training ship having a propulsion engine of less than 350 kilowatt registered power is required to carry at least one senior marine engine operator although the Committee may exempt a ship from this requirement and permit uncertificated officers with appropriate qualifications and experience to act as engineer officers on sail training ships (*Regulation 5(2)*).

Ships carrying dangerous cargoes must carry specially trained officers (*Regulation 7*).

Engineer officers are required to be duly certificated for the capacities in which they act (*Regulation 8*).

It is an offence for an owner to employ officers in capacities for which they are not duly certificated (*Regulation 8(3)*).

Penalties are prescribed in Regulation 9 for the following offences -

- (a) for acting outside the capacity for which an officer is certificated (*Regulation 9(1)*);
- (b) going to sea undermanned (*Regulation 9(2)*);
- (c) an unqualified person going to sea as qualified (*Regulation 9(3) and (4)*).

The Regulations, which re-enact the Merchant Shipping (Marine Engineer Officers and Marine Engineer Operators) (Jersey) Regulations 1997 (R & O 9094), will come into force on 1st August 2000 and remain in force for three years (*Regulation 10 (2)*).

This should be the final occasion on which the States will be requested to renew these Regulations as they are to be replaced by subordinate legislation made under the proposed Merchant Shipping (Jersey) Law 200, the drafting of which is now well under way.

**MERCHANT SHIPPING (MARINE ENGINEER OFFICERS  
AND MARINE ENGINE OPERATORS) (JERSEY) REGULATIONS 200-**

\_\_\_\_\_  
(Promulgated on the        day of        200-)  
\_\_\_\_\_

**STATES OF JERSEY**

The        day of        200-  
\_\_\_\_\_

**THE STATES**, by virtue and in exercise of the powers conferred upon them by the Order in Council of the fourteenth day of April 1884,<sup>[1]</sup> have made the following Regulations -

*PART I*

INTRODUCTORY

**Interpretation**

**1.-(1)** In these Regulations, except where the context otherwise requires

“the Act of 1894” means the Merchant Shipping Act 1894 (57 & 58 Vict.c.60) of the United Kingdom;

“chief engineer” means the holder of a certificate of competency of a class specified in column 1 of the Table in the Third Schedule who is competent to be carried as a chief engineer in a ship of the description specified in column 2 of that Table by virtue of the chief engineer service endorsement on his certificate;

“the Committee” means the Harbours and Airport Committee;

“enactment” includes an enactment of the United Kingdom;

“Extended European trading area” means the area specified as such in Schedule 2;

“fishing vessel” means a vessel for the time being employed in sea fishing but does not include a vessel used otherwise than for profit;

“length” means the greater of the following distances -

- (a) the distance between the fore side of the stem and the axis of the rudder stock; or
- (b) a distance measured from the fore side of the stem, being 96 per cent of the distance between that point and the aft side of the stern,

the said points and measurements being taken respectively at and alongside a waterline at 85 per cent of the moulded depth of the ship. In the case of a ship having a rake of keel the waterline shall be parallel to the designed waterline;

“licensed marine engine operator” means an officer or rating who is qualified in accordance with paragraph (2) of Regulation 4;

“GRT” in relation to a ship, means its register tonnage and the gross tonnage of a ship having alternative gross tonnages shall be taken to be the larger of those tonnages;

“Jersey ship” means a ship registered in the Island under the Act of 1894;

“Limited European trading area” means the area specified as such in the Second Schedule;

“liquefied gas” means any liquefied gas listed in Chapter XIX of the 1976 International Maritime Organisation “(IMO)” publication entitled “Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk” as amended by Supplements containing Amendments 1-3 and by any other Supplement thereto which is considered by the Secretary of State to be relevant from time to time and is specified in a Merchant Shipping Notice;

“liquid chemical” means any liquid chemical listed in Chapter VI of the 1980 IMO publication entitled “Code for the Construction of Equipment of Ships carrying Dangerous Chemicals in Bulk” and any Supplement thereto which is considered by the Secretary of State to be relevant from time to time and is specified in a Merchant Shipping Notice;

