

SHIPPING

THE SHIPPING ACT

REGULATIONS

(under sections 112, 113 and 465)

THE SHIPPING (TRAINING, CERTIFICATION, SAFE MANNING, HOURS OF
WORK AND WATCHKEEPING) REGULATIONS, 1998

*(Made by the Minister on the 20th day of July, 1998, and having effect
on the 2nd day of January, 1999, the date of operation of the Act)* L. N. 46B/1998

PART I. Preliminary

1. These Regulations may be cited as the Shipping (Training, Certification, Safe Manning, Hours of Work and Watchkeeping) Regulations, 1998.

2. In these Regulations unless the context otherwise requires—

“appropriate certificate” means—

- (a) in relation to Jamaican ships, a certificate issued pursuant to regulation 4;
- (b) in relation to other ships, an appropriate certificate as defined in the STCW Convention;

“approved” means approved by the Minister;

“area A1”, “area A2”, “area A3” and “area A4”, have the meanings assigned to “Sea area A1”, “Sea area A2”, “Sea Area A3” and “Sea Area A4”, respectively in regulation 2, Chapter IV of the Solas Convention;

“authorized person” means a person authorized by the Minister for the purposes of these Regulations;

“certificate of competence” means a certificate issued by the Minister under regulation 4;

“certificate of equivalent competence” means a certificate issued under regulation 6 (5);

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

“company” in relation to a ship means the owner of the ship or any other organization or person who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by the Regulations annexed to the STCW Convention;

“constructed” in relation to a craft means the keel of which is laid or which is at a similar stage of construction; and “similar stage of construction” means a stage at which—

- (a) construction identifiable with a specific craft begins; and
- (b) assembly of that craft has commenced comprising at least 50 tonnes or 1 per cent of the estimated mass of all structural material, whichever is the less;

“IBC Code” means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, published by the IMO;

“IGC Code” means the International Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk, published by the IMO;

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

“management level” means the level of responsibility associated with—

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

Schedule 9.

“near-coastal voyage” has the meaning given in Schedule 9;

“officer” means a person carried in a ship in the capacity of an officer under the terms of the safe manning document issued in respect of that ship;

“oil” means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products;

“oil tanker” means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes a combination carrier when it is carrying a cargo or part cargo of oil in bulk;

“propulsion power” means the total maximum continuous rated output power in kilowatts of a ship’s main propulsion power which appears on the ship’s certificate of registry or other official document;

“Radio Regulations” means the Radio Regulations annexed to, or regarded as being annexed to, the most recent Convention relating to international telecommunication which may be in force at any time;

“rating” means a member of the ship’s crew other than the master or an officer;

“repealed Acts” means the Marine Board Act and the Seafarers Certification Act repealed by the Shipping Act;

“seagoing” means going to sea beyond the limits of the internal waters of Jamaica as defined in the Maritime Areas Act;

“Secretary-General” means the Secretary-General of the IMO;

“Schedule” means a Schedule to these Regulations;

“STCW ship” means a ship entitled to fly the flag of a STCW country and “non-STCW ship” means a ship that is not a STCW ship;

“tanker” means—

- (a) a chemical tanker;
- (b) a liquefied gas tanker;
- (c) an oil tanker.

“the STCW Code” means the Seafarer’s Training, Certification and Watchkeeping Code adopted by the 1995 Conference of Parties to the STCW Convention.

3.—(1) Subject to paragraph (2) and to regulation 21, these Regulations shall apply to—

- (a) seagoing Jamaican ships wherever they may be and foreign ships when in Jamaican waters; and
- (b) seafarers employed in seagoing Jamaican ships.

(2) These Regulations shall not apply to—

- (a) warships and naval auxiliaries or other ships owned or operated by a State and engaged only on Government non-commercial service;
- (b) fishing vessels;

- (c) pleasure craft;
- (d) wooden ships of primitive build; or
- (e) seafarers employed in ships referred to in sub-paragraph (a).

PART II. *Certificates*

4. No person shall serve as a seafarer on a seagoing Jamaican ship unless he holds a certificate issued entitling the lawful holder thereof to—

- (a) serve in the capacity; and
- (b) perform the functions involved at the level of responsibility, specified therein on a ship of the type, tonnage or power and means of propulsion indicated by the endorsement while engaged on the particular voyage concerned.

5. A person is qualified as an officer if he holds a certificate of competence or certificate of equivalent competence, in one of the following capacities—

- (a) master;
- (b) chief mate;
- (c) officer in charge of a navigational watch;
- (d) chief engineer officer;
- (e) second engineer officer;
- (f) officer in charge of an engineering watch; or
- (g) radio operator.

6.—(1) The Director may recognize an appropriate certificate issued by or under the authority of a STCW country other than Jamaica to a master, officer or radio operator if he is satisfied in relation to that country—

- (a) that the requirements of the STCW Convention concerning standards of competence, the issue and endorsement of certificates and record keeping are fully complied with; and
- (b) that prompt notification will be given to the Director of any significant change in the arrangements for training and certification provided in compliance with the Convention.

(2) For the purpose of satisfying himself under paragraph (1), and for verifying the authenticity and validity of an appropriate certificate presented for recognition, the Director may—

- (a) require from the authority which has issued the certificate, copies of its maritime legislation and details of its facilities and procedures concerning the training and certification of seafarers; and

(b) where he deems necessary, inspect such facilities and procedures.

(3) Every certificate presented for recognition under this regulation shall be in the original form, and where the original is in a language other than English, it shall be accompanied by an official translation in English.

(4) Where the Director recognizes a certificate pursuant to paragraphs (1), (2) and (3), he shall, in order to attest its recognition, issue an endorsement which shall be in the form set out in Schedule 1 and shall state the capacity in which the holder of the certificate is authorized to serve. Schedule 1.

(5) Where, pursuant to paragraph (1), the Director has recognized the standard of competence required for the issue of a certificate by an authority of a STCW country other than Jamaica as being in part the standard to be attained for officers qualified for the purposes of these Regulations, the Director may, for the purpose of assessing the applicant's ability to pursue the profession of officer on Jamaican ships, require the applicant to submit to aptitude tests relating to subjects and training and related assessment procedures, which differ substantially from those covered by the applicant's certificate issued by that country.

(6) Each endorsement referred to in this regulation shall—

(a) be assigned the same number as the certificate concerned, if that number is unique; and

(b) expire as soon as the certificate expires or is withdrawn, suspended or cancelled by the party which issued it and, in any case, not more than five years after the date of issue.

(7) The Director shall ensure that every seafarer who presents for recognition, a certificate of competence which has been issued as certification at the management level, has appropriate knowledge of the maritime legislation of Jamaica relevant to the functions which he is permitted to perform.

(8) The information provided and the measures agreed upon under this regulation shall be communicated to the Secretary-General, within the time prescribed and in the format specified in section A-I/7 paragraph 3.2 of the STCW Code.

(9) No certificate issued by or under the authority of a State that is not a STCW country shall be recognized.

(10) The Director may, if circumstances require, allow a seafarer to serve in a capacity other than radio operator, (except as provided in the Radio Regulations), for a period not exceeding three months on board a Jamaican ship, while holding an appropriate and valid certificate issued and endorsed by

the authority of another STCW country but which has not yet been endorsed so as to render it appropriate for service on board Jamaican ships, provided the Director is satisfied that application for an endorsement has been duly submitted.

(11) An endorsement issued by or under the authority of a STCW country in recognition of, or attesting to, the recognition of a certificate by or under the authority of another STCW country shall not be used as the basis for recognition by the Director.

(12) The Director may revoke or cancel at any time an endorsement granted under this regulation where he has reasonable grounds for believing that the holder of the certificate has—

- (a) committed a violation of any provision of the Act or any regulations made thereunder;
- (b) committed an offence under the laws of Jamaica;
- (c) demonstrated a lack of sobriety or good character and conduct; or
- (d) failed to maintain the required standard of medical fitness.

7.—(1) The certificate of a master or other officer issued with a certificate under regulation 5 or 6 shall not be valid for seagoing service unless revalidated at intervals not exceeding 5 years to establish continued professional competence in accordance with section A-I/11 of the STCW Code.

(2) A certificate granted pursuant to regulation 10 shall not be valid for seagoing service unless revalidated at intervals not exceeding 5 years to establish continued professional competence in accordance with section A-I/11 of the STCW Code.

(3) Every master and officer shall, for continuing seagoing service on ships referred to in regulations 11, 12 and 13, successfully complete approved refresher training at intervals specified by the Director.

Schedule 2. (4) The requirements of Schedule 2 shall apply to all applicants for revalidation of their certificates.

Schedule 3. 8.—(1) Any officer serving in the capacity set out in column 1 of the table set out in Schedule 3 shall hold an appropriate certificate for that capacity.

Schedule 4. (2) A person shall only be entitled to be issued with such an appropriate certificate if he complies with the criteria in Regulations annexed to the STCW Convention, set out in column 2 of the table, and any other requirements specified by the Director, as provided in Schedule 4.

PART III. *Ratings and holders of other qualifications.*

9.—(1) Every rating forming part of a navigational watch on a ship of 500 GT or more, other than ratings under training and ratings whose duties while on

watch are of an unskilled nature, shall hold a watchkeeping ratings certificate in the form set out in Schedule 5.

Schedule 5.

(2) Every rating forming part of an engine-room watch or designated to perform duties in a periodically unmanned engine-room on a ship powered by main propulsion machinery of 750 kW propulsion power or more, other than ratings under training and ratings whose duties are of an unskilled nature, shall hold a watchkeeping ratings certificate.

