

DRAFT MERCHANT SHIPPING (DECK OFFICERS) (JERSEY) REGULATIONS 200-

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



STATES OF JERSEY

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Report

The proposed Merchant Shipping (Deck Officers) (Jersey) Regulations 2000 and Merchant Shipping (Marine Engineer Officers and Marine Engineer Operators) (Jersey) Regulations 2000 (P.92/2000) 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

The purpose of these Regulations is to prescribe requirements for Jersey registered ships and for passenger ships to carry a specified number of qualified deck officers determined according to the tonnage of the ship and the voyage to, from or between locations in specified trading areas on which it will be engaged (*Regulation 3(1)*). 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 or end at the same place in the Bailiwick and call at no place outside the Bailiwick (*Regulation 2(1)*). Provision is made for the exceptional circumstances when one deck officer cannot be carried because of illness or incapacity (*Regulation 9*). Requirements are not prescribed for pleasure craft of less than 80 gross register tonnage or under 24 metres in length, fishing vessels or States of Jersey fishery research vessels.

For the purposes of these Regulations qualified deck officers are those who hold certificates of competency or certificates treated as equivalent to those certificates issued under the Merchant Shipping (Certification of Deck Officers) Regulations 1985 of the United Kingdom (*Regulation 3*).

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(4)*).

The Committee may permit officers with the appropriate equivalent qualifications to act as master or second in command of sail training ships (*Regulation 7*).

The minimum number of qualified deck officers to be carried in stand-by vessels and seismic and oceanographic survey vessels is specified in *Regulation 8*.

Ships carrying dangerous cargo must carry specially trained officers (*Regulation 10*).

Deck officers are required to act in the capacity for which they are certified (*Regulation 11*).

It is an offence for an owner to employ officers in capacities for which they are not duly certificated (*Regulation 11(3)*).

Penalties are prescribed in Regulation 12 for the following offences -

- (a) acting outside the capacity for which an officer is certificated (*Regulation 12(1)*);
- (b) going to sea undermanned (*Regulation 12(3)*);
- (c) an unqualified person going to sea as qualified (*Regulation 12(3)*).

Where ships under 200 GRT are on voyages in the Limited European trading area which will necessitate a change of watch, an additional properly qualified deck officer must be carried (*First Schedule Tables A, B and C*).

The second in command of a ship of 1,600 GRT and over must have previously served for not less than 18 months as an officer in charge of a navigational watch on ships of 200 GRT and over unless his certificate is endorsed with a command endorsement. (*Ibid.*)

The Regulations, which re-enact the Merchant Shipping (Deck Officers) (Jersey) Regulations 1997 (R & O 9093), will come into force on 1st August 2000 and remain in force for three years from that date (*Regulation 13(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 (DECK OFFICERS)
(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,^[1] 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;

“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 the Second Schedule;

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

“GRT” in relation to a ship, means its gross 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 which is registered in the Bailiwick under the Act of 1894;

“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 least 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;

“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;

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

“liquid chemical” means any liquid chemical listed in Chapter VI of the 1980 IMO publication entitled “Code

for the Construction and 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 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;
- (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 exploitation or exploration of mineral resources; and “offshore installation supply vessel” means a vessel which performs services, including the carriage of supplies or passengers, or supplies and passengers, in respect of an offshore installation;

“passenger ship” means a ship carrying more than twelve passengers;

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

“sail training ship” means a ship of 80 GRT or over or of 24 metres or over in length which is equipped to be propelled by sail, whether or not provided with a propulsion engine, and which carries to sea (in addition to the trained crew) persons under training or instruction;

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

“seismic and oceanographic survey vessel” means a vessel employed either in the production and measurement of pulses for the seismic survey of the sea bed and subsoil thereof or in the collection of oceanographic data;

“stand-by vessel” means a vessel ready to give assistance in the event of an emergency on or near an off-shore installation which is -

- (a) capable of accommodating safely on board all persons who may be on the installation at any time; and
- (b) equipped to provide first aid treatment for all such persons;

“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;

“tug” means a vessel constructed solely for the purpose of, and normally used for providing external motive power for floating objects or vessels.

(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 command endorsement shall be construed in accordance with sub-paragraph (b) of paragraph (3) of Regulation 3.

