

# **National Standard for Commercial Vessels**

## **Part D     Crew competencies**

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## Foreword

This Part of the National Standard for Commercial Vessels (NSCV) was prepared as part of the review of the Uniform Shipping Laws (USL) Code and the previous edition of Part D (1.0) in August 2006. It replaces Sections 2 and 3 of the USL Code and the previous edition of Part D.

This Part is to be read in conjunction with Part B — General Requirements of the NSCV. It should also be read in conjunction with Part A — Safety Obligations of the NSCV.

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## Chapter 1 Preliminary

### 1.1 Scope

This Part provides for the levels of competence required for a certificate of competency as General Purpose Hand, Marine Engine Driver, Engineer, Coxswain, Mate or Master on vessels to which the national law applies.

### 1.2 Objectives

The objectives of this Part are to set out:

- (a) requirements for certificates of competency; and
- (b) the operations permitted by holders of certificates of competency.

### 1.3 Definitions

- (1) In this Part:

**aid to vision** means glasses or contact lenses that have been prescribed by an optometrist or ophthalmologist to correct refractive error of a person's eye.

**approved** means approved in writing by the National Regulator.

**auxiliary vessel** means a vessel that:

- (a) does not operate further from its parent vessel than:
  - (i) if it does not carry passengers — 5 nautical miles; or
  - (ii) if it carries passengers — 2 nautical miles; or
  - (iii) another distance determined by the National Regulator; and
- (b) is less than 7.5 m long, or another length approved by the National Regulator; and
- (c) carries up to 12 passengers, or another number approved by the National Regulator; and
- (d) is not powered by a petrol inboard engine.

**course**, for a certificate of competency, means a course conducted by a training organisation, approved under *Marine Order 506 (Approval of training organisations — national law) 2013*, for the certificate.

**certificate of competency** — see national law, section 6.

**colour deficient**, for an applicant for a certificate of competency, means that the applicant does not meet the criteria mentioned in Division 4.4 for the applicant.

**command certificate**, for a kind of vessel, means a certificate of competency that allows the holder to be the master of that kind of vessel.

**competency**, for study or training, has the same meaning as in *Standards for VET Accredited Courses 2011*.

*Note* *Standards for VET Accredited Courses 2011* is a legislative instrument made under section 188 of the *National Vocational Educational and Training Regulator Act 2011*.

**deck capacity**, for duties performed by a seafarer, means duties performing tasks related to the navigation of a vessel.

**deck certificate** means a certificate of competency that allows the holder to perform duties in a deck capacity.

**declaration of medical fitness** — see section 4.5.

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**EEZ** means the exclusive economic zone of Australia.

*Note* For the meaning of **exclusive economic zone** — see the *Seas and Submerged Lands Act 1973*.

**engineering capacity**, for duties performed by a seafarer, means duties performing tasks related to the machinery of a vessel.

**engineering certificate** means a certificate of competency that allows the holder to perform duties in an engineering capacity related to the machinery of a vessel.

**final assessment**, for the following matters about a certificate of competency, means an assessment by the National Regulator, or an organisation approved by the National Regulator, of whether the applicant has operational knowledge, and knowledge of Australian maritime legislation, appropriate for the grade of the certificate:

- (a) an application for the certificate;
- (b) an application for renewal of the certificate.

**inland waters** means non-tidal waters that are open for public navigation.

**national law** means the Marine Safety (Domestic Commercial Vessel) National Law set out in Schedule 1 to the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*.

**National Regulator** has the same meaning as in the national law.

**NC** means near coastal.

**operate** a vessel has the same meaning as in the national law.

**recreational vessel** means a vessel that is being used for recreational purposes.

**STCW Convention** means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, done at London on 7 July 1978, as amended and in force for Australia from time to time.

**tender** means a vessel that:

- (a) is used only to transport goods or people between the shore and its parent vessel or between its parent vessel and another vessel; and
- (b) does not operate further from its parent vessel than 1 nautical mile, or another distance determined by the National Regulator; and
- (c) is less than 7.5 m long, or another length approved by the National Regulator.

**training package** has the same meaning as in the *Standards for VET Accredited Courses 2011*.

**unit of competency** has the same meaning as in the *Standards for VET Accredited Courses 2011*.

**workshop skill equivalent qualification** means any of the following:

- (a) trade certificate as Diesel Fitter;
- (b) trade certificate as Electrical Fitter;
- (c) trade certificate in Fitter and turner/machinist;
- (d) Certificate III in Automotive/mechanical — diesel fitter;
- (e) Certificate III in Automotive/mechanical — heavy vehicle Road Transport;
- (f) Certificate III in Automotive/mechanical — engine reconditioning;

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- (g) Certificate III in Automotive/mechanical — heavy vehicle mobile equipment, plant/earthmoving/agriculture;
  - (h) Certificate III in Boilermaking;
  - (i) Certificate III in Engineering/mechanical trade;
  - (j) Certificate III in ESI generation electrical/electronic;
  - (k) Certificate III in ESI generation mechanical;
  - (l) Certificate III in Marine mechanics;
  - (m) any other approved qualification that includes workshop skills.
- (2) In this Part:
- (a) **commercial vessel**, **inshore** and **sheltered waters** have the meanings given by NSCV Part B — General Requirements; and
  - (b) an **endorsement**, for a certificate of competency, permits the holder of the certificate to perform the additional duties or to have the additional functions mentioned in the endorsement.
- (3) The **propulsion power** of a vessel is determined in accordance with the following table.