“location” includes any offshore installation, any other installation (whether floating or resting on the sea-bed or the subsoil thereof), or any location at sea defined by reference to its latitude and longitude;

“Merchant Shipping Notice” means a Notice described as such and issued by the Department of Transport in the United Kingdom;

“moulded depth” means -

- (a) the vertical distance measured from the top of the keel to the underside of the upper deck at side. In wood and composite ships the distance is to be measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is to be measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;
- (b) in ships having rounded gunwales, the moulded depth shall be measured to the point of the intersection of the moulded lines of the deck and side plating, the lines extending as though the gunwales were of angular design;
- (c) where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part;

and for the purposes of this definition -

- (i) “upper deck” means the uppermost complete deck exposed to weather and sea, which has permanent means of weathertight closing of all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing. In a ship having a stepped upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the upper deck; and
- (ii) “weathertight” means that in any sea conditions water will not penetrate into the ship;

“offshore installation” means any installation which is maintained, or is intended to be established, for underwater exploration or exploration of mineral resources;

“petroleum products” means the following substances produced directly or indirectly from crude, that is to say, fuels, lubricants, bitumen, wax, industrial spirits and any wide range substance (meaning a substance whose final boiling point at normal atmospheric pressure is more than 50° higher than its initial boiling point) but excluding any liquefied gas;

“pleasure craft” means a vessel primarily used for sport or recreation;

“proper officer” means a consular officer appointed by Her Majesty’s Government in the United Kingdom and, in relation to a port in a country outside the United Kingdom which is not a foreign country, also any officer exercising in that port functions similar to those of a superintendent;

“qualified marine engineer officer” means an engineer officer of the engineering department who is qualified in accordance with paragraph (2) of Regulation 3;

“registered power” means, in relation to a ship, the brake or shaft power specified in the ship’s certificate of

registry, that is to say, the total continuous rated brake or shaft power of all the propulsion engines, irrespective of whether some of the power may be diverted from the propulsion shafts or whether not all the power is normally used;

“sail training ship” means a ship of 80 GRT or over or of 24 metres or over in length which, though equipped to be propelled by sail, is also provided with a propulsion engine, and which carries to sea, in addition to the trained crew, persons under training or instruction;

“the Secretary of State” means the Secretary of State for Transport of the United Kingdom;

“service endorsement” means a service endorsement endorsed on a certificate of competency;

“trading area” means an area set out in the Second Schedule; and a reference in these Regulations to a voyage to, from or between locations in a trading area shall be construed as including a voyage to, from, or to and from, such a location or between such locations in the particular trading area or areas referred to.

(2) In these Regulations -

- (a) references to a certificate of a numbered class are references to a certificate of the class which bears that number as indicated in sub-paragraph (a) of paragraph (3) of Regulation 3;
- (b) references to a certificate with a service endorsement shall be construed in accordance with the Table in the Third Schedule;
- (c) references to a licence (marine engine operator) are references to a licence so described in Regulation 4.

(3) A reference in these Regulations to an enactment is a reference to that enactment as amended by any subsequent enactment.

(4) A reference in these Regulations to a numbered Regulation or Schedule without further identification is a reference to the like numbered Regulation or Schedule to these Regulations.

(5) A reference in these Regulations to a paragraph, sub-paragraph or clause by number or letter only, and without further identification, is a reference to the paragraph, sub-paragraph or clause of that number or letter contained in the Regulation in which such reference occurs.

### **Application**

2.-(1) Subject to paragraphs (4) and (5), Parts II to IV of these Regulations apply to all ships described in paragraph (3) which are -

- (a) Jersey ships; or
- (b) ships registered outside the Bailiwick which carry passengers -
  - (i) between places in the Bailiwick or between the Bailiwick and any other of the British Islands; or
  - (ii) on a voyage which begins and ends at the same place in the Bailiwick and on which the ship calls at no place outside the Bailiwick.