(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 (3) and (4), Parts II and III of these Regulations apply to-

- (a) Jersey ships; and
- (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 (3) and (4), Part IV of these Regulations applies to all ships.

(3) These Regulations do not apply to -

- (a) ships which do not go to sea;
- (b) pleasure craft of less than 80 GRT or under 24 metres in length;
- (c) fishing vessels and States of Jersey fishery research vessels.

(4) 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 DECK OFFICERS

Qualified deck officers and classes of certificates

3.-(1) Every ship to which this Part of these Regulations applies shall carry such number of qualified deck officer as is required by Part III of these Regulations.

- (2) For the purposes of these Regulations an officer shall be qualified if he is the holder for the time being of a -
- (a) certificate of competency issued under the Merchant Shipping (Certification of Deck Officers) Regulations 1985 of the United Kingdom endorsed where appropriate by the relevant command endorsement provided for by those Regulations; or
 - (b) certificate which is to be treated as equivalent to such a certificate by virtue of Regulation 5 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 deck officer's capacity in the ship.

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

Certificate of Competency (Deck Officers) Class 1
(Master Mariner)

Certificate of Competency (Deck Officer) Class 2

Certificate of Competency (Deck Officer) Class 3

Certificate of Competency (Deck Officer) Class 4

Certificate of Competency (Deck Officer) Class 5

- (b) The command endorsements referred to in paragraph (2) are as follows -

Master (Extended European) Endorsement

Master (Limited European) Endorsement

Master (Restricted) Endorsement

Master (Restricted) (Limited European) Endorsement;

Tugmaster Endorsement

Tugmaster (Limited European) Endorsement.

(4) For the purposes of these Regulations a certificate of competency of a class set out in the list in sub-paragraph (a) of paragraph (3) shall be treated as being a certificate of a class higher than a certificate of any class which is set out after it in that list:

Provided that a certificate of competency without a command endorsement shall not be treated as being a certificate higher than any class which is set out after it in that list, if the lower class certificate is endorsed with a command endorsement; nor shall a certificate of competency endorsed with a command endorsement be treated as a certificate of a higher class than a certificate of competency set out before it in that list.

PART III

NUMBERS OF DECK OFFICERS TO BE CARRIED

Minimum number of qualified deck officers to be carried in ships, other than passenger ships, tugs, sail training ships, stand-by

vessels or seismic and oceanographic survey vessels

4.-(1) Subject to paragraph (2) and to Regulation 9, the minimum number of qualified deck officers of a particular class which ships (other than passenger ships, tugs, sail training ships, stand-by vessels or seismic and oceanographic survey vessels) of a description set out in column 2 of Table A in Part I of the First Schedule, 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 a ship in column 1 of the said Table, are required to carry shall be the number set out in column 3 of that Table.

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

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

5.-(1) Subject to paragraph (2) and to Regulation 9, the minimum number of qualified deck officers of a particular class which passenger ships, being ships of a description set out in column 2 of Table B in Part I of the First Schedule, when engaged on a voyage to or from a location or between locations in the trading area set out in relation to the description of ship in column 1 of the said Table, are required to carry shall be the number set out in column 3 of that Table.

(2) The provisions of the said column 3 have effect subject 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.

Minimum number of qualified deck officers to be carried in tugs

6.-(1) Subject to paragraph (2) and to Regulation 9, the minimum number of qualified deck officers of a particular class which tugs engaged on a voyage to or from a location or between locations in the trading area set out in column 1 of Table C in Part I of the First Schedule, are required to carry shall be the number set out in column 3 of that Table.

(2) The provisions of the said column 3 have effect subject 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.

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

7. Sail training ships shall carry a minimum number of two qualified deck officers of whom one shall be the holder of a certificate of competency Class 1 and one the holder of a certificate of competency Class 2:

Provided that, in a particular case, the Committee may exempt a sail training ship from this requirement and permit particular officers, with qualifications appropriate to the command of sail training ships, to act in the capacity of master or second in command.