Item	Characteristics of vessel	Propulsion power
1	All of the following: <ul style="list-style-type: none"> <li>(a) multi screw or multi propulsion;</li> <li>(b) &lt;35 m long;</li> <li>(c) operating in EEZ</li> </ul>	The largest value of maximum continuous rated power of the vessel's main propulsion machinery, for the propulsion of the vessel by 1 screw, on the vessel's certificate of survey or certificate of operation
2	Any other vessel	The total maximum continuous rated output power of all the vessel's main propulsion machinery on the vessel's certificate of survey or certificate of operation

## Chapter 2 Certificates of competency

### 2.1 Eligibility criteria for certificates of competency

- (1) An applicant for a certificate of competency mentioned in Schedule 1 must:
  - (a) be at least 16 years when the certificate is issued; and
  - (b) meet the requirements mentioned in Chapter 4 and Schedule 1 for the certificate; and
  - (c) for each certificate other than Coxswain Grade 2 — hold a certificate that meets the requirements of the HLTFa unit of competency *Apply first aid* or another certificate that the National Regulator considers to be equivalent.
- (2) The requirements for a Certificate 1, Certificate 2, Certificate 3, Certificate 4 or Diploma level mentioned in Schedule 1 for a certificate of competency are those mentioned for the certificate of competency in *Skills and knowledge required for NSCV certificates of competency*, published by the Australian Maritime Safety Authority.

*Note* This document is available from the AMSA website at <http://www.amsa.gov.au>.

**Section 2.2**

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**2.2 What a certificate of competency permits**

- (1) A person who holds a certificate of competency may perform the duties mentioned for the certificate in Schedule 2, subject to the following restrictions:
  - (a) any restrictions mentioned in the Schedule for the certificate;
  - (b) if the person is colour deficient — he or she may perform duties for the following grades of certificate during daylight hours only:
    - (i) Coxswain Grade 2 NC;
    - (ii) Coxswain Grade 1 NC;
    - (iii) Master <24 m NC;
    - (iv) Master (Inland waters);
    - (v) Master <35 m NC;
    - (vi) Mate <80 m NC;
    - (vii) Master <80 m NC.

*Note 1* It is an offence to perform duties or functions for a domestic commercial vessel in breach of a condition of a certificate of competency — see section 69 of the national law.

*Note 2* A restriction may limit the holder to daylight hours, sheltered waters or outboard propulsion power.

- (2) The person may also perform any duties mentioned in an endorsement on the certificate in accordance with the conditions for the endorsement.

**2.3 Equivalent certificates**

- (1) A person who holds a certificate mentioned in column 2 of Schedule 3 is taken to meet the requirements mentioned in section 2.1 for the certificate of competency mentioned in column 3 of Schedule 3 for the certificate.
- (2) A person who holds a certificate that the National Regulator considers is equivalent to a certificate of competency is taken to meet the requirements mentioned in section 2.1 for the certificate of competency.
- (3) If the certificate held by the person is subject to a restriction, the equivalent certificate of competency is also subject to a restriction of the same kind.

**Chapter 3 Qualifying sea service requirements****3.1 Calculation of qualifying sea service**

- (1) Qualifying sea service is measured in days spent performing the tasks appropriate to the class of certificate to which it applies.
- (2) An applicant for a certificate of competency must accrue at least half the qualifying sea service required for the certificate in the 5 years before the application.
- (3) For qualifying sea service:
  - (a) a **month** is at least 150 hours of work over at least 20 days; and
  - (b) a **day** is 7.5 hours; and
  - (c) a **year** is 240 days; and
- (4) The maximum hours that may count towards qualifying sea service are:
  - (a) 14 hours in a 24 hour period; and



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(b) 91 hours in a 7 day period.

*Note* The hours mentioned in this section are the maximum hours a person can work according to STCW A-VIII/1.2.

(5) Qualifying sea service:

(a) may be accrued:

- (i) for a deck certificate — at up to 15% of the sea service required, on a vessel that is not underway, while the applicant is performing duties in a deck capacity or refitting work; and
- (ii) for an engineering certificate — at up to 33% of the sea service required, on a vessel that is not underway and while the applicant is performing engine related duties or refitting; or

(b) in any other case — must be accrued while the vessel is underway.

(6) For calculating sea service, a vessel is **underway** when it is:

- (a) operating; or
- (b) not tied to a jetty; or
- (c) at anchor with a person on anchor watch; or
- (d) being manoeuvred to free it from being aground.

(7) A person is entitled to an additional half month qualifying sea service to be credited for each month of qualifying sea service accrued on voyages:

- (a) each of which is more than 24 hours duration; and
- (b) each of which includes periods underway in a watchkeeping capacity or undertaking deck duties in both day and night; and
- (c) on which fatigue is managed in accordance with the STCW Convention.

(8) For a person living on a vessel, time spent on the vessel may be counted as qualifying sea service only if the person is carrying out relevant navigational or engineering work during that time.

*Example of time that may be counted as qualifying sea service*

Time when the person is doing any relevant navigational or engineering work and the vessel is carrying out its normal commercial operations, taking passengers, navigating, at anchor during sight-seeing or charter.