(3) No person shall be entitled to be issued with a watchkeeping ratings certificate unless he complies with the criteria set out in Regulations II/4.2 or III/4.2 in the annex to the STCW Convention.

(4) Any person designated to perform watchkeeping duties in a manned or periodically unmanned engine-room on a ship powered by main propulsion machinery of 350kW power, or more, but less than 750kW shall be the holder of one of the engineering certificates of competence referred to in regulation 8 or be the holder of a marine engine operator's licence issued in compliance with criteria specified by the Director.

10.—(1) Every ship shall carry a person or persons—

- (a) qualified for distress and safety radio communication purposes as specified in paragraph (2); and
- (b) who are holders of certificates specified in the Radio Regulations as appropriate, and one such person shall be designated by the master to have primary responsibility for radio communications during distress incidents.

(2) On area A1 ships the person qualified as mentioned in paragraph (1) shall hold at least a GMDSS restricted operator's certificate issued in accordance with subsection D of section IIIA of Article 55 of the Radio Regulations.

(3) On Area A1/A2, A1/A2/A3 and A1/A2/A3/A4 ships, the person qualified as mentioned in paragraph (1) shall hold a GMDSS general operator's certificate issued in accordance with subsection C of section IIIA of Article 55 of the Radio Regulations.

(4) The Director shall not grant a certificate referred to in paragraphs (2) and (3) to any person unless that person—

- (a) is at least 18 years of age; and
- (b) has completed education and training approved and meets the standard of competence specified in section A-IV of the STCW Code.

PART IV. *Mandatory minimum training requirements*

11.—(1) Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on tankers shall have completed an approved shore-based advanced fire-fighting course in addition to the training required by section A-VI/1 of the STCW Code and shall have completed—

- (a) subject to paragraph (2), at least three months of approved seagoing service on tankers in order to acquire adequate knowledge of safe operational practices; or
- (b) an approved tanker familiarization course covering at least the syllabus given for that course in section A-V/1 of the STCW Code.

(2) The period of seagoing service required under paragraph (1) (a) may be satisfied by similar service of not less than one month if—

- (a) the tanker on which such service is performed is of less than 3,000 GT;
- (b) the duration of each voyage of the tanker on which such approved service is performed does not exceed 72 hours; and
- (c) the operational characteristics of the tanker on which such approved service is performed and the number of voyages and loading and discharging operations completed during the period, allow the same level of knowledge and experience to be acquired as would have been acquired in approved service performed in accordance with paragraph (1) (a) on a tanker of a size, and performing voyages, not falling within sub-paragraphs (a) and (b).

(3) Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging and care in transit or handling of cargo in tankers shall, in addition to meeting the requirements of paragraph (1), have—

- (a) experience appropriate to their duties on the type of tanker on which they serve; and
- (b) completed an approved specialized training programme which at least covers the subject set out in section A-V/1 of the STCW Code that are appropriate to their duties on the tanker on which they serve.

Schedule 6.

(4) An appropriate endorsement in the form set out in Schedule 6 shall be issued to masters and officers who are qualified in accordance with paragraph (1) or (3), and every rating who is so qualified shall be certificated.

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

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

(3) Seafarers who are required to be trained in accordance with paragraphs (4), (7) and (8) shall, at intervals not exceeding five years, undertake appropriate refresher training.

(4) Masters, officers and other personnel designated on muster lists to assist passengers in emergency situation on board ro-ro passenger ships shall have completed training in crowd management as specified in section A-V/12, paragraph 1 of the STCW Code.

(5) Masters, officers and other personnel assigned specific duties and responsibilities on board ro-ro passenger ships shall have completed the familiarization training specified in section A-V/2, paragraph 2 of the STCW Code.

(6) Personnel providing direct service to passengers in passenger spaces on board ro-ro passenger ships shall have completed the safety training specified in section A-V/2, paragraph 3 of the STCW Code.

(7) Masters, chief mates, chief engineer officers, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings on board ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 4 of the STCW Code.

(8) Masters, chief mates, chief engineer officers and any person having responsibility for the safety of passengers in emergency situations on board ro-ro passenger ships shall have completed approved training in crisis management and human behaviour as specified in section A-V/2, paragraph 5 of the STCW Code.

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

13.—(1) This regulation applies to master, officers, rating and other personnel serving on board high-speed craft which are ships constructed on or after 1st January, 1996.

(2) Prior to being assigned shipboard duties on board high speed craft, masters, officers, rating and other personnel shall have completed the training specified in Schedule 7.

Schedule 7.

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

Schedule 7. (4) In the case of masters, and of officers having an operational role on high speed craft, the documentary evidence shall be a certificate in a form specified in Schedule 7 and shall be endorsed in a manner specified in that Schedule.

14. All seafarers shall receive familiarization, basic safety training or instruction in accordance with section A-VI/1 of the STCW Code and shall meet the appropriate standard of competence specified therein.

15.—(1) Every person designated to launch or take charge of survival craft or rescue boats other than fast rescue boats shall have a certificate of proficiency in such craft.

(2) No person shall be granted a certificate referred to in paragraph (1) unless he meets the criteria specified in Regulation VI/2.1 in the Annex to the STCW Convention.

(3) Every person designated to launch or take charge of a fast rescue boat shall have a certificate of proficiency in such boats.

(4) No person shall be granted a certificate referred to in paragraph (3) unless he meets the criteria in Regulation VI/2.2 in the Annex to the STCW Convention.

(5) In this regulation—

“fast rescue boat” means a rescue boat which is—

- (a) not less than 6 metres in length and not more than 8.5 metres in length; and
- (b) capable of manoeuvring, for at least 4 hours, at a speed of at least 20 knots in calm water with a suitably qualified crew of 3 persons and at least 8 knots with a full complement of persons and equipment.

16.—(1) Seafarers designated to control firefighting operations shall have successfully completed advance training in techniques for fighting fire with particular emphasis on organization, tactics and command in accordance with the provisions of section A-VI/3 of the STCW Code and shall meet the standard of competence specified therein.

(2) Where training in advanced firefighting is not included in the qualifications for the certificate to be issued, a special certificate or documentary

evidence, as appropriate, shall be issued indicating that the holder has attended a course of training in advanced firefighting referred to in paragraph (1).

17.—(1) Seafarers designated to provide medical first aid on board ship shall meet the standard of competence in medical first aid specified in section A-VI/4, paragraphs 1 to 3 of the STCW Code.

(2) Seafarers designated to take charge of medical care on board ship shall meet the standard of competence in medical care on board ships specified in section A-VI/4, paragraphs 4 to 6 of the STCW Code.

(3) Where training in medical first aid or medical care is not included in the qualifications for the certificate to be issued, a special certificate or documentary evidence, as appropriate, shall be issued indicating that the holder has attended a course of training in medical first aid or in medical care.

PART V. Issue, form, validity, record and surrender of certificates

18.—(1) A seafarer, on application and payment of the prescribed fee, shall be entitled to be issued an appropriate certificate if he meets the requirements set out in Schedule 4.

Schedule 4.

(2) Certificates and endorsements under these Regulations shall be issued by the Director and delivered to the person entitled to hold them.

(3) A certificate or endorsement shall remain valid for seagoing service only so long as the holder can comply with the standards and conditions as to medical fitness and professional competence to act in the appropriate capacity specified by the Director.

(4) A record of all certificates and endorsements which are issued under these Regulations, have expired or have been revalidated, suspended, cancelled, or reported lost or destroyed and any alteration of or any other matters affecting any such certificates or endorsements, shall be kept in such manner as the director may require.

(5) Where the holder of a certificate is issued with an appropriate certificate at a higher level he shall surrender the first-mentioned certificate for cancellation to the Director, or to such person as the Director directs.

(6) Where a person is convicted of an offence under section 114 of the Act, or where a certificate or endorsement is issued and the conditions for its issue prescribed in these Regulations or specified by the Director have not been complied with, then the holder of the relevant certificate shall, at the direction of the Director, deliver it for cancellation to the Director, or to such person as the Director directs.

19.—(1) Notwithstanding that an applicant for a certificate of competence or for an endorsement thereof complies with the standards or fulfills the conditions specified by, or by virtue of, the foregoing provisions of these Regulations, the Director shall not issue or endorse the appropriate certificate unless he is satisfied, having regard to all the relevant circumstances, that the applicant is a fit person to be the holder of the certificate and to act in the capacity to which it relates.

(2) If the Director intends to refuse the issue, endorsement or revalidation of a certificate of competence or for any reason, he shall give notice in writing to the applicant who shall have the right, before a date specified in the notice, to require the application to be reviewed at an inquiry.

(3) If an applicant, before the date mentioned in paragraph (2), has required his case to be reviewed at an inquiry, in pursuance of that paragraph the Minister shall cause such an inquiry to be held by the tribunal referred to in section 411 of the Act.

20. If a person entitled to a certificate loses or is deprived of a certificate already issued to him, the Director—

- (a) shall if satisfied that the person has lost or been deprived of the certificate without fault on his part; and
- (b) may if he is not so satisfied,

upon receipt of any fee payable, cause to be issued to that person, a certified copy of the certificate to which the person appears to be entitled.

Schedule 8.

21.—(1) A certificate issued by the Director shall be endorsed by the Director in accordance with the STCW Convention and in the form prescribed in Schedule 8 if he is satisfied that the holder of the certificate complies with the requirements of regulation 8, 10 or 11.

(2) No certificate of competence issued by the Director shall be valid unless it is accompanied by an endorsement attesting to its issue.

Schedule 9.