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

8.-(1) Subject to paragraph (2) and to Regulation 9 the minimum number of qualified deck officers of a particular class which stand-by vessels and seismic and oceanographic survey vessels engaged on a voyage to or from a location or between locations in the trading area set out in column 1 of Table D in the First Schedule are required to carry shall be the number set out in column 3 of that Table:

Provided that, in former fishing vessels converted to stand-by vessels or seismic and oceanographic survey vessels, deck-officers holding certificates as Skipper (Full) issued under section 414 of the Act of 1894 before 28th April, 1984 may be substituted for any of the qualified deck officers required to be carried, subject to the officer in command having served for not less than 12 months in a capacity not lower than second in command of the same type of vessel.

(2) The provisions of column 3 of the said Table have effect subject to the preamble at the beginning of the First Schedule and the Notes at the end of the said Table, 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 officer less than the number required by

these Regulations

9.-(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 from a location beyond the Bailiwick, one of the qualified deck officers is not carried because of illness, incapacity, or other unforeseen circumstances, but all reasonable steps were taken to secure the carriage on that occasion of a duly qualified deck officer, so much of the provisions of these Regulations as require such a ship on such a voyage to carry that deck officer shall not, subject to compliance with the conditions of 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 deck officer as that deck officer, or
- (b) a period determined as follows -
 - (i) in the case of a ship going to sea from a location beyond the Extended European trading area 28 days
 - (ii) in the case of a ship of 5,000 GRT and over going to sea from a location beyond the Limited European trading area but within the Extended European trading area 14 days
 - (iii) in the case of a ship under 5,000 GRT going to sea from a location beyond the Limited European trading area but within the Extended European trading area 14 days
 - (iv) in the case of a ship going to sea from a location beyond the Bailiwick but within the Limited European trading area and which is required by these Regulations to carry not less than three qualified deck officers 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 during which the ship carries one less than the number of duly qualified deck officers required by these Regulations.

- (2) The conditions referred to in 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 deck officer; 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 (iii) and (iv) of subparagraph (b) of paragraph (1) may only go to sea on such a voyage carrying one deck officer less than is required by these Regulations if, at the time the ship carries the full number of qualified marine engineer officers required by the Merchant Shipping (Marine Engineer Officers and Marine Engine Operators) (Jersey) Regulations 2000.^[2]

Additional conditions in respect of ships carrying dangerous cargoes

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

- (c) liquefied gases;

shall carry as officer in command and as second in command respectively, qualified deck 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 a deck officer (other than the officer in command and second in command) is acting as cargo officer and has immediate responsibility for loading, discharging and care in transit or handling of cargo, that officer shall hold a similarly endorsed certificate.

PART IV

WATCHKEEPING REQUIREMENTS

Persons to act only in a capacity for which certificated

11.-(1) No person shall act in the capacity of master or second in command unless he holds an appropriate certificate:

Provided that in the event of -

- (a) the death or incapacity of the master or second in command while the ship is at sea; or
- (b) a ship going to sea without a duly certificated master or second in command in the circumstances specified in Regulation 9,

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

(2) The master of a ship shall not permit any person to be in charge of a navigational watch unless he holds a certificate of a class required by Regulations 4 to 8 read with the First Schedule, to be held by a deck officer required to be carried in that ship at that time.

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

PART V

MISCELLANEOUS

Offences and penalties

12.-(1) Any person who contravenes paragraph (1) or (3) of Regulation 11, and any master who contravenes paragraph (2) of that Regulation, commits an offence and is liable to imprisonment for a term not exceeding two years and a 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) Any person who, not being a qualified deck officer, goes to sea as such a qualified deck officer, commits an offence and is liable to a fine.

Citation and duration

13.-(1) These Regulations may be cited as the Merchant Shipping (Deck Officers) (Jersey) Regulations 2000.

(2) These Regulations shall come into force on the first day of August 2000 and shall remain in force for three years from that date.

FIRST SCHEDULE

(Regulations 4, 5, 6, 8 and 11)

Minimum number of deck officers to be carried

The provisions of column 3 of each of the Tables below in so far as they impose a requirement with respect to the carrying in a ship of a qualified deck officer who is the holder of a certificate of competency of a particular class, shall be treated as complied with (subject to the qualification in paragraph (4) of Regulation 3 with regard to certificates with a command endorsement) if the officer who is carried in pursuance of that requirement is the holder of a certificate of competency of a higher class.