(2) Subject to paragraphs (4) and (5), Part V of these Regulations applies to ships described in paragraph (3) which are Jersey ships.

(3) The ships referred to in paragraph (1) and (2) are ships having registered power of 350 kilowatts or more, and sail training ships which in either case go to sea.

(4) These Regulations do not apply to fishing vessels, States of Jersey fishery research vessels or pleasure craft.

(5) Notwithstanding paragraphs (1) and (2), the Committee may grant exemptions from all or any of the provisions of these Regulations (as may be specified in the exemption) for classes of cases or individual cases on such terms (if any) as it may so specify and may, subject to giving reasonable notice, alter or cancel any such exemption.

## *PART II*

### CERTIFICATION OF MARINE ENGINEER OFFICERS

#### **Qualified engineer officers and classes of certificate**

3.-(1) Every ship to which this Part of these Regulations applies shall carry such qualified marine engineer officer as are required by Part IV of these Regulations.

(2) For the purposes of these Regulations an engineer officer shall be qualified if he is the holder for the time being of a certificate of competency issued under the Merchant Shipping (Certification of Marine Engineer Officers and Licensing of Marine Engine Operators) Regulations 1986, of the United Kingdom, or of a certificate which is to be treated as equivalent to such a certificate by virtue of Regulation 6 of those Regulations and, at the material time, such certificate is in force in relation to the person named in it and is of a class appropriate to the engineer officer's capacity in the ship.

(3) (a) The certificate of competency referred to in paragraph (2) shall be one of the following classes, that is to say -

Certificate of Competency (Marine Engineer Officer)  
Class 1

Certificate of Competency (Marine Engineer Officer)  
Class 2

Certificate of Competency (Marine Engineer Officer)  
Class 3

Certificate of Competency (Marine Engineer Officer)  
Class 4.

(b) Certificates of competency of Class 1, 2 or 4 relate to motor or steam machinery or to combined motor and steam machinery. Class 3 certificates relate to motor machinery only.

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

## *PART III*

### LICENSING OF MARINE ENGINE OPERATORS

#### **Licensed marine engine operators and classes of licence**

4.-(1) Every ship to which this Part of these Regulations applies shall carry such qualified marine engine operator as are required by Part IV of these Regulations.

(2) For the purposes of these Regulations a marine engine operator shall be qualified if he is the holder for the time being of a licence issued under the Merchant Shipping (Certification of Marine Engineer Officers and Licensing of Marine Engine Operators) Regulations 1986, of the United Kingdom or of a certificate which is to be treated as equivalent to such a licence by virtue of Regulation 13 of those Regulations and, at the material time such licence or certificate is in force in relation to the person named on it and is of the class appropriate to the marine engine operator's capacity in the ship.

(3) The licence referred to in paragraph (2) shall be one of the following classes, that is to say -

Licence (Senior Marine Engine Operator) or

Licence (Marine Engine Operator);

and shall be issued for motor machinery only.

(4) For the purposes of these Regulations a certificate of competency of a class set out in sub-paragraph (a) of paragraph (3) of Regulation 3 for motor ships shall be treated as being of a higher class than the licences set out in that sub-paragraph and the licence (senior marine engineer operator) shall be treated as being of a higher class than the licence (marine engine operator).

#### PART IV

### MARINE ENGINEER OFFICERS AND LICENSED MARINE ENGINE OPERATORS TO BE CARRIED

#### **Qualified marine engineer officers and licensed marine engine operators to be carried in ships**

5.-(1) Subject to paragraphs (2) and (3) of this Regulation and to Regulation 6, every ship of 350 kilowatt registered power or more to which this Part of these Regulations applies when engaged on a voyage to or from a location or between locations in the trading area set out in relation to that description of ship in column 1 of and notes to the Table set out in Part 1 of the First Schedule (hereinafter referred to as “that Table”) -

- (a) shall carry a chief engineer holding an appropriate (steam or motor) certificate or licence of the class specified in column 3 of that Table in relation to the description of ship set out in column 2 of that Table;
- (b) shall carry a second engineer holding an appropriate (steam or motor) certificate or licence of the class specified in column 3 of that Table in relation to the description of ship set out in column 2 of that Table except where that Table indicates a second engineer need not be carried; and
- (c) in addition to the requirements of sub-paragraphs (a) and (b) every engineer officer in charge of an engineering watch in ships of 750 kilowatt registered power or more to which these Regulations apply shall hold an appropriate (steam or motor) Class 4 certificate or licence.