22. The principles governing near coastal voyages are set out in Schedule 9.

PART VI. *Training, assessment and maintenance of quality standards*

23.—(1) The training and assessment of seafarers shall be administered, supervised and monitored in accordance with the provisions of section A-1/6 of the STCW Code.

(2) Persons responsible for the training and assessment of seafarers shall be appropriately qualified in accordance with the provisions of section

A-I/6 of the STCW Code for the type and level of training or assessment involved.

(3) The performance standards and other provisions set forth in section A-I/12 and such other requirements as are prescribed in Part A of the STCW Code for any certificate concerned shall be complied with in respect of—

- (a) all mandatory simulator-based training;
- (b) any assessment of competence required by Part A of the STCW Code which is carried out by means of a simulator; and
- (c) any demonstration, by means of a simulator, of continued proficiency required by Part A of the STCW Code.

(4) Simulators installed or brought into use prior to 1st February, 2002 shall be exempt from full compliance with the performance standards referred to in paragraph (3).

(5) Under the direction of the Director, and in accordance with section A-I/8 of the STCW Code, a quality standards system shall be established through which all activities relating to training, assessment of competence, certification, endorsement and revalidation shall be continuously monitored to ensure the achievement of defined objectives including those concerning the qualifications and experience of instructors and assessors.

(6) Education and training provided by maritime training institutions of an STCW country other than Jamaica may be recognized by the Director for the purpose of examination and certification under these Regulations.

(7) An independent evaluation shall be undertaken in accordance with section A-I/8 of the STCW Code by suitably qualified persons appointed by the Director who are not themselves involved in the activities concerned, and information relating to such evaluation shall be communicated to the Secretary-General.

(8) The provisions of Schedule 10 shall apply in respect of this regulation. Schedule 10.

24. Regulations 25 to 27 apply to every seagoing hovercraft registered in Jamaica which was constructed on or after 1st January, 1996.

25.—(1) It shall be the duty of every owner of a hovercraft to which regulations 25 to 27 apply to ensure that masters and officers, ratings and other personnel have completed the training specified by the Director.

(2) It shall be the duty of any person providing the training referred to in this regulation to issue documentary evidence to every person successfully completing such training. In the case of masters, and of officers having an operational role on high speed craft, the documentary evidence shall be a certificate in a form specified by the Director and shall be endorsed in a manner specified by the Director.

(3) Any owner who contravenes paragraph (1) shall be guilty of an offence, and on summary conviction in a Resident Magistrate's Court be liable to a fine not exceeding two hundred thousand dollars, or on conviction on indictment to a fine.

26. Regulations 18, 19 and 20 apply to certificates issued under regulation 25 as they apply to other certificates issued under these Regulations.

27. The Director may exempt the owner of any hovercrafts from any of the requirements of regulation 25 subject to such conditions as he may specify, and may alter or cancel any exemption so granted.

PART VII. *Responsibilities and duties of companies, masters and others*

28.—(1) This regulation applies only to Jamaican ships.

(2) Every company shall ensure that—

- (a) every seaman assigned to any of its ships holds an appropriate certificate in respect of any function he is to perform on that ship;
- (b) every seaman on any of its ships has had training specified in these Regulations in respect of any function that he is to perform on that ship; and
- (c) documentation and data relevant to all seamen employed on its ships are maintained and readily available for inspection and include, without being limited to, documentation and data on their experience, training, medical fitness and competence in assigned duties.

(3) Nothing in paragraph (2) shall prohibit the allocation of tasks for training under supervision or in case of *force majeure*.

(4) The company shall provide written instructions to the master of each of its ships setting out the policies and the procedures to be followed to ensure that all seamen who are newly employed on board the ship are given a reasonable opportunity to become familiar with the shipboard

equipment, operating procedures and other arrangements needed for the proper performance of their duties before being assigned to those duties.

(5) The policies and procedures referred to in paragraph (4) shall include—

- (a) allocation of a reasonable period of time during which each newly employed seaman will have an opportunity to become acquainted with—
 - (i) the specific equipment the seaman will be using or operating; and
 - (ii) ship-specific watchkeeping, safety, environmental protection and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties properly; and
- (b) designation of a knowledgeable crew member who will be responsible for ensuring that an opportunity is provided to each newly employed seaman to receive essential information in a language the seaman understands.

(6) It shall be the duty of any master and any member of a crew designated with an obligation under paragraph (4) to carry out that obligation.

29.—(1) It shall be the duty of the company to ensure that in relation to every ship of 500 GT or more—

- (a) a safe manning document is in force in respect of the ship and the manning of the ship;
- (b) the safe manning document is kept on board the ship at all times; and
- (c) the manning of the ship is maintained at all times to at least the levels specified in the safe manning document.

(2) The master of any ship to which this regulation applies shall ensure that the ship does not proceed to sea unless there is on board a valid safe manning document issued in respect of the ship and the manning of the ship complies with that document.

(3) It shall be the duty of the company applying for the safe manning document in respect of any Jamaican ship to submit to the Director proposals as to the numbers and grade of personnel it considers should be carried so that the ship would be safely manned if it proceeded to sea on any intended

voyages; and in preparing such proposals the company shall take into account any guidance issued by the Director.

(4) It shall be the duty of the company after the issue of a safe manning document, to inform the Director as soon as any of the circumstances which are pertinent to that safe manning document change, for the purpose of enabling the Director to review the document's continuing validity or approve new proposals from the company.

(5) A safe manning document issued pursuant to regulations made under the repealed Acts shall continue to be valid until 1st February, 2002.

Schedule 11.

(6) The provisions of Schedule 11 shall apply in respect of this regulation.

30.—(1) Subject to paragraph (2) and except as provided by the relevant Radio Regulations, the Director may, in circumstances of exceptional necessity and where in his opinion no danger to persons, property or the environment will be caused, issue a dispensation permitting a specified seafarer to serve in a specified ship for a specified period not exceeding six months in a capacity, other than that of a radio operator, or a radiotelephone operator, for which he does not hold the appropriate certificate, provided the person to whom the dispensation is issued is adequately qualified to fill the vacant post in a safe manner, in accordance with the applicable safe manning requirements.

(2) A dispensation shall not be granted to a person to act as a master or chief engineer except in circumstances of *force majeure*, and in any event, such dispensation, where granted, shall be granted only to an officer at the management level and for the shortest duration possible.

(3) In granting a dispensation under this paragraph, the Director shall specify the particular voyage or part of a voyage for which the dispensation will be valid.

(4) A dispensation shall only be granted to a person properly certificated to fill the post immediately below; and where certification for such post is not required under these Regulations, a dispensation may be issued to a person whose qualifications and experience are, in the opinion of the Director, of a clear equivalence to the requirements for the post to be filled, provided that, if such person does not hold an appropriate certificate, he shall be required to pass a test acceptable to the Director as demonstrating that such a dispensation may safely be issued.

(5) Where a dispensation is granted under this regulation, the Director shall ensure that the post in question is filled by the holder of an appropriate certificate as soon as possible.

(6) The Director shall, as soon as possible after the first day of January of each year, submit to the Secretary-General, a report indicating the total number of dispensations granted for each capacity for which an appropriate certificate is required in respect of all seagoing Jamaican ships, and the numbers of those ships above and below 1,600 gross tons respectively.

(7) The provisions of Schedule 12 shall apply to this regulation. Schedule 12.

31. Regulations 32 to 35 apply only to Jamaican ships.

32.—(1) Subject to regulation 35, it shall be the duty of every company in respect of a ship, and of every employer, to ensure, so far as is reasonably practicable, that the master and seafarers do not work more hours than are safe in relation to the safety of the ship and the master's and the seafarers' performance of their duties.

(2) Subject to regulation 35, it shall be the duty of every master of a ship to ensure, so far as is reasonably practicable, that seafarers do not work more hours than are safe in relation to the safety of the ship and the master's and the seafarers' performance of their duties.

33. Every master and seafarer shall, so far as is reasonably practicable, ensure that he is properly rested when commencing duty on a ship and that he obtains adequate rest during periods when he is off duty.

34.—(1) It shall be the duty of the company to produce a schedule of duties in accordance with this regulation.

(2) Where the company is not also the employer of the master and all the seafarers, it shall consult any other person who is an employer of the master or of any of the seafarers before production of the schedule.

(3) The company may arrange with any such employer that the employer is to produce a schedule of duties in accordance with this regulation and in such a case, that employer shall also be subject to the duties of the company under this regulation.

(4) Before producing a schedule the company shall seek the views of the master and the master shall seek, and convey to the company, the views of—

- (a) the seafarers or their representatives; or
- (b) a trade union with one or more members on board ship.

(5) Subject to paragraph (6), a schedule shall—

- (a) set out the hours of work for—
 - (i) masters and seafarers whose work includes regular watchkeeping duties or ship handling; and

- (ii) the ship's chief engineer, chief officer and second engineer officer, so as to provide that they do not work more hours than are safe in relation to the safety of the ship and the master's and seafarers' performance of their duties;
- (b) specify the maximum period of continuous watchkeeping, the minimum rest period between watches, and the total daily, weekly and monthly hours of work; and
- (c) provide a minimum of ten hours of rest in any 24-hour period, which may be divided into no more than two periods, one of which shall be at least six hours in length.

(6) Notwithstanding paragraph (5) (c), the minimum period of ten hours may be reduced to not less than six consecutive hours on condition that any such reduction shall not extend beyond two days and not less than seventy hours of rest are provided in each seven-day period.

(7) The company shall give consideration to the nature of the shipping operation and the voyages to be undertaken in arranging the hours of work.