*Example of time that may not be counted as qualifying sea service*

Time when the person is not doing any relevant navigational or engineering work, eg when the vessel is at anchor with the person off duty.

### **3.2 Recognition of other types of service**

The National Regulator may recognise qualifying sea service, in capacities or trades or on kinds of vessels, that is not recognised by this Part as qualifying sea service according to its equivalence to:

- (a) the duration and frequency of voyages; and
- (b) the kind of duties performed and their duration and frequency; and
- (c) the level of responsibility during the service; and
- (d) the relevance of the service to the certificate of competency applied for.

*Example*

Service on a Government vessel.

*Note* For further information — see the AMSA website at <http://www.amsa.gov.au>.

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**Section 3.3****3.3 Equivalence in service**

- (1) This section applies to a person who completes sea service that the National Regulator considers equal to all or part of qualifying sea service being considered for eligibility of the person to hold a certificate of competency.
- (2) The sea service completed is taken to be qualifying sea service for the certificate to the extent that the National Regulator considers appropriate.

**3.4 Evidence**

- (1) The applicant must give the National Regulator evidence of sea service accrual.
- (2) Without limiting subsection (1), the applicant may provide evidence in the following ways:
  - (a) a declaration, in a form acceptable to the National Regulator;
  - (b) an approved sea service log book or task book;
  - (c) a letter from the operator, owner, master or chief engineer of a vessel detailing the sea service accrued by the applicant.

*Note 1* Section 71 of the national law provides that the National Regulator may require a person to give further information about an application by the person for a certificate. The National Regulator may decline to consider or further consider the application until the information is provided.

*Note 2* It is an offence to make a statement that is false or misleading in an application for a certificate — see *Criminal Code*, s 137.1.

**3.5 Discounting service**

If the National Regulator considers that a period of qualifying sea service was completed at a time that is, or in circumstances that are, of little or no relevance to the certificate being applied for, the National Regulator may discount all or part of the service.

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**Chapter 4 Medical and eyesight requirements****Division 4.1 Introduction****4.1 Application of Chapter 4**

This Chapter sets out the level of medical fitness required by the holder of a certificate of competency.

**4.2 Eyesight requirements**

An applicant for a certificate of competency must meet the eyesight standards mentioned in Division 4.3.

**4.3 Certificate of Medical Fitness under Marine Order 9**

An applicant for a certificate of competency for whom a Certificate of Medical Fitness under *Marine Order 9 (Health — medical fitness) 2010* is current is taken to meet the medical requirements of this Part.

## Division 4.2 Requirements for medical fitness

### 4.4 Certificate of medical fitness

- (1) An applicant for a certificate of competency, other than one mentioned in section 4.5, must hold a certificate of medical fitness signed by a medical practitioner in a form approved by the National Regulator.
- (2) A certificate of medical fitness must address the following requirements:
  - (a) eyesight (vision) — Division 4.3;
  - (b) eyesight (colour-vision) — Division 4.4;
  - (c) medical — Division 4.5.
- (3) However, the certificate need not address the requirement mentioned in paragraph (2)(c) if the applicant can demonstrate that he or she has satisfactorily met that requirement.

### 4.5 Declaration of medical fitness

- (1) This section applies to an application for any of the following certificates of competency:
  - (a) General Purpose Hand NC;
  - (b) Coxswain Grade 2 NC;
  - (c) Coxswain Grade 1 NC;
  - (d) Master <24 m NC;
  - (e) Master (Inland waters);
  - (f) Marine Engine Driver Grade 3 NC;
  - (g) Marine Engine Driver Grade 2 NC.
- (2) The applicant must make a declaration, in a form approved by the National Regulator, that the applicant has a satisfactory level of medical fitness.
- (3) If the declaration shows that the applicant suffers from a medical condition mentioned in Division 4.6, the National Regulator must require a medical examination.

### 4.6 Satisfactory level of medical fitness

- (1) A person has a satisfactory level of medical fitness if the person meets the following requirements:
  - (a) eyesight (vision) — Division 4.3;
  - (b) eyesight (colour-vision) — Division 4.4;
  - (c) medical — Division 4.5.

## Division 4.3 Eyesight (vision)

### 4.7 Vision tests

A vision test must be conducted by an optometrist, ophthalmologist or medical practitioner.

### 4.8 Use of aid to vision

- (1) An aid to vision is the only kind of optical aid that may be used in a vision test.

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- (2) A person whose certificate of medical fitness, including a Certificate of Medical Fitness under *Marine Order 9 (Health — medical fitness) 2010*, indicates that an aid to vision was used for the purpose of being found medically fit must, at all times when on duty on a vessel, use the aid when appropriate and keep a spare aid to vision available.

**4.9 Deck crew**

- (1) An applicant for a certificate of competency as deck crew must demonstrate vision that meets the standard mentioned in Table C1.
- (2) For an applicant who has vision in only 1 eye:
- (a) the applicant does not have to meet the standard that applies to the other eye; and
  - (b) the certificate must include a statement that the applicant meets the standard with monocular vision only.

*Note* A person with monocular vision and anyone employing or supervising the person must be aware of the dangers of operating a crane or other lifting appliance where monocular vision may limit depth perception and affect safety.