(2) A sail training ship having a propulsion engine of less than 350 kilowatt registered power shall carry at least one person who is the holder of a licence (senior marine engine operator):

Provided that, in a particular case, the Committee may exempt a sail training ship from the requirements of this Regulation and permit a specified person or persons with appropriate qualifications and experience to act in the capacity of engineer officer.

(3) The provisions of column 3 of that Table have effect subject to the notes to that Table and to the special provisions set out in Part II of the First Schedule, and paragraph (1), as read with the provisions of the said column 3, shall apply accordingly.

#### **Exceptional provisions when a ship may proceed to sea with one qualified marine engineer officer or licensed marine engine operator less than the number required by these Regulations**

6.-(1) Subject to paragraph (3), if on an occasion on which a ship, in respect of which the requirements of these Regulations have otherwise been fully complied with, goes to sea beyond the Bailiwick, one of the qualified marine engineer officers or licensed marine engine operators is not carried because of illness, incapacity, or other unforeseen circumstance, but all reasonable steps were taken to secure the carriage on that occasion of a duly qualified replacement, so much of the provisions of these Regulations as require such a ship on such a voyage to carry that marine engineer officer or licensed marine engine operator shall not, subject to compliance with the conditions of paragraph (2), apply to the ship during whichever is the shorter of the following periods, beginning with the day on which the ship goes to sea from that location on that occasion, that is to say -

- (a) a period ending with the day on which the ship does carry a qualified replacement, or
- (b) a period determined as follows -
  - (i) in the case of a ship going to sea from a location beyond the Extended European trading area 28 days
  - (ii) in the case of a ship going to sea from a



- |       |   |         |
|-------|---|---------|
|       | location beyond the Limited European trading area   | 14 days |
| (iii) | in the case of a ship going to sea from a location beyond the Island but within the Limited European trading area | 7 days: |

Provided that one such period of 28, 14 or 7 days, as the case may be, shall not be followed immediately by any further period at sea during which the ship carries one less than the number of duly qualified marine engineer officers or licensed marine engine operators required by these Regulations.

- (2) The conditions referred to in paragraph (1) are that the master, when going to sea from that location, shall -
- (a) notify a proper officer of his intention not to carry that qualified marine engineer officer or licensed marine engine operator, and
- (b) make an entry of that notification in the ship's official logbook.

(3) Notwithstanding the provisions of paragraph (1), a ship such as is mentioned in clauses (i), (ii) or (iii) of subparagraph (b) of that paragraph may only go to sea on such a voyage if, at the time, it is carrying at least one qualified marine engineer officer or licensed marine engine operator required by Regulation 5.

**Additional conditions in respect of ships carrying dangerous cargoes**

7. A ship to which this Part of these Regulations applies which has a bulk cargo consisting in whole or part of -
- (a) crude liquid petroleum products; or
- (b) liquid chemicals; or
- (c) liquefied gases;

shall if -

- (i) of 1500 kW registered power or more, carry as chief engineer and second engineer respectively, engineer officers whose certificates have been endorsed to show that they have satisfied such conditions as to training and service as may be specified by the Secretary of State. If an engineer officer other than the chief engineer and second engineer is acting as cargo officer and has immediate responsibility for loading, discharging and care in transit or handling of cargo, that officer shall hold a similarly endorsed certificate;
- (ii) of 350 kW or more but under 1500 kW registered power, carry engineer officers or licensed marine engine operators who are not also carried as officers required under the Merchant Shipping (Deck Officers) (Jersey) Regulations 2000,<sup>[2]</sup> and whose certificates or licences have been endorsed to show that they have satisfied conditions as to training and service as may be specified by the Secretary of State.