(8) The schedule may be changed by the company, or by an employer who by virtue of paragraph (3) is subject to the duties of the company, on condition that—

- (a) other employers and where necessary, the company have been consulted;
- (b) the company or the employer has sought the views of the master on the proposed changes and the master has sought and conveyed to the company the views of persons mentioned in paragraph (4) (a) or (b); and
- (c) the schedule as changed complies with paragraph (5).

(9) The company shall ensure that the schedule is displayed prominently in the crew accommodation for the information of all the seafarers.

(10) It shall be the duty of the master to ensure, as far as reasonably practicable, that the hours of work specified in the schedule are not exceeded.

(11) The company and the master shall maintain on the ship a copy of the schedule, and a record of all deviations from its requirements.

(12) The company for the time being shall ensure that a copy of the schedule and of the record of all deviations from its requirements are preserved for five years from the date the schedule was introduced, and

that they are available for inspection by the Registrar of Seamen, a proper officer or a surveyor as defined in the Act, or an inspector appointed under section 315 of the Act.

(13) If during the five-year period there ceases to be a company in relation to the ship, the duty to preserve the copies of the schedule and of the record shall remain with the last such company.

(14) In this regulation and in regulation 35, "schedule" means the schedule of duties referred to in paragraph (1).

35.—(1) The requirements for rest periods specified in paragraphs (5) (c) and (6) of regulation 34 need not be maintained in case of any emergency or drill or in other overriding operational conditions.

(2) Without prejudice to the generality of paragraph (1), a master of a ship or seaman may participate in a navigational, engine room or machinery watch although he has not had the rest period provided by the schedule produced in pursuance of regulation 34, and the master may exceed, and a seafarer may be required to exceed, the schedule's work or duty periods, when in the opinion of the master it is necessary to meet one of the following situations—

- (a) an emergency threatening the safety of the ship or the life of any person or threatening damage to the environment;
- (b) employment of the ship in the service of the Jamaica Defence Force at a time when the ship is operating in direct support of that Force.

(3) When in pursuance of paragraph (1) the master or a seaman has worked within a rest period provided for by the schedule, his name shall be entered in the record required to be maintained by regulation 34(11), together with the reason why he so worked.

36.—(1) The master of any ship shall ensure that the watchkeeping arrangements for the ship are at all times adequate for maintaining safe navigational and engineering watches having regard to Chapter VIII of section A of the STCW Code.

(2) Without prejudice to the duties of the master provided by paragraph (1), the master shall give directions to the deck watchkeeping officers responsible for navigating the ship safely during their periods of duty, in accordance with Part 3 of section A-VIII/2 of the STCW Code and any requirements specified in Schedule 11.

Schedule 11.

(3) The chief engineer officer of any ship shall ensure that the engineering watchkeeping arrangements for the ship are at all time adequate for maintaining a safe watch, in accordance with Part 3-2 of section A—

Schedule 11. VIII/2 of the STCW Code, and when deciding the composition of the watch the chief engineer officer shall observe the principles set out in Part 3-2 of that section and the requirements specified in Schedule 11.

37. The master of any ship which is safely moored or safely at anchor under normal circumstances in port shall make arrangement for an appropriate and effective watch to be maintained for the purposes of safety, in accordance with Part 4 of section A-VIII/2 of the STCW Code and any operational guidance specified in Schedule 11.

38.—(1) The master of any ship which is in port and carrying hazardous cargo shall act in accordance with paragraph (2) even when the ship is safely moored or safely at anchor.

(2) For the purposes of paragraph (1) the master shall in the case of—

- (a) a ship carrying hazardous cargo in bulk, ensure that a safe deck watch and safe engineering watch are maintained by the ready availability on board of a duly qualified officer or officers, and where appropriate, ratings; and
- (b) a ship carrying hazardous cargo other than in bulk, ensure that in organizing safe watchkeeping arrangements he takes account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

(3) Such watchkeeping arrangements shall take full account of the principles and requirements specified by the Director and as provided in Schedule 11.

39. Without prejudice to regulation 28, the company and the master shall ensure that there are carried at all times on board ship all original certificates and other documents issued pursuant to the STCW Convention indicating the qualification of any member of the crew to perform functions which they are required to perform aboard ship in the course of their designated duties.

PART VIII. *Inspection of Ships*

40.—(1) An authorized person may inspect any ship while in a Jamaican port for the purposes of—

- (a) verifying that all seafarers serving on board who are required to be certificated hold valid appropriate certificates and endorsements or valid dispensations or have provided the documentary proof required by regulation I/10, paragraph 5 of the STCW Convention, or where regulation 6 (11) is applicable, the requirements of that provision have been met;

- (b) verifying that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements; and
- (c) assessing the ability of the seafarers in the ship to maintain the watchkeeping standards required by these Regulations where there are clear grounds for believing that such standards are not being maintained because, while in a port in Jamaica or in the approaches to that port, any of the following has occurred—
 - (i) the ship has been involved in a collision, grounding or stranding;
 - (ii) there has been an unlawful discharge of substances from the ship when underway, at anchor or at a berth;
 - (iii) the ship has been manoeuvred in an erratic or unsafe manner, or navigational course markers or traffic separation schemes have not been followed; or
 - (iv) the ship has otherwise been operated in such a manner as to pose a danger to persons, property or the environment.

(2) If an authorized person finds on inspection any deficiency of a kind specified in paragraph (3) he shall notify in writing the master of the ship and in the case of a ship which is not a Jamaican ship, the nearest maritime consular or diplomatic representative of the flag state.

(3) Deficiencies referred to in paragraph (2) are—

- (a) a failure of any seaman required to hold an appropriate certificate to have a valid appropriate certificate, an endorsement, a valid dispensation or the documentary proof required by regulation I/10, paragraph 5 of the STCW Convention, or where regulation 6 (11) is applicable, the requirements of that provision have not been met;
- (b) a failure to comply with the applicable safe manning requirement;
- (c) a failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the competent authority of the country in which the ship is registered;
- (d) an absence on a watch of a person qualified to operate equipment essential to safe navigation, safety radio communications or the prevention of marine pollution;

(e) an inability of the master to provide adequately rested persons for the first watch at the commencement of a voyage and for subsequent relieving watches.

(4) The certificates, endorsements and dispensations referred to in paragraph (1) shall be accepted by the authorized person carrying out the inspection unless there are clear grounds for believing that a certificate has been fraudulently obtained or that the holder of a certificate is not the person to whom that certificate was originally issued.

(5) This regulation applies to a Jamaican ship wherever it may be.

41.—(1) In any case where it is found—

(a) in relation to a Jamaican ship, that there is any contravention of these Regulations; or

(b) in relation to a foreign ship, that there is—

(i) any contravention of regulation 29, 36, 37 or 39; or

(ii) a failure to correct a deficiency of a kind specified in regulation 40 (3) after notification to the master pursuant to regulation 40 (2), and there is in consequence a danger to persons, property or the environment,

the ship may be detained, and section 322 and sections 433 to 435 of the Act shall apply to such detention.

(2) The Director shall promptly report to the Secretary-General the facts concerning the detention of a ship pursuant to this regulation.

PART IX. *Miscellaneous*

42. Regulations 40 and 41 shall be applied as may be necessary to ensure that no more favourable treatment is given to non-STCW ships than is given to STCW ships.

43.—(1) The Director shall maintain a register of all certificates and endorsements which have been issued, expired, revalidated, suspended, cancelled or reported lost or destroyed and of dispensations issued.

(2) The Director shall make available information on the status of such certificates, endorsements and dispensations as are referred to in paragraph (1), to the authorities of other STCW countries and companies who request verification of the authenticity and validity of certificates produced to them by seafarers seeking recognition of their certificates or for employment on board ship.

(3) The Director may request the authorities of other STCW countries information on certificates, endorsements and dispensations issued by them, where such certificates, endorsements and dispensations are produced to the Director by seafarers seeking recognition of their certificates under regulation 6 or seeking employment on board Jamaican seagoing ships or by serving on board foreign ships operating in Jamaican waters.

44.—(1) Any company which contravenes regulation 28 (2) or (4), 29(1) or (3), 34(1), (2), (8) or (10) or 39 shall be guilty of an offence and on summary conviction in a Resident Magistrate's Court shall be liable to a fine not exceeding two hundred thousand dollars, or on indictment to a fine, or to imprisonment not exceeding 12 months, or to both such fine and imprisonment.

(2) Any master who contravenes regulation 28(6), 29(2), 32(2), 36(1) or (2), 37, 38 or 39 shall be guilty of an offence and on summary conviction in a Resident Magistrate's Court shall be liable to a fine not exceeding two hundred thousand dollars, or on indictment to a fine, or to imprisonment not exceeding 12 months, or to both such fine and imprisonment.

(3) Any member of the crew who contravenes regulation 28 (6) shall be guilty of an offence, and on summary conviction in a Resident Magistrate's Court shall be liable to a fine not exceeding one hundred and fifty thousand dollars.

(4) Any chief engineer officer who contravenes regulation 36 (3) shall be guilty of an offence and on summary conviction in a Resident Magistrate's Court shall be liable to a fine not exceeding two hundred thousand dollars.

(5) Any company which contravenes regulation 32 (1) shall be guilty of an offence and on summary conviction in a Resident Magistrate's Court shall be liable to a fine not exceeding two hundred thousand dollars.

(6) Any employer who contravenes regulation 32 (1) shall be guilty of an offence and on summary conviction in a Resident Magistrate's Court shall be liable to a fine not exceeding two hundred thousand dollars.