**Table C1 Eyesight (vision) tests — deck crew**

With or without aid to vision	Without aid to vision
Snellen Principle 6/6 (0.0 LogMar) in the better eye	Snellen Principle 6/60 (1.0 LogMar) in each eye
Snellen Principle 6/9 (0.2 LogMar) in the other eye	
Read N5 chart at 300 mm-500 mm	

*Note* An applicant must meet the standards mentioned in both columns.

**4.10 Engine crew**

- (1) An applicant for a certificate of competency as engine crew must demonstrate vision that meets the standard mentioned in Table C2.
- (2) For an applicant who has vision in only 1 eye:
- (a) the applicant does not have to meet the standard that applies to the other eye; and
  - (b) the certificate must include a statement that the applicant meets the standard with monocular vision only.

**Table C2 Eyesight (vision) tests — engine crew**

With or without aids to vision	Without aids to vision
Snellen Principle 6/9 (0.2 LogMar) in 1 eye	Snellen Principle 6/60 (1.0 LogMar) in each eye
Snellen Principle 6/9 (0.2 LogMar) in the other eye	
Read N5 chart at 300 mm-500 mm	

*Note* An applicant must meet the standards mentioned in both columns.

## Division 4.4 Eyesight (colour-vision)

### 4.11 Colour-vision tests

- (1) A colour-vision test must be conducted by an optometrist, ophthalmologist or medical practitioner.
- (2) A colour-corrective lens cannot be used in a colour-vision test.

### 4.12 Deck crew

- (1) An application for a deck certificate must include a statement by an optometrist, ophthalmologist or medical practitioner that the applicant has passed:
  - (a) the Ishihara Test; or
  - (b) Holmes-Wright Lantern Test type B.
- (2) However, the National Regulator may instead accept a statement from an optometrist, ophthalmologist or medical practitioner that, after having examined the applicant, the applicant suffers no greater abnormality in colour-vision than could be tested by the Ishihara Test, if the application is for any of the following certificates:
  - (a) Coxswain Grade 2 NC;
  - (b) Coxswain Grade 1 NC;
  - (c) Master <24 m NC;
  - (d) Master (Inland waters);
  - (e) Master <35 m NC;
  - (f) Mate <80 m NC;
  - (g) Master <80 m NC.

### 4.13 Engine crew

- (1) An applicant for a Marine Engine Driver Grade 1 NC or Engineer Class 3 NC certificate must include a statement by an optometrist, ophthalmologist or medical practitioner that the applicant has passed:
  - (a) the Ishihara Test; or
  - (b) Holmes-Wright Lantern Test type B; or
  - (c) a colour-matching test in accordance with *Marine Order 9 (Health — medical fitness) 2010*.
- (2) However, the National Regulator may instead accept a statement from an optometrist, ophthalmologist or medical practitioner that, after having examined the applicant, the applicant suffers no greater abnormality in colour-vision than could be tested by the Ishihara Test.

### 4.14 Conduct of Ishihara test

For an Ishihara test:

- (a) it must be conducted according to instructions for the test; and
- (b) the applicant must correctly identify at least 13 of the first 15 plates in the 24-plate version.

**Section 4.15**

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**Division 4.5 Medical fitness requirements****4.15 General requirements**

- (1) An application must include a certificate of medical fitness if:
  - (a) the applicant is aware that he or she has a medical condition mentioned in Division 4.6; or
  - (b) the National Regulator thinks, on reasonable grounds, that the applicant has a medical condition mentioned in Division 4.6.
- (2) However, for an applicant for whom a Certificate of Medical Fitness under *Marine Order 9 (Health — medical fitness) 2010* is current, the following provisions do not apply:
  - (a) subsection (1);
  - (b) a requirement to make a declaration of medical fitness.

*Note 1* For review of a decision about a certificate, including a decision about whether an applicant satisfies criteria of medical fitness or conditions relating to medical fitness to which a certificate is subject — see Part 8 of the national law.

- (3) The holder of a certificate whose level of medical fitness changes so that the holder no longer has a satisfactory level of medical fitness in accordance with section 4.6:
  - (a) must not, after becoming aware of the change in his or her level of medical fitness, perform duties or functions authorised by the certificate without a medical certificate mentioned in paragraph (b); and
  - (b) may resume performing duties or functions authorised by the certificate if a medical practitioner certifies that the holder's level of medical fitness is restored so that the holder has a satisfactory level of medical fitness.

**4.16 Examinations**

A certificate of medical fitness may be given only by the medical practitioner who conducts a medical examination of the applicant.

**4.17 Requirements**

For a certificate of medical fitness or a declaration of medical fitness, the following must be taken into account:

- (a) the nature of employment for which certificate or declaration is to be made;
- (b) the medical and employment history of the applicant;
- (c) the requirements mentioned in Division 4.6.

**Division 4.6 Particular medical conditions****4.18 Purpose of Division 4.6**

This Division sets out particular medical conditions and requirements relating to them that must be taken into account for a certificate of medical fitness or a declaration of medical fitness.

**Section 4.19****4.19 Hernia**

The applicant must not have a hernia that has not satisfactorily been corrected by a curative operation, other than:

- (a) a small inguinal hernia for which there is:
  - (i) no risk of strangulation; and
  - (ii) surgical opinion stating that there is no clinical indication for surgery and the applicant may be accepted as fit for lifting tasks; or
- (b) a diaphragmatic hernia without disabling reflux oesophagitis or other symptoms.