*PART V*

**WATCHKEEPING REQUIREMENTS**

**Requirement to act in capacity for which certificated**

8.-(1) No person shall act in the capacity of chief engineer or second engineer unless he holds an appropriate certificate or licence:

Provided that in the event of -

- (a) the death or incapacity of the chief engineer or second engineer while the ship is at sea, or
- (b) a ship going to sea without a duly certificated chief engineer or second engineer in the circumstances

specified in Regulation 6,

a person may act in the capacity of chief engineer or second engineer until the ship reaches the next intended port of call or during the period allowed by sub-paragraph (b) of paragraph (1) of that Regulation.

(2) Neither the master nor the chief engineer shall permit any person to be in charge of an engineering watch in a ship of 750 kilowatt registered power or more to which this Part of these Regulations applies, unless he holds a certificate or licence of a class required by Regulation 5 read with the First Schedule and the notes thereto, to be held by an engineer officer required to be carried in that ship at that time.

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

## *PART VI*

### MISCELLANEOUS

#### **Offences and penalties**

**9.**-(1) Any person who contravenes paragraph (1) or (3) of Regulation 8, and any master or chief engineer who contravenes paragraph (2) of Regulation 8, commits an offence and is liable to imprisonment for a term not exceeding two years and fine.

(2) If a ship to which these Regulations apply goes to sea or attempts to go to sea without carrying such officers as it is required to carry by these Regulations, the owner or master commits an offence and is liable to a fine and the ship, if in the Bailiwick, may be detained.

(3) If a person goes to sea as a qualified marine engineer officer without being such a qualified marine engineer officer, he commits an offence and is liable to a fine.

(4) If a person goes to sea as a qualified marine engine operator without being such a qualified marine engine operator, he commits an offence and is liable to a fine.

#### **Citation and duration**

**10.**-(1) These Regulations may be cited as the Merchant Shipping (Marine Engineer Officers and Marine Engine Operators) (Jersey) Regulations 200-.

(2) These Regulations shall come into force on the first day of August 200-, and shall remain in force for a period of three years from that date.

*FIRST SCHEDULE*

(Regulations 5 and 8)

PART I

**Minimum Certification Requirements of Engineer Officers and/or Engine Operators**

TABLE

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	
Area	Registered power (kilowatts) of ships including sail training ships	Chief Engineer	Second Engineer
Unlimited or Extended European	3,000 and over 1,500 or more but under 3,000	1 2(e)	2 3
	750 or more but under 1,500	3(e)	3
	350 or more but under 750	4(e)(a)	4(b)
Limited European	6,000 and over 3,000 or more but under 6,000	1 2(e)	2 3
	1,500 or more but under 3,000	3(e)	4(c)
	750 or more but under 1,500	4(e)	4(b)(c)
	350 or more but under 750	4(e)(d)	-

Notes:

(1) Where a number set out in the Table above is followed by the indication (a) (b), (c), (d) or (e), that provision of column 3 to which the number relates shall be construed:

- (a) in the case of indication (a), where the ship does not proceed beyond the limits of the Extended European area, the chief engineer may be the holder of a senior marine engine operators licence. He must be a dedicated engineer and must not serve in a dual deck and engine room capacity;
- (b) in the case of indication (b), the engineer officer indicated may be replaced by a licensed marine engine operator and in ships which comply with paragraph 2 of Part II of this Schedule the licensed marine engine operator may serve in a dual capacity in the deck and engine room departments;
- (c) in the case of indication (c), the second engineer need not be carried on ships which confine their area of operations to an area bounded by a line from a point on the Norwegian coast in latitude 62° North to a point 62° North 02° West; thence to a point 58° North 10° West; thence to a point 54° North 14° West; thence to a point 51° North 14° West; thence to a point on the north coast of Spain as far West as the Meridian 5° West; including the whole of the Baltic Sea between the dates of 1st May and 30th November but excluding all waters which lie to the northward and eastward of a line between Kalmar on the east coast of Sweden and a point on the West coast of Oland in latitude 56° 40' North and from the southern tip of Oland to Gdansk

between the dates of 1st December and 30th April;