(7) Any master who contravenes regulation 33, 34 (10) or (11) shall be guilty of an offence and on summary conviction in a Resident Magistrate's Court shall be liable to a fine not exceeding fifty thousand dollars.

(8) Any seaman who contravenes regulation 33 shall be guilty of an offence and on summary conviction in a Resident Magistrate's Court shall be liable to a fine not exceeding fifty thousand dollars.

(9) It shall be a defence for a person charged with an offence under these Regulations to prove that he took all reasonable steps to avoid commission of the offence.

45. The Minister may grant, on such terms, if any, as he may specify, exemptions from all or any provisions of these Regulations for any case or classes of case.

46.—(1) Certificates and licences granted, endorsements made and standards of competence and training already met, pursuant to the repealed Acts, shall be treated as equivalent to certificates, endorsements, appropriate certificates, standards of competence or training, referred to in these Regulations, and shall subject to regulation 6, remain of full validity, until 1st February, 2002.

(2) Seafarers who commence—

- (a) seagoing service as part of an approved training programme; or
- (b) the shore-based phase of an approved training programme, before 1st August, 1998, may be issued with certificates, or have certificate recognized or endorsed, pursuant to the repealed Acts referred to in regulation 2 and the provisions of that paragraph shall apply to such certificates.

Schedule 13.

(3) The provisions of Schedule 13 shall apply in relation to the matters referred to in paragraphs (1) and (2).

Schedule 14.

47. The fees prescribed in Schedule 14 shall be paid in respect of the examinations and documents specified in that Schedule.



JAMAICA

Nº JR

[The inclusion of this page is authorized by L.N. 102/2001]

ENDORSEMENT ATTESTING THE RECOGNITION OF A CERTIFICATE
UNDER THE PROVISIONS OF THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995

The Government of Jamaica certifies that Certificate No. issued to
..... by on behalf of the Government of
is duly recognized in accordance with the provisions of Regulation 1/10 of the above Convention,
as amended, and the lawful holder is authorized to perform the following functions, at the levels
specified, subject to any limitations indicated until or until the date of
expiry of any extension of the validity of this endorsement as may be shown overleaf.

(Official Seal)

Table with 3 columns: FUNCTION, LEVEL, LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified
in the applicable safe manning requirements of the Authority:

Table with 2 columns: CAPACITY, LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

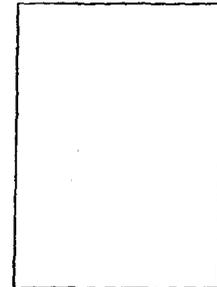
Signature of duly authorized official

Name of duly authorized official

The original of this endorsement must be kept available in accordance with Regulation 1/2,
paragraph 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 1, *contd.*

The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

SCHEDULE 2

(Regulation 7)

REVALIDATION OF CERTIFICATES

1. Applicants for revalidation—

- (a) seafarers with 12 months seagoing service within the last 5 years must—
 - (i) meet the minimum prescribed standards of medical fitness; and
 - (ii) establish continued professional competence in accordance with section A-1/11 of the STCW 95 Convention by having performed, during their period of seagoing service, functions appropriate to the level of certification held;
 - (iii) meet such other requirements as may be prescribed by the Administration pursuant to the issuing of certificates of competence;
- (b) seafarers who have performed functions considered to be equivalent to the seagoing service of 12 months within the last 5 years, namely—
 - (i) marine pilots;
 - (ii) masters, deck officers and engineering officers serving on board tugs;
 - (iii) officers serving on board auxiliary vessels such as navigational aids tenders; seismic, oceanographic and hydrographic survey vessels; marine research vessels and training vessels must meet the following criteria—
 - (A) the minimum prescribed standards of medical fitness;
 - (B) establish continued professional competence in accordance with section A-1/11 of the STCW 95 Convention, by having performed, during the period, functions appropriate to the level of certification held; and
 - (C) such other requirements as may be prescribed by the Administration pursuant to the issuing of certificates of competence;
- (c) seafarers who have less than 12 months seagoing service within the last 5 years must pass a test approved by the Administration;
- (d) seafarers who do not have any seagoing service within the last 5 years must successfully complete a programme of study approved by the Administration;
- (e) seafarers who are employed ashore within the maritime industry and have been performing functions appropriate/relevant to their certificates of competence namely—
 - (i) maritime lecturers;
 - (ii) maritime surveyors;
 - (iii) maritime administrators;who do not have 12 months seagoing service within the last 5 years must meet the following criteria—
 - (a) the minimum prescribed standards of medical fitness; and
 - (b) complete a period of approved seagoing service of not less than 3 months in a supernumerary capacity, or in a lower Officer rank/capacity than that for which their certificate of competence is valid.

SCHEDULE 2, *contd.*

2. Every master, officer and radio operator serving on board seagoing ships and in capacities functions for which *special training* requirements have been internationally agreed upon, including tankers and ro-ro ships, will only have their certificates, endorsements and recognition revalidated by the Administration provided that they have successfully completed the relevant training pertaining to—

- (a) emergency functions;
- (b) operational safety functions;
- (c) medical care functions;
- (d) survival functions.

3. Applicants for revalidation who are holders of certificates issued under the STCW 78 Convention are required to have completed the relevant approved refresher/updating courses prescribed by the Administration in order to be revalidated according to the STCW 95 standards.

4. All applicants for revalidation who are required to undertake updating/refresher courses shall apply to a Training Institute for such training and provide to the Administration on application the relevant documentary evidence attesting successful completion of such approved courses.

5. Applicants may have their certificates revalidated under the STCW 78 Convention if they are, for the time being, unable to undertake the relevant refresher/updating courses, or in other justifiable circumstances. However, such revalidation shall be for a time deemed appropriate by the Administration given the circumstances and in any case, such revalidation shall not extend beyond February 1, 2001.

6. Certificates and endorsements issued under the STCW 78 Convention and revalidated prior to September 30, 1997 will continue to have validity up to February 1, 2002.

SCHEDULE 3

(Regulation 8)

TABLE OF CRITERIA FOR APPROPRIATE CERTIFICATES

Column 1 Master and Deck Department	Column 2 Regulation Annexed to the STCW Convention
Officer in charge of a navigational watch on any ship on voyages not limited to near coastal voyages.	Regulation II/1.2.
Master or chief mate on a ship of 3000 GT or more.	Regulation II/2.2.
Master or chief mate on a ship of less than 3000 GT.	Regulation II/2.4.
Officer in charge of a navigational watch on a ship of less than 500 GT engaged on near-coastal voyages.	Regulation II/3.4.
Master of a ship of less than 500 GT engaged on near-coastal voyages.	Regulation II/3.6.
Engine Department	Regulation Annexed to the STCW Convention
Officer in charge of an engineering watch in a manned engine room, or designated duty engineer officer in a periodically unmanned engine room, on a ship powered by main propulsion machinery of 750 kw propulsion power or more.	Regulation III/1.2.
Chief engineer officer or second engineer officer on a ship powered by main propulsion machinery of 3000 kw propulsion power or more.	Regulation III/2.2.
Chief engineer officer and second engineer officer on a ship powered by main propulsion machinery of between 750 and 3000 kw propulsion power.	Regulation III/3.2.

SCHEDULE 4

(Regulation 8)

ISSUES OF CERTIFICATES OF COMPETENCE

General Provisions

1. Candidates seeking to be certificated (in any capacity, function or level) must—
 - (a) provide proof of their identity and nationality;
 - (b) provide proof of the sufficiency of their age;
 - (c) hold a valid certificate of medical fitness (inclusive of sight and hearing tests);
 - (d) have completed the required period of seagoing service;
 - (e) have successfully completed the required course of compulsory training. In this regard they should provide transcripts from a training institution attesting that they have successfully completed the course of study;
 - (f) meet the required standards of competence (have successfully completed the prescribed assessment);
 - (g) provide testimonials as to their character, including sobriety, and a record of suitable experience and satisfactory conduct during the period of seagoing service; and
 - (h) provide a police record from the country in which they have officially resided during the three-year period immediately preceding the date of the application. (The Administration may waive this requirement if, within a period of two years immediately preceding the application, a police record had been provided in connection with a previous application for certification).

2. Candidates seeking initial certification as watchkeeping officers are required, in addition to the abovementioned requirements, to produce a training record book, attesting to the fact that they have completed a period of systematic, practical training and experience in the tasks, duties and responsibilities of an officer in charge of a watch.

Classes of Certificates of Competence or Proficiency

3. The Administration will issue the following certificates of competence or proficiency—
 - (a) ratings—
 - (i) Certificate for Ratings who may form part of a Navigational Watch;
 - (ii) Certificate for Ratings who may form part of an Engine-room Watch;
 - (b) master and deck department—
 - (i) Class 4 certificate of competence (Officer in charge of a Navigational Watch on ships less than 500 gross tons in the NCV Area only);
 - (ii) Class 3 certificate of competence (Officer in charge of a Navigational Watch);
 - (iii) Class 2 certificate of competence (First Officer/Chief Mate);
 - (iv) Class 1 certificate of competence (Master);
 - (c) engine department—
 - (i) Class 4 certificate of competence (Officer in charge of an Engine-room Watch on ships less than 750 kw in the NCV Area only);

SCHEDULE 4, *contd.*

- (ii) Class 3 certificate of competence (Officer in charge of an Engine-room Watch);
 - (iii) Class 2 certificate of competence (Second Engineer);
 - (iv) Class 1 certificate of competence (Chief Engineer);
- (d) special certificate for additional qualifications and/or training.