TABLE A

(Regulation 4)

Ships other than Passenger Ships, Tugs, Stand-By Vessels and Seismic and Oceanographic Vessels

Column 1 Trading Area	Column 2 Descriptions of ships	Column 3 Minimum number of certificated officers to be carried				
		Class 1	Class 2	Class 3	Class 4	Class 5
Unlimited	1,600 GRT and over	1	1	1	1	-
	under 1,600 GRT	1	1	1	-	-
Extended European	5,000 GRT and over	1	1	1	1	-
	1,600 GRT but under 5,000 GRT	-	-	1(A)	2(E)	-
	under 1,600 GRT	-	-	-	3(A)	-
Limited European	10,000 GRT and over	1	1	1	-	-
	5,000 GRT but under 10,000 GRT	1	-	1(E)	1	-
	1,600 GRT but under 5,000 GRT	-	-	-	2(B)(E)	1
	1,000 GRT but under 1,600 GRT	-	-	-	-	3(B)(C)
	200 GRT but under 1,000 GRT	-	-	-	-	2(B)(C)
	under 200 GRT	-	-	-	-	1(D)

Notes:

Where a number set out in Table A 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), as requiring the certificate or one of the certificates in question to be endorsed with the Master (Extended European) endorsement;
- (b) in the case of indication (B), as requiring one of the certificates in question to be endorsed with the Master (Limited European) endorsement;
- (c) in the case of indication (C), where the vessel is an offshore installation supply vessel, the number of deck officers shall be determined in accordance with Merchant Shipping Notice M781 of 1976 and any document amending or replacing it which is considered by the Secretary of State to be relevant from time to time and is specified - in a Merchant Shipping Notice;
- (d) in the case of indication (D), as requiring the certificate in question to be endorsed with the Master (Limited European) endorsement: provided that where the ship is engaged on a voyage of such duration that a change of

watch will become necessary, the ship shall carry an additional deck officer who is the holder of a Class 5 certificate;

- (e) in the case of indication (E), as requiring the certificate holder in question serving as second-in-command (unless his certificate is endorsed with a command endorsement) to have previously served as an officer in charge of a navigational watch on a ship of 200 GRT or more for a period of not less than 18 months.

TABLE B

(Regulation 5)

Passenger Ships

Trading Area	Column 1	Column 2	Column 3				
			Minimum number of certificated officers to be carried				
			Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited or Extended European		any tonnage	1	1	1	1	-
Limited European		2,000 GRT and over	1	1	-	1	-
		1,000 GRT but under 2,000 GRT	1	-	-	1(Y)	-
		200 GRT but under 1,000 GRT	-	-	-	1(X)	1
		under 200 GRT	-	-	-	-	1(X)

Notes:

Where a number set out in Table B is followed by the indication (X) or (Y), that provision of column 3 to which the number relates shall be construed -

- (a) in the case of indication (X), as requiring the certificate in question to be endorsed with the Master (Limited European) endorsement: provided that where a ship of under 200 GRT is engaged on a voyage of such duration that a change of watch will become necessary, the ship shall carry an additional deck officer who is the holder of a Class 5 certificate;
- (b) in the case of indication (Y), as requiring the certificate holder in question if the ship is of 1,600 GRT or more, to have previously served as an officer in charge of a navigational watch on a ship of 200 GRT or more for a period of not less than 18 months.

TABLE C

(Regulation 6)

Tugs

Column 1 Trading Area	Column 2 Descriptions of ships	Column 3 Minimum number of certificated officers to be carried				
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited	any tug	-	2(a)	1	-	-
Extended European	1,600 GRT or over	-	-	1(a)	2(c)	-
	under 1,600 GRT	-	-	-	3(a)	-
Limited European	any tug	-	-	-	-	2(b)(c)

Notes:

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

- (a) in the case of indication (a), as requiring one of the certificates in question to be endorsed with the Tugmaster's command endorsement;
- (b) in the case of indication (b), as requiring one of the certificates in question to be endorsed with the Tugmaster (Limited European) command endorsement;
- (c) in the case of indication (c), as requiring the certificate holder in question serving as second-in-command, if the tug is of 1,600 GRT or more, (unless his certificate is endorsed with a command endorsement) to have previously served as an officer in charge of a navigational watch on a ship of 200 GRT or more for a period of not less than 18 months.