- (d) in the case of indication (d), the engineer officer may be replaced by a senior marine engine operator who must be a dedicated engineer or, in ships which comply with paragraph 2 of Part II of this Schedule, by a marine engine operator who may serve in a dual purpose capacity in the deck and engine room departments;
- (e) in the case of indication (e), as requiring the certificate in question to be endorsed with the chief engineer officer service endorsement.

(2) In addition to the officers specified in column 3, ships of 750 kilowatt registered power or more may be required to carry other certificated engineer officers in order to comply with sub-paragraph (c) of paragraph (1) of Regulation 5.

(3) Column 3 is to be read subject to the provisions of paragraph (2) of Regulation 6 and paragraph (2) of Regulation 13 of the Merchant Shipping (Certification of Marine Engineer Officers and Licensing of Marine Engine Operators) Regulations 1986 of the United Kingdom in respect of certificates of service or engine operators licences which may be endorsed with particular limitations.

*PART II*

**(Regulation 5(3))**

**Special provisions applicable to Part I of this Schedule**

(1) The provisions of column 3 of the Table set out in Part I, in so far as they impose a requirement with respect to the carrying in a ship of a qualified marine engineer officer who is the holder of a certificate of competency or a marine engine operator with a licence of a particular class, shall be treated as complied with if the engineer officer who is carried in pursuance of that requirement is the holder of a certificate of competency or licence of a higher class and in respect of the same type of machinery as that installed in the ship.

(2) The conditions referred to in the note to the Table in Part I concerning indication (b), under which the holder of an engine operator licence may serve in a dual capacity in deck and engineer departments, are that -

- (a) he shall not serve as master;
- (b) the ship does not carry in bulk a cargo consisting in whole or in part of -
  - (i) crude liquid petroleum or petroleum products; or
  - (ii) liquid chemicals; or
  - (iii) liquefied gases;
- (c) the ship has either been assigned a classification society UMS notation for unmanned machinery space operation or fulfils the following criteria -
  - (i) it has full bridge control of main engine manoeuvring;
  - (ii) it is fitted with high level bilge alarms in the machinery spaces;
  - (iii) the engine room alarm system, including the fire alarm if fitted, is relayed to the accommodation and/or the bridge; and
- (d) when the routine operation of the ship's machinery is the responsibility of a crew member serving in a dual purpose capacity then the ship's main and auxiliary systems essential for the safe navigation of the ship are subjected to regular shore maintenance to the satisfaction of a responsible representative of the owners taking into account the manufacturer's recommendations, and that comprehensive records are maintained and kept available for inspection by a person nominated by the Committee for that purpose.