4. The Authority will issue certificates of competence only to those candidates (Masters, Officers and Ratings) who meet the minimum requirements appropriate to the capacity, function and level of responsibility for which they seek to be certificated.

5. All certificates of competence issued by the Authority will be worded in the English language.

6. Any certificate of competence issued by the Authority must be kept by the lawful holder in its original form on board the ship on which he is serving.

CLASS 1 DECK OFFICER
CERTIFICATE OF COMPETENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995



JAMAICA

N° J1D

[The inclusion of this page is authorized by L.N. 102/2001]

The Government of certifies that
 has been found duly qualified in accordance with the provisions of Regulation
 of the above Convention, as amended, and has been found competent to perform the following
 functions, at the levels specified, subject to any limitations indicated until
 or until the date of expiry of any extension of the validity of this certificate as may be shown
 overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
 in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

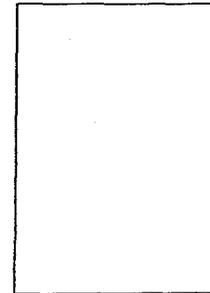
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation 1/2, paragraph
 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 4, *contd.*

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>



JAMAICA

N° J2D

[The inclusion of this page is authorized by L.N. 102/2001]

CLASS 2 DECK OFFICER
CERTIFICATE OF COMPETENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995

The Government of certifies that
has been found duly qualified in accordance with the provisions of Regulation.....
of the above Convention, as amended, and has been found competent to perform the following
functions, at the levels specified, subject to any limitations indicated until
or until the date of expiry of any extension of the validity of this certificate as may be shown
overleaf.

(Official Seal)

Table with 3 columns: FUNCTION, LEVEL, LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
in the applicable safe manning requirements of the Authority:

Table with 2 columns: CAPACITY, LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

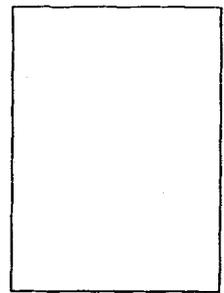
Signature of duly authorized official

Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation 1/2, paragraph
9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 4, *contd.*

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>



JAMAICA

Nº J3D

[The inclusion of this page is authorized by L.N. 102/2001.]

CLASS 3 DECK OFFICER
CERTIFICATE OF COMPETENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995

The Government of certifies that
has been found duly qualified in accordance with the provisions of Regulation
of the above Convention, as amended, and has been found competent to perform the following
functions, at the levels specified, subject to any limitations indicated until
or until the date of expiry of any extension of the validity of this certificate as may be shown
overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

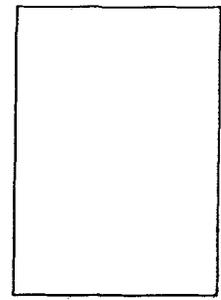
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation 1/2, paragraph
9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 4, *contd.*

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

CLASS 4 DECK OFFICER
CERTIFICATE OF COMPETENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995



JAMAICA

Nº J4D

[The inclusion of this page is authorized by L.N. 1022001]

The Government of certifies that
 has been found duly qualified in accordance with the provisions of Regulation
 of the above Convention, as amended, and has been found competent to perform the following
 functions, at the levels specified, subject to any limitations indicated until
 or until the date of expiry of any extension of the validity of this certificate as may be shown
 overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
 in the applicable said manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

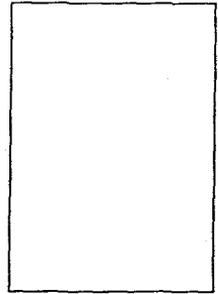
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation I/2, paragraph
 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 4, *contd.*

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	<i>Signature of duly authorized official</i>
Date of revalidation	<i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	<i>Signature of duly authorized official</i>
Date of revalidation	<i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	<i>Signature of duly authorized official</i>
Date of revalidation	<i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	<i>Signature of duly authorized official</i>
Date of revalidation	<i>Name of duly authorized official</i>

CLASS 1 MARINE ENGINEER OFFICER
CERTIFICATE OF COMPETENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995



JAMAICA

The Government of certifies that
 has been found duly qualified in accordance with the provisions of Regulation.....
 of the above Convention, as amended, and has been found competent to perform the following
 functions, at the levels specified, subject to any limitations indicated until
 or until the date of expiry of any extension of the validity of this certificate as may be shown
 overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
 in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

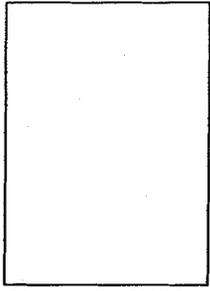
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation 1/2, paragraph
 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

Nº J1E

SCHEDULE 4, *contd.*

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>



JAMAICA

CLASS 2 MARINE ENGINEER OFFICER
CERTIFICATE OF COMPETENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995

The Government of certifies that
 has been found duly qualified in accordance with the provisions of Regulation
 of the above Convention, as amended, and has been found competent to perform the following
 functions, at the levels specified, subject to any limitations indicated until
 or until the date of expiry of any extension of the validity of this certificate as may be shown
 overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
 in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

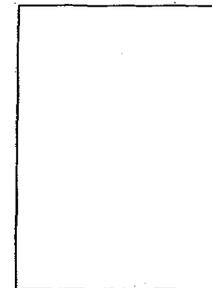
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation 1/2, paragraph
 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

N^o J2E

SCHEDULE 4, *contd.*

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

CLASS 3 MARINE ENGINEER OFFICER
CERTIFICATE OF COMPLENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995



JAMAICA

Nº J3E

[The inclusion of this page is authorized by L.N. 102/2001]

The Government of certifies that
has been found duly qualified in accordance with the provisions of Regulation
of the above Convention, as amended, and has been found competent to perform the following
functions, at the levels specified, subject to any limitations indicated until
or until the date of expiry of any extension of the validity of this certificate as may be shown
overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

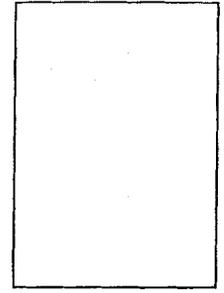
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation 1/2, paragraph
9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 4, *contd.*

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

CLASS 4 MARINE ENGINEER OFFICER
CERTIFICATE OF COMPETENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995



JAMAICA

Nº J4E

[The inclusion of this page is authorized by L.N. 102/2001]

The Government of certifies that
has been found duly qualified in accordance with the provisions of Regulation
of the above Convention, as amended, and has been found competent to perform the following
functions, at the levels specified, subject to any limitations indicated until
or until the date of expiry of any extension of the validity of this certificate as may be shown
overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

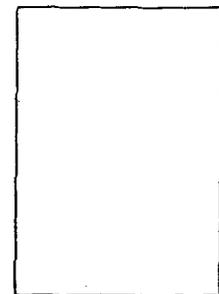
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation 1/2, paragraph
9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 4, *contd.*

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	<i>Signature of duly authorized official</i>
Date of revalidation	<i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	<i>Signature of duly authorized official</i>
Date of revalidation	<i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	<i>Signature of duly authorized official</i>
Date of revalidation	<i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	<i>Signature of duly authorized official</i>
Date of revalidation	<i>Name of duly authorized official</i>

WATCHKEEPING RATINGS
CERTIFICATE OF COMPETENCE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995



JAMAICA

N° JW

[The inclusion of this page is authorized by L. N. 102/2001]

The Government of certifies that
has been found duly qualified in accordance with the provisions of Regulation.....
of the above Convention, as amended, and has been found competent to perform the following
functions, at the levels specified, subject to any limitations indicated until
or until the date of expiry of any extension of the validity of this certificate as may be shown
overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

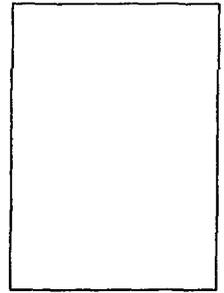
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation I/2, paragraph
9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 5, contd.

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this certificate is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

ENDORSEMENT ISSUED UNDER THE PROVISIONS OF THE SHIPPING ACT GIVING EFFECT TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978 AS AMENDED IN 1995



JAMAICA

N° JE

[The inclusion of this page is authorized by L.N. 102/2001]

The Government of certifies that the holder of Certificate No. issued by or on behalf of the Government of has been found duly qualified in accordance with the provisions of Regulation of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

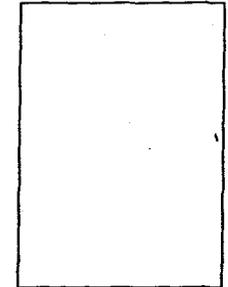
Signature of duly authorized official

Name of duly authorized official

The original of this endorsement must be kept available in accordance with Regulation 1/2, paragraph 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 6, *contd.*

The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

SCHEDULE 7

(Regulation 13)

TRAINING AND CERTIFICATION OF OFFICERS AND CREW ON HIGH SPEED CRAFT

Training Requirements

1.—(1) Deck officers serving on High Speed Craft (HSC) are required to hold a Type Rating Certificate (TRC) in addition to a valid deck officer certificate of competency.

(2) HSC operators are responsible for ensuring that appropriate training is given to deck officers so that they may qualify for the issue of a TRC. The training required by the HSC Code includes knowledge of the craft's propulsion and control systems, handling characteristics, communication and navigation procedures, intact stability and survivability of the craft.

(3) Organizations providing TRC training are required to nominate a person responsible for the training. This person will be designated the Type Rating Instructor (TRI). TRIs may be appointed from within the HSC operating organization from an outside source. Organizations should also nominate another person responsible for the assessment of training to serve as a Type Rating Examiner (TRE). Both TRIs and TREs should be experienced in the operation of the craft on the route on which they will be instructing and examining, respectively and be approved by the Director. Under no circumstances will the same person be allowed to work as both TRI and TRE.