**4.20 Speech**

The applicant's speech must be clear and without hesitation so that orders can be communicated effectively to other crew during times of emergency and messages can be transmitted and understood on a radio.

**4.21 Hearing**

- (1) The whispered voice, a watch or other proven tests may be used to test hearing ability.
- (2) However, if there is doubt about the fitness of the applicant, testing must be conducted by means of an audiogram.
- (2) When an audiogram is used, the hearing requirements are:
  - (a) hearing loss in the better ear must be  $\leq 40$  decibels (AMA standard) for the frequencies of 500 Hz, 1000 Hz and 2000 Hz; and
  - (b) if hearing level does not meet the standard mentioned in paragraph (a) — a hearing aid may be used if the standard can be met when using the aid.
- (3) The applicant may meet the standard by demonstrating hearing that meets the standard in 1 ear.

**4.22 External prostheses**

For an applicant with an external prosthesis, it must not interfere with the normal duties the applicant would be expected to perform.

**4.23 Cardiac pacemaker**

For an applicant with a cardiac pacemaker, a medical practitioner, taking into account the state of the applicant's health and the reliability of the pacemaker, must state that:

- (a) the applicant could perform the normal duties the applicant would be expected to perform; and
- (b) the safe operation of a vessel would not be affected by the applicant's condition.

**4.24 Epilepsy**

- (1) The applicant must not have confirmed, current epilepsy.
- (2) If the applicant has a history of epilepsy, including febrile convulsions as a child, or a single seizure or cluster of seizures due to exceptional and non-repeatable circumstances, the applicant must demonstrate a seizure-free period of 2 years while not on any anticonvulsant medication.

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### **4.25 Diabetes**

For an applicant with insulin-dependent diabetes, a medical practitioner must state that the person is managing the diabetes effectively.

### **4.26 Tuberculosis**

An applicant with pulmonary tuberculosis must demonstrate that the disease is controlled or has been inactive for at least the previous 6 months.

### **4.27 Period of currency of medical certificate**

- (1) A medical practitioner issuing a certificate of medical fitness must specify the date the examination was undertaken and the period for which the certificate of medical fitness is current.
- (2) The period of currency for a certificate of medical fitness must not be more than 2 years.



## Schedule 1 Requirements for certificates of competency

(section 2.1)

### 1.1 General Purpose Hand NC

*Note* This is the lowest level of certificate for crew who are not in charge of a vessel or its engines.

The applicant must have completed a course at Certificate 1 level.

### 1.2 Marine Engine Driver Grade 3 NC

The applicant must:

- (a) have completed a course at Certificate 2 level; and
- (b) have at least:
  - (i) 20 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 75$  kW while working on board as a general purpose hand or an assistant to an engineer or engine driver, and a completed approved task book; or
  - (ii) 60 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 75$  kW while working on board as a general purpose hand or an assistant to an engineer or engine driver; or
  - (iii) 20 days qualifying sea service on commercial vessels while holding a workshop skill equivalent qualification, and a completed approved task book; or
  - (iv) 60 days qualifying sea service on commercial vessels while holding a workshop skill equivalent qualification; and
- (c) after meeting all the other requirements for the certificate — pass a final assessment.

### 1.3 Marine Engine Driver Grade 2 NC

The applicant must:

- (a) have completed a course at Certificate 3 level; and
- (b) have at least:
  - (i) 180 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW while working on board as a general purpose hand or an assistant to an engineer or engine driver, and a completed approved task book; or
  - (ii) 360 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW while working on board as a general purpose hand or an assistant to an engineer or engine driver; or
  - (iii) 120 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW, while holding a Coxswain Grade 1 NC, Coxswain Grade 2 NC endorsed for 500 kW inboard propulsion or Marine Engine Driver Grade 3 NC certificate and working on board as an assistant to an engineer or engine driver, and a completed approved task book; or

- (iv) 240 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW, while holding a Coxswain Grade 1 NC, Coxswain Grade 2 NC endorsed for 500 kW inboard propulsion or Marine Engine Driver Grade 3 NC certificate and working on board as an assistant to an engineer or engine driver; or
- (v) 90 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW while holding a workshop skill equivalent qualification and working on board as a general purpose hand or an assistant to an engineer or engine driver, and a completed approved task book; or
- (vi) 180 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW, while holding a workshop skill equivalent qualification; and
- (c) after meeting all the other requirements for the certificate — pass a final assessment.

#### 1.4 Marine Engine Driver Grade 1 NC

The applicant must:

- (a) have completed a course at Certificate 4 level; and
- (b) have at least:
  - (i) 240 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW while working as an assistant engineer or assistant engine driver, for all of the applicant's time on board, and a completed approved task book; or
  - (ii) 480 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW while working as an assistant engineer or assistant engine driver, for all of the applicant's time on board; or
  - (iii) 180 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a Marine Engine Driver Grade 3 NC certificate and working as chief engineer or second engineer on board; and a completed approved task book; or
  - (iv) 360 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a Marine Engine Driver Grade 3 NC certificate and working as chief engineer or second engineer on board; or
  - (v) 90 qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a workshop skill equivalent qualification and working on board as a general purpose hand, an assistant engineer or engineer or engine driver, and a completed approved task book; or
  - (vi) 180 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a workshop skill equivalent qualification and working as chief engineer or second engineer on board; or
  - (vii) 120 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a Marine

- Engine Driver Grade 2 NC certificate and working as chief engineer or second engineer on board; and a completed approved task book; or
- (viii) 240 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a Marine Engine Driver Grade 2 NC certificate and working as chief engineer or second engineer on board; and
- (c) after meeting all the other requirements for the certificate — pass a final assessment.