*SECOND SCHEDULE*

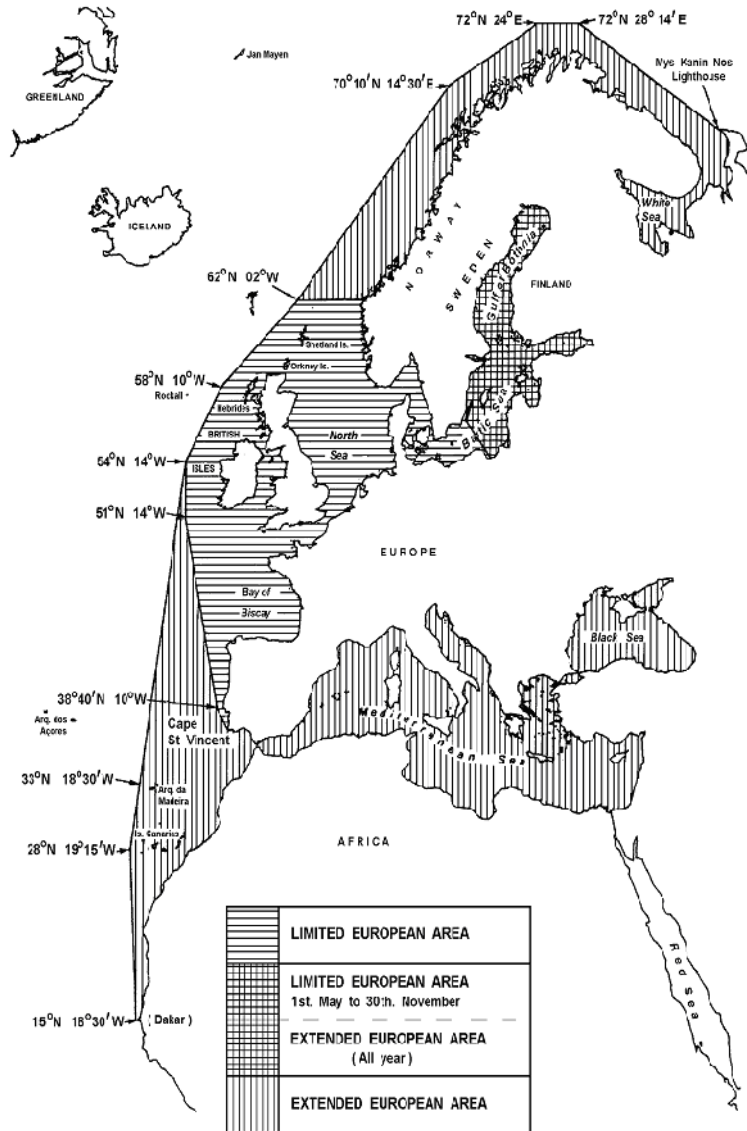
**(Regulation 1(1))**

**Definitions of “Limited European trading area”  
and “Extended European trading area”**

“Limited European trading area” an area bounded by a line from a point on the Norwegian coast in latitude 62° North to a point 62° North 02° West; thence to a point 58° North 10° West; thence to a point 54° North 14° West; thence to a point 51° North 14° West; thence to a point 38° 40' North 10° West; thence to Cape St. Vincent; but excluding all waters which lie to the northward and eastward of a line between Kalmar on the East coast of Sweden and a point on the West coast of Oland in latitude 56° 40' North and from the southern tip of Oland to Gdansk, except between the dates of 1st May and 30th November when the remaining waters of the Baltic Sea are included.

“Extended European trading area” an area bounded by a line from Mys Kanin Nos lighthouse on the eastern shore of the White Sea to a point 72° North 28° 14' East; thence to a point 72° North 24° East; thence to a point 70° 10' North 14° 30' East; thence to a point 62° North 02° West; thence to a point 58° North 10° West; thence to a point 54° North 14° West; thence to a point 33° North 18° 30' West; thence to a point 28° North 19° 15' West; thence to a point 15° North 18° 30' West; thence to Dakar; including the Limited European trading area and the Baltic, Mediterranean and Black Seas.

Note: By way of illustration only, a map showing the Limited European and the Extended European trading areas is annexed hereto.



*THIRD SCHEDULE*

**(Regulation 1(2))**

**Service endorsements on certificates of competency**

TABLE

*Column 1*

*Column 2*

Class of  
certificate of  
competency

Description of ship

Class 2

In ships of 1,500 or more but under 3,000 kilowatt registered power going to, from or between any locations.

In ships of 3,000 or more but under 6,000 kilowatt registered power going between locations in the Limited European trading area.

Class 3

In ships of 750 or more but under 1,500 kilowatt registered power going to, from or between any locations.

In ships of 1,500 or more but under 3,000 kilowatt registered power going between locations in the Limited European trading area.

Class 4

In ships of 350 or more but under 750 kilowatt registered power going to, from or between any locations.

In ships of 750 or more but under 1,500 kilowatt registered power going between locations in the Limited European trading area.

---

[1] Recueil des Lois, Tomes IV-VI, page 46.

[2] P.91/2000.