(4) Engineer officers on HSC are required to be appropriately certificated under the requirements of the regulations but do not require additional type rating certification.

(5) On HSC with gas turbine propulsion, engineer officers may hold either: motor, steam or combined certificates of competency. In addition, specified senior engineer officers are required to hold a certificate attesting to the completion of an approved gas turbine training programme for the machinery on their vessel.

Issue of Type Rating Certificates

2.—(1) After undergoing training with the approved TRI a candidate will be examined by the approved TRE. If successful, the organization should issue a TRC in the format appended to this Schedule. The TRC, plus a duplicate copy should be forwarded, together with a valid medical fitness certificate, to the Authority. The TRC must specify the craft or class of craft (e.g. 65 metres wave piercing catamaran), and its operational area or routes.

(2) When the Director is satisfied that all the requirements have been met he will endorse the TRC for service use. This procedure is required in order to satisfy the requirements of paragraph 18.3.3 of the HSC Code. The Director will return the original and keep the duplicate copy for record purposes.

(3) Further routes may be added to a TRC after a holder has undergone route familiarization training and performance assessment by the TRE. The organization may issue a new TRC or amend an existing one upon the recommendation of the TRE. In either case, the TRC must be submitted to the Authority for endorsement of the amendments and recording purposes as above.

Revalidation

3.—(1) Revalidation of a TRC is required at intervals of not more than 2 years. For revalidation, candidates must be able to show evidence of continuing fitness for service on HSC. They must provide evidence of at least 6 months sea service on HSC in the preceding 2 years or a statement from a HSC operator or other TRC training organization to indicate that the candidate has successfully completed a training programme prior to seeking revalidation. When the issuing organization is satisfied that the revalidation requirements have been met, the TRC should be revalidated (see reverse side of specimen certificate format as appended) and submitted to the Authority for endorsement and recording purposes as in paragraph 2 (1) above.

SCHEDULE 7, *contd.*

Ratings and Other Personnel

4.—(1) Ratings and other personnel employed on HSC must undergo a training programme appropriate to their duties on board and may be trained solely for HSC service without seagoing experience on other types of ships. Ratings in this category may be issued with an Efficient Deck Hand (EDH) certificate limited for service on HSC as appropriate. This limitation will be removed if the holder completes at least 6 months service on a conventional ship. Application for removal of a limitation should be made to the Authority.

Non Sea-going HSC

5. Deck officers on non seagoing HSC should follow a training, assessment and certification system similar to that detailed above. In order to qualify for a TRC, the applicant must be able to demonstrate the skills appropriate to navigational duties in the relevant operational area.

SCHEDULE 7, contd.

SPECIMEN TYPE RATING CERTIFICATE
(to be produced in duplicate and registered)

Issuing Organization	No. <i>(Issuing Organization to allocate)</i> Address and Contact Details	
TYPE RATING CERTIFICATE (HIGH SPEED CRAFT)		
This is to confirm that <i>(full name of candidate)</i>		
Date of Birth []		
Discharge Book No. or other national ID []		
Certificate of Competency (if any)—Class/Regulation [] No. []		
Date of Issue [] Issuing Authority []		
has completed a course of training as required by Chapter 18.3.3 of the International Code of Safety for High Speed Craft, and has passed an examination, including practical tests, commensurate with operational tasks on board the craft and routes detailed below:		
Name (or Class) of Craft [] Type of Craft []		
Route.....		
.....		
.....		
Signature of Authorized Representative	Issuing Authority Stamp and Date	MSA Endorsement
Capacity		
AMENDMENTS (Details of additional routes).....		
.....		
.....		
Signature Authorized Representative	Issuing Authority Stamp and Date	Endorsement

SCHEDULE 7, *contd.*

Reverse Side of Specimen TRC

This certificate is subject to 2 yearly revalidation in accordance with Chapter 18.3.5 of the HSC Code. Confirmation that the certificate has been revalidated is to be confirmed by completion of the table below.

REVALIDATION

This is to certify that this certificate is valid for a period of two years from the date of issue or last revalidation date.

Name and Signature of Issuing Organization's Authorized Representative	Date of Revalidation	Official Stamp of Issuing Organization	Endorsement (Dated)

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE
UNDER THE PROVISIONS OF THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995



JAMAICA

[The inclusion of this page is authorized by L.N. 102/2001]

Nº JI

The Government of certifies that Certificate No. has been issued to who has been found duly qualified in accordance with the provisions of Regulation of the above Convention, as amended, and the lawful holder is authorized to perform the following functions, at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf.

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

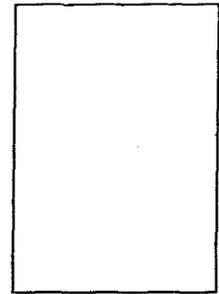
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this endorsement must be kept available in accordance with Regulation 1/2, paragraph 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

SCHEDULE 8, contd.

The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

SCHEDULE 9

(Regulation 22)

NEAR COASTAL VOYAGES

1. The Authority recognizes, for the purpose of defining near coastal voyages, the following trading areas—
 - (a) the International Trading Area; and
 - (b) the Caribbean Trading Area for ships engaged in near coastal voyage trade.
2. The International Trading Area is the area outside the Caribbean Area.
3. The Caribbean Trading Area is the area bounded by the east coasts of North, Central and South America; and a line from the east coast of the United States in latitude 32°30'N to a point 20°N, 60°W, and thence to a point 00°N, 40°W, and thence south to the coast of South America.
4. Against the background of section B-I/3 of the STCW 95 Convention (Guideline Regarding Near Coastal Voyages), a near coastal voyage is a voyage within the Caribbean Trading Area in the course of which the ship is at no time more than 120 miles offshore, nor is the distance of the ship from a safe port of refuge more than 200 miles.
5. The Authority will issue Class 4 Certificates of Competence specifically for near Coastal Voyages.
6. Relative to Certificate of Competence for Class 3-1, the Authority may—
 - (a) apply restrictions or limitations regarding operating areas to certificates held by individuals who, because of the nature of their maritime training, certification and experience, are considered unsuitable for regular certification; and
 - (b) issue endorsements to suitably qualified seafarers who hold Class 2 or 3 Certificates of Competence, thus allowing them to serve, subject to certain restrictions, in stated capacities or levels on near coastal voyages. Such endorsements shall not apply to seagoing service on tankers nor passenger ships.

SCHEDULE 10

(Regulation 23)

ASSESSMENTS

Responsibilities of the Authority

1. The Authority will conduct assessments, either locally or in other Caribbean countries, in order to ascertain competence for certification, for all certificates of competence in June, July and/or October, November annually. Candidates wishing to be assessed must submit a duly completed application form along with documentary proof that they have met the requirements listed under the General Provisions for Certification (less paragraph (f)) and the Specific Requirements for each Class of Certification relevant to the class of certificate for which they are applying.

2. The Authority will nominate a pool of suitably qualified persons who will from time to time be appointed to Boards of Examiners. Such persons must be holders of Class I certificates of competence (Deck or Engine) or the professional equivalent, have completed the IMO model Course of Examiners, and had a period of on-the-job training or exposure to maritime examination methods and practices. In this part, "professional equivalent" means appropriate training in related subjects or disciplines at a tertiary level.

3. For each assessment (in each discipline) the Authority will appoint at least 3 persons to form a Board of Examiners. The Board will comprise a President who will be from the Authority and 2 members who will be from the pool of nominees.

4. Boards will be structured according to the discipline (deck, engine or radio department) in which the candidates are to be assessed. Such Boards may be appointed for assessments in different classes of certification, but will not be appointed for assessments in different disciplines.

5. The Authority will maintain a separate data bank of questions and model answers for each class of certification within each discipline.

6. The Authority will provide a selection of questions (and model answers) to each appointed Board of Examiners for their consideration in formulating assessment papers.

7. The Authority will, once it has been duly satisfied that the assessment has been properly administered, conducted and evaluated (according to the Board's report), officially notify the candidates of their results and advise those candidates who were unsuccessful of the reasons why they were unsuccessful and any recommendations as to retraining or resitting the assessment.

8. The Authority will maintain a facility for investigating complaints, which may be preferred by candidates as to the format or content, authority, conduct or evaluation of assessments. All such matters will be referred to the Board of Examiners for them to conduct an investigation and submit a report to the Authority. This report will then be evaluated and appropriate action taken by the Authority to address the matter.

9. The Authority will provide invigilators in sufficient numbers to adequately support each examination.

10. The Authority will promulgate the timetable detailing the schedule and conduct of examinations and ensure that this information is communicated to the candidates in a timely manner.

Responsibilities of Training Institutions

11. Training institutions will be required to provide to the Authority, at least one month before the scheduled dates of commencement of assessments, 3 complete assessment papers and model answers for each class of certification within each discipline to be assessed.

SCHEDULE 10, *contd.*

12. In the formulation of questions for these papers, the training institution must ensure that all the required publications, charts, instruments and other material or equipment are serviceable and available in sufficient quantities to support the assessment. Such requirements are to be clearly stated along with the associated serviceability and availability.

13. Training institutions will be required to provide instructors who are versed in the particular subject discipline being assessed, to assist in the invigilation of examinations and to respond to and deal with queries regarding any aspect of examination which may be raised by candidates.

14. Training institutions are to maintain records of the course-work (attendance, written and practical work, etc.) for each student undertaking an approved course of maritime study. Such records are to be made available to the Board of Examiners that may be assessing that particular individual as a candidate for certification, if and when required.