### 1.5 Engineer Class 3 NC

- (1) The applicant must:
  - (a) have completed a course at Diploma level; and
  - (b) have qualifying sea service on commercial vessels with  $\geq 400$  kW propulsion power of at least:
    - (i) while holding a certificate of competency as a Marine Engine Driver Grade 1 — 180 days as engineer in charge or on duties assisting the engineer in charge, and a completed task book; or
    - (ii) while holding a certificate of competency as a Marine Engine Driver Grade 1 — 360 days as engineer in charge or on duties assisting the engineer in charge; or
    - (iii) for an applicant holding a workshop skill equivalent qualification — 120 days on duties assisting the engineer in charge, and a completed task book; or
    - (iv) for an applicant holding a workshop skill equivalent qualification — 240 days on duties assisting the engineer in charge; or
    - (v) while holding a certificate of competency as Engineer Watchkeeper under *Marine Order 3 (Seafarer certificates) 2004* — 180 days of engine-room watchkeeping.
- (2) After meeting all the other requirements for the certificate, the applicant must pass a final assessment.

### 1.6 Coxswain Grade 2 NC

The applicant must:

- (a) have completed a course at Certificate 1 level; and
- (b) have at least:
  - (i) 7 days qualifying sea service on a commercial or recreational vessel, and a completed approved task book; or
  - (ii) 60 days qualifying sea service on a commercial or recreational vessel; and
- (c) after meeting all the other requirements for the certificate — pass a final assessment.

### 1.7 Coxswain Grade 1 NC

- (1) The applicant must:
  - (a) have completed a course at Certificate 2 level; and
  - (b) hold a Marine Radio Operators VHF Certificate of Proficiency issued by the Australian Communications and Media Authority; and

- (c) have at least:
  - (i) 30 days qualifying sea service on commercial vessels  $\geq 5$  m long while working in a deck, or deck and engineering, capacity on board, and a completed approved task book; or
  - (ii) 240 days qualifying sea service on vessels  $\geq 5$  m long while working as a deck, or deck and engineering, capacity on board, of which all may be accrued on recreational vessels; and
- (d) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) For the qualifying sea service mentioned in paragraph (1)(c):
  - (a) at least half must be seaward of sheltered waters; or
  - (b) the applicant may be issued with a Coxswain Grade 1 NC certificate restricted to sheltered waters.

### **1.8 Master <24 m NC**

- (1) The applicant must:
  - (a) have completed a course at Certificate 3 level; and
  - (b) hold a Marine Radio Operators Certificate of Proficiency issued by the Australian Communications and Media Authority; and
  - (c) have at least:
    - (i) 120 days of qualifying sea service in the 5 years before the application on commercial vessels  $\geq 7.5$  m long, and completed an approved task book; or
    - (ii) 600 days of qualifying sea service on vessels  $\geq 5$  m long, of which:
      - (A) up to half may be accrued on recreational vessels; and
      - (B) at least 240 days must have been accrued on commercial vessels  $\geq 7.5$  m long, including at least 120 days in the 5 years before the application; and
  - (d) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) The applicant must have accrued the qualifying sea service while working in a deck, or deck and engineering, capacity on board.
- (3) For the qualifying sea service mentioned in paragraph (1)(c):
  - (a) at least half must be seaward of sheltered waters; or
  - (b) the applicant may be issued with a Master <24 m NC certificate restricted to sheltered waters.

### **1.9 Master (Inland waters)**

- (1) The applicant must:
  - (a) have completed a course at Certificate 3 level; and
  - (b) have at least:
    - (i) 60 days qualifying sea service on commercial vessels  $\geq 7.5$  m long while working in any deck capacity on board, and completed an approved task book; or

- (ii) 120 days qualifying sea service on vessels  $\geq 7.5$  m long while working in a deck, or deck and engineering, capacity on board; and
- (c) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) For subparagraph (1)(b)(ii), all the sea service may be on recreational vessels.
- (3) The certificate may be endorsed to allow the holder to be a Mate on a vessel  $< 80$  m in inland waters, if the applicant:
  - (a) completes an approved task book; and
  - (b) provides evidence of having worked at least 7 days under supervision on a vessel  $\geq 24$  m operating in inland waters after a Master (Inland waters) certificate was issued to him or her.
- (4) The certificate may be endorsed to allow the holder to command a vessel  $< 80$  m in inland waters if the applicant:
  - (a) completes an approved task book; and
  - (b) provides evidence of having worked at least 14 days under supervision on a vessel  $\geq 24$  m operating in inland waters after a Master (Inland waters) certificate was issued to him or her.