TABLE D

(Regulation 8)

Stand-by Vessels and Seismic and Oceanographic Survey Vessels

Column 1 Trading Area	Column 2 Description of stand-by Vessel or Seismic or Oceanographic Survey Vessel	Column 3 Minimum number of certificated officers to be carried				
		Class 1 Cert.	Class 2 Cert.	Class 3 Cert.	Class 4 Cert.	Class 5 Cert.
Unlimited	any tonnage	-	2(p)(s)	1	-	-
Extended European	1,600 GRT or over under 1,600 GRT	-	-	1(q)	2(s)	-
		-	-	-	3(q)	-
Limited European	any tonnage	-	-	-	-	2(r)(s)

Notes:

Where a number set out in column 3 of Table D is followed by the indication (p), (q), (r) or (s), that provision of column 3 to which the number relates shall be construed -

- (a) in the case of indication (p), as requiring one of the certificates in question to be endorsed with the Master (Restricted) command endorsement;
- (b) in the case of indication (q), as requiring one of the certificates in question to be endorsed with Master (Restricted) Extended European command endorsement;
- (c) in the case of indication (r), as requiring one of the certificates in question to be endorsed with the Master (Restricted) Limited European command endorsement;
- (d) in the case of indication (s), as requiring the certificate holder in question serving as second-in-command, if the vessel is of 1,600 GRT or more (unless his certificate is endorsed with a command endorsement) to have previously served as an officer in charge of a navigational watch on a ship of 200 GRT or more for a period of not less than 18 months.

SECOND SCHEDULE

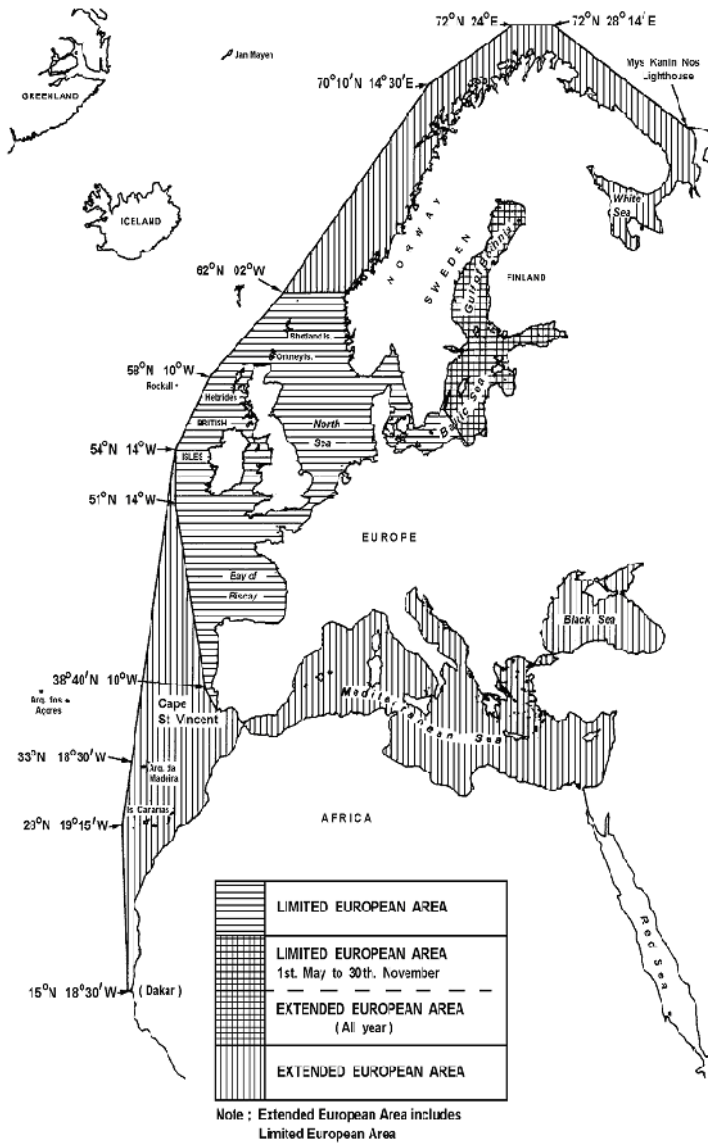
(Regulation 1(1))

**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 Kalmare 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.



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

[2] P.92/2000.