#### **1.10 Master $< 35$ m NC**

- (1) The applicant must:
  - (a) have completed a course at Certificate 4 level; and
  - (b) hold a Marine Radio Operators Certificate of Proficiency; and
  - (c) while holding a Master  $< 24$  m NC or a certificate that the National Regulator considers is equivalent to it — have at least:
    - (i) both:
      - (A) 180 days qualifying sea service on commercial vessels  $\geq 12$  m, including 120 days as person in charge of a navigational watch, and a completed approved task book; and
      - (B) 60 days qualifying sea service on vessels operating outside daylight hours; or
    - (ii) both:
      - (A) 360 days qualifying sea service on commercial vessels  $\geq 12$  m, including 240 days as person in charge of a navigational watch; and
      - (B) 120 days qualifying sea service on vessels operating outside daylight hours; and
  - (d) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) For the qualifying sea service mentioned in paragraph (1)(c):
  - (a) at least half must be seaward of sheltered waters; or
  - (b) the applicant may be issued with a Master  $< 35$  m NC certificate restricted to sheltered waters.
- (3) An applicant who does not meet the requirement in sub-subparagraph (1)(c)(i)(B) or (ii)(B) may be issued with a Master  $< 35$  m NC certificate that is restricted to daylight hours.

**1.11 Mate <80 m NC**

- (1) The applicant must:
  - (a) have completed a course at Certificate 4 level; and
  - (b) hold a Marine Radio Operators Certificate of Proficiency; and
  - (c) have at least:
    - (i) 300 days qualifying sea service on commercial vessels  $\geq 12$  m while working in any deck capacity on board, and a completed Master <35 m NC approved task book; or
    - (ii) 600 days qualifying sea service on commercial vessels  $\geq 12$  m while working in any deck capacity on board; and
  - (d) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) For paragraph (1)(c):
  - (a) at least half the sea service must have been seaward of sheltered waters; or
  - (b) the applicant may be issued with a Mate <80 m NC certificate that is restricted to sheltered waters.

**1.12 Master <80 m NC**

- (1) The applicant must:
  - (a) have completed a course at Diploma level; and
  - (b) hold a Marine Radio Operators Certificate of Proficiency or higher qualification; and
  - (c) have at least:
    - (i) while holding a Master <35 m NC certificate or a certificate that the National Regulator considers to be equivalent to it — 180 days qualifying sea service on commercial vessels  $\geq 24$  m, including 120 days as person in charge of a navigational watch, and a completed approved task book; or
    - (ii) while holding a Master <35 m NC certificate or a certificate that the National Regulator considers to be equivalent to it — 360 days qualifying sea service on commercial vessels  $\geq 24$  m, including 240 days as person in charge of a navigational watch; or
    - (iii) while holding a Mate <80 m NC or other non-command certificate — 360 days as officer of the watch on commercial vessels  $\geq 24$  m, including 60 days on vessels operating outside daylight hours, and a completed approved task book; or
    - (iv) while holding a Mate <80 m NC or other non-command certificate — 720 days as officer of the watch on commercial vessels  $\geq 24$  m, including 120 days on vessels operating outside daylight hours; and

- 
- (d) after meeting all the other requirements for the certificate — pass a final assessment.

*Note for paragraph (1)(c)* The National Regulator considers the certificates mentioned in Schedule 3, as equivalent to the Master <35 m NC certificate, to be equivalent.

- (2) For subparagraphs (1)(c)(iii) and (iv), a non-command certificate is a certificate other than one that allows its holder to command a vessel.
- (3) For paragraph (1)(c):
- (a) at least half the sea service must have been seaward of sheltered waters; or
  - (b) the applicant may be issued with a certificate that is restricted to sheltered waters.
- (4) An applicant who does not meet the requirement in subparagraph (1)(c)(iii) may be issued with a certificate that is restricted to daylight hours.

## Schedule 2 Duties holder may perform

(section 2.2)

Item	Certificate	Activities
2.1	General Purpose Hand NC	(a) assist a master or engineer in any tasks that may be required on board, while working under the direct supervision of the person in charge of the vessel or its engines (b) work: <ul style="list-style-type: none"> <li>(i) on deck or in the engine room of a vessel &lt;80 m in the EEZ; and</li> <li>(ii) in the engine room only for a vessel with propulsion power &lt;3000 kW</li> </ul>
2.2	Marine Engine Driver Grade 3 NC	(a) Chief Engineer on a vessel with propulsion power <500 kW, in the EEZ (b) Second Engineer (second in charge of the engine room) on a vessel with propulsion power <750 kW, in the EEZ
2.3	Marine Engine Driver Grade 2 NC	(a) Chief Engineer on a vessel with propulsion power <750 kW, in the EEZ (b) Second Engineer on a vessel with propulsion power <1500 kW, in the EEZ
2.4	Marine Engine Driver Grade 1 NC	(a) Chief Engineer on a vessel with propulsion power <1500 kW, in the EEZ (b) Second Engineer on a vessel with propulsion power <3000 kW, in the EEZ
2.5	Engineer Class 3 NC	Chief Engineer on a vessel with propulsion power <3000 kW, in the EEZ
2.6	Coxswain Grade 2 NC	(a) command a vessel: <ul style="list-style-type: none"> <li>(i) &lt;12 m long; and</li> <li>(ii) with propulsion power:               <ul style="list-style-type: none"> <li>(A) for an inboard engine — &lt;100 kW; or</li> <li>(B) for an outboard engine — unlimited; and</li> </ul> </li> <li>(iii) that is not carrying passengers</li> </ul> (b) operate the engines of the vessel (c) operate a vessel: <ul style="list-style-type: none"> <li>(i) &lt;12 m in sheltered waters; or</li> <li>(ii) as a tender or auxiliary vessel within 3nm of a parent vessel in the EEZ; or</li> <li>(iii) within 3 nm from point of departure, shore base or aquaculture lease</li> </ul>
2.7	Coxswain Grade 1 NC	(a) command a vessel: <ul style="list-style-type: none"> <li>(i) &lt;12 m long; and</li> <li>(ii) with propulsion power:               <ul style="list-style-type: none"> <li>(A) for an inboard engine — &lt; 500 kW; or</li> <li>(B) for an outboard engine — unlimited; and</li> </ul> </li> </ul> (b) operate the engines of the vessel (c) carry passengers in the following areas: <ul style="list-style-type: none"> <li>(i) inshore;</li> <li>(ii) if the vessel is a tender or auxiliary vessel — within 3 nm of a</li> </ul>



Item	Certificate	Activities
		parent vessel in the EEZ
		(iii) waters designated for a specific purpose by a State or Territory authority, in which it permits holders of this certificate to operate, subject to any conditions that it may impose
		Restricted to:
		(d) if the holder completes only the entry level motor engineering unit of the Transport and Logistics Industry Skills Council Ltd maritime training package — vessels with unlimited outboard propulsion power or inboard propulsion power <100 kW; and
		(e) if the holder does not meet the sea service requirement mentioned in paragraph 1.7(2)(a) of Schedule 1 — command of a vessel only in sheltered waters
2.8	Master <24 m NC	<p>(a) command a commercial vessel &lt;24 m long in the EEZ</p> <p>(b) act as Chief Mate or deck watchkeeper on a vessel &lt;35 m long in the EEZ</p> <p>(c) act:</p> <p>(i) as a coxswain if he or she holds a Marine Engine Driver Grade 1 to 3 or Engineer Class 3 certificate; or</p> <p>(ii) in any other deck capacity</p> <p><i>Note</i> A coxswain must have training in engineering while a Master &lt;24 m NC does not.</p> <p>Restricted to:</p> <p>(d) if the holder does not meet the sea service requirement mentioned in paragraph 1.8(3)(a) of Schedule 1 — command of a vessel only in sheltered waters</p>
2.9	Master (Inland waters)	<p>(a) command a commercial vessel &lt;24 m long in inland waters</p> <p>(b) act in any deck capacity, other than coxswain, on the vessel</p>
2.10	Master <35 m NC	<p>(a) command a commercial vessel &lt;35 m long in the EEZ</p> <p>(b) act:</p> <p>(i) as a coxswain if he or she holds a Marine Engine Driver Grade 1 to 3 or Engineer Class 3 certificate; or</p> <p>(ii) in any other deck capacity</p> <p><i>Note</i> A coxswain must have training in engineering while a Master &lt;35 m NC does not.</p> <p>(c) be the Master of a vessel &lt;80 m long in inshore waters</p> <p>(d) act as a Mate or watchkeeper on a vessel &lt;80 m long in the EEZ</p>
2.11	Mate <80 m NC	be second in command of a commercial vessel <80 m operating in the EEZ
2.12	Master <80 m NC	<p>(a) command a commercial vessel &lt;80m long in the EEZ</p> <p>(b) act:</p> <p>(i) as a coxswain if he or she holds a Marine Engine Driver Grade 1 to 3 or Engineer Class 3 certificate; or</p> <p>(ii) in any other deck capacity</p>

## Schedule 3 Equivalent qualifications

(section 2.3)

Item	Certificate issued by a State or the Northern Territory	Certificate of competency
1	General Purpose Hand	General Purpose Hand NC
2	Coxswain	Coxswain Grade 1 NC
3	Coxswain (restricted to sheltered waters)	Coxswain Grade 1 NC (restricted to sheltered waters)
4	Coxswain (restricted to outboard propulsion power)	Coxswain Grade 1 NC (restricted to outboard propulsion power)
5	Master Class 5 Skipper Grade 3 Master Class 5 / Skipper Grade 3 Master Class V (Trading) Master Class V (Fishing) Master Class 5 (Trading and Fishing)	Master <24 m NC
6	Mate Class 4 Mate Class IV (Fishing) Mate Class IV (Trading)	Mate <80 m NC
7	Master Class 4 Skipper Grade 2 Master Class IV (Trading) Master Class IV (Fishing)	Master <35 m NC
8	Master Class 3 Skipper Grade 1 Master Class III (Trading) Master Class III (Fishing)	Master <80 m NC
9	Marine Engine Driver Grade 3	Marine Engine Driver Grade 3 NC
10	Marine Engine Driver Grade 2	Marine Engine Driver Grade 2 NC
11	Marine Engine Driver Grade 1	Marine Engine Driver Grade 1 NC
12	Coxswain Inland Waters	Coxswain Grade 2 NC
13	Master Class 5 (restricted to inland waters)	Master (Inland waters)
14	Master Class 4 (restricted to inland waters)	Master (Inland waters) endorsed
15	Master Class 5 (restricted to smooth waters)	Master <24m NC (restricted to sheltered waters)
16	Master Class 4 (restricted to smooth waters)	Master <35m NC (restricted to sheltered waters)
17	Engineer Class 3	Engineer Class 3 NC

*Note* Paragraph 2.7(e) of Schedule 2 in the endorsed text contains a reference to paragraph 1.7(2)(b) of Schedule 1. This has been corrected to refer to paragraph 1.7(2)(a).