15. Training institutions are to submit to the Authority a draft timetable for the scheduling and conduct of examinations, at least three months before the tentative commencement of the first examination.

Terms of Reference of Boards of Examiners

16. The Board will be responsible for the formulation of assessment papers, the authority and conduct of examinations, and the evaluation of individual papers. Upon completion of all these functions the Board will be required to submit a report to the Authority.

17. Prior to and during the examinations, the Board will be responsible for ensuring that—

- (a) the required charts, publications, instruments and other material or equipment are serviceable and available in sufficient numbers to adequately support the examination;
- (b) the listed candidates for each examination are present and properly accounted for according to the seating and numbering arrangements;
- (c) written examinations—
 - (i) the candidates are to be briefed on the general requirements or rules and duration of the examination;
 - (ii) the examination papers are to be administered and the examination conducted according to the prescribed rules of the examination;
 - (iii) the examination is to be started and completed on time and within the specified duration; allowances may be made for any unforeseen or unavoidable stoppages or disruptions;
 - (iv) the examination papers are to be collected and properly accounted for on completion of the examination;
 - (v) the Board may disqualify any candidate who violates the rules of the examination;
 - (vi) the Board may suspend the examination if the members are not satisfied with the existing facilities, support equipment or material or conditions under which the examination is to be conducted; the Board may subsequently make such other arrangements as may be deemed appropriate in order to ensure the proper authority and conduct of the examination;
 - (vii) after the examination, the Board is to ensure that each examination paper is independently evaluated by at least two persons; the first evaluation is

SCHEDULE 10, *contd.*

to be done by an instructor (versed in the subject or discipline concerned) from the training institutions, with the second evaluation being done by a member of the Board. Evaluations will then be compared by the Board and final grades assigned to each paper. Borderline cases are to be reviewed by a member of the Board who hitherto was not involved in the evaluation of that particular paper;

- (viii) in assigning final grades, the Board is to compare and average the grades of the two independent evaluations. The Board may also take into consideration—
- (a) the candidate's course-work; or
 - (b) the candidate's training record book and testimonials of conduct and character during their period of seagoing;
 - (c) any other relevant matter concerning the candidate's competence.

SCHEDULE 11

(Regulations 29, 36 and 37)

SAFE MANNING, HOURS OF WORK AND WATCHKEEPING
APPLICATION OF STCW 95

Safe Manning, Hours of Work and Watchkeeping

Introduction

1.—(1) Companies owning or operating Jamaican seagoing ships, and other ships whilst in Jamaican waters, shall ensure that their ships are manned with personnel of appropriate grades who have been properly trained and certificated.

(2) The numbers of certificated officers and certificated and non-certificated ratings must be sufficient to ensure safe and efficient operation of the ship at all times.

(3) All ships of 500 GT or more are required to hold a safe manning document and owners or operators of ships below 500 GT may hold such certificates.

(4) The owner or operator of a Jamaican registered ship is required to make an assessment of the numbers and grades of personnel necessary for safe operation. These should be sufficient to ensure that—

- (a) the required watchkeeping standard can be maintained and that personnel are able to obtain sufficient rest;
- (b) personnel are not required to work more hours than is safe in relation to the safety of the ship;
- (c) the master and seafarers can perform their duties in accordance with the framework of operational guidance in section A-VIII of the STCW Code;
- (d) the master and seamen are not required to work such hours or under such conditions which may be injurious to their health and safety.

2. Proposals based on the assessment should be submitted to the Director who, when satisfied that the proposed manning levels are adequate, will issue a safe manning document.

Safe Manning

3. The responsibility to ensure that ships are safely, sufficiently and efficiently manned rests with the owners and managing operators. Guidance on determining appropriate manning levels is given in paragraph 12.

4. In order to avoid possible problems at a later stage, owners and operators are recommended to consult with seafarers' representatives and the Director on their proposed manning when new ships are at the design stage and in advance of registering existing ships in Jamaica.

5. In the event of any disagreement between the owners and official seafarers' representatives regarding manning levels, the Director will consider any views put forward and may require a revision of the manning levels, if so justified. In such cases it may be necessary to arrange for some form of practical demonstration of the ability of the crew to carry out the essential tasks in the context of the principles of safe manning. Similarly, in the event of any change in the equipment, construction or use of the ship which may affect the safe manning level, the owner or operator should make an application for the issue of a new safe manning document.

Specialist ship types

6. Offshore support vessels present special problems because of the diverse nature of their operations and the conditions under which they are required to operate. Owners are particularly

SCHEDULE 11, *contd.*

reminded of the restrictions placed on working hours under the Regulations and should set manning levels accordingly.

7. Shipowners and operators shall ensure that the master, officers and ratings on tankers, and the master, officers, ratings and other personnel on ro-ro passenger ships have completed the training required by the Regulations which is specified in sections A-V/1 and A-V/2 of the STCW Code. All crew members on high speed craft must have completed the training required under the SOLAS High Speed Craft Code, and masters and officers having an operational role must hold a Type Rating Certificate as required by the SOLAS Code. On passenger ships generally, the need to handle large numbers of passengers unfamiliar with the marine environment must be taken into account in determining manning levels. Personnel should be appropriately trained and certificated and owners and operators must give particularly careful attention to the requirements for minimum numbers of trained crew to take charge of survival craft.

Safe manning document

8. When the Director has agreed to proposals regarding manning of a particular ship, a safe manning document shall be issued for that ship in a format which complies with the requirements of SOLAS 1974, as amended. It should be retained on board and be available for inspection whenever required by an authorized person.

DETERMINATION OF SAFE MANNING LEVELS

Principles

9.—(1) The Director will consider a ship to be safely manned if the crew includes sufficient officers and ratings with appropriate skills and experience to ensure that the following capabilities are available (these reflect principles in IMO Resolution A.481 (XII), which should be consulted when determining safe manning levels)—

- (a) maintain a safe bridge watch at sea in accordance with regulation VIII/2 of STCW 95, which includes general surveillance of the vessel;
- (b) moor and unmoor a vessel effectively and safely;
- (c) operate and maintain effectively all watertight closing arrangements including the ability to mount an effective damage control party;
- (d) operate and, when practicable, maintain efficiently, all fire equipment and life-saving appliances provided including the ability to muster and disembark passengers and non-essential personnel;
- (e) manage the safety functions of a vessel at sea, when not under way;
- (f) maintain a safe engineering watch at sea in accordance with regulation VIII/2 of STCW 95, and also maintain general surveillance of spaces containing main propulsion and auxiliary machinery;
- (g) operate and maintain in a safe condition the main propulsion and auxiliary machinery to enable the ship to overcome the foreseeable perils of the voyage;
- (h) maintain the safety arrangements and the cleanliness of machinery spaces to minimize the risk of fire;
- (i) provide for medical care on board ship;
- (j) maintain a safe radio watch in accordance with 1974 SOLAS and ITU regulations, as amended;

SCHEDULE 11, *contd.*

- (k) maintain the precautions and safeguards necessary to protect the marine environment in accordance with MARPOL 73/78 as amended;
- (l) maintain safety in all ship operations whilst in port.

Establishing safe manning requirements

10. The Authority requires all ships to be sufficiently and efficiently manned for their safe operation, having regard to their safe operation, to the nature of their work and their location. To ensure safe and efficient operation, a minimum level of manning should be determined. To make that assessment, owners and operators should take account of the following factors—

- (a) the length and nature of voyage and trading area;
- (b) any special requirements of the trade involved;
- (c) number, size (kW) and type of main propulsion units and auxiliaries;
- (d) size of ship (GT);
- (e) construction and technical equipment of ship.

11.—(1) In conjunction with these factors, the IMO principles of safe manning and the need to ensure that personnel do not work more hours than is safe, the owner or operator should—

- (a) identify all the functions to be undertaken on board during a representative voyage;
- (b) identify the skills and experience required to perform those functions;
- (c) identify those functions in normal operations which need to be undertaken concurrently;
- (d) determine the minimum numbers of personnel required to undertake concurrent operations safely;
- (e) establish working arrangements including—(in accordance with regulation 13 of Chapter V of the SOLAS Convention)—the establishment of a working language on a passenger ship to ensure the master and crew are capable of undertaking concurrent and continuing operations with respect to their skills and training;
- (f) ensure that the working arrangements allow for sufficient rest periods to avoid fatigue and draw up work schedules accordingly.

Guidance on appropriate manning levels

12.—(1) The tables annexed hereto provide guidance on the numbers of certificated deck and engineer officers appropriate to different sizes of ships, tonnages and trading areas. As the watchkeeping arrangements for the engineering department and the demands placed on personnel vary significantly according to the level of automation, numbers are not given for engineer officers. These tables only provide guidance; owners and operators must take all relevant factors into account before finalizing their manning proposals.

(2) The number of ratings required will be determined by the factors summarized at paragraphs 9 and 10 above. Owners and operators should additionally seek to obtain a good balance between skilled and less skilled and between experienced and less experienced ratings.

SCHEDULE 11, *contd.**Watchkeeping*

13. The Regulations require the master of any ship to be responsible for the overall safety of the ship. He must also ensure that the watchkeeping arrangements are adequate for maintaining safe navigational watches at all times, including the provision of a lookout as required by the International Regulations for the Prevention of Collisions at Sea 1972, as amended. The chief engineer officer of any ship is required to ensure that the engineering watch arrangements for the ship are adequate at all times for maintaining a safe engineering watch.

14. The principles applying to the keeping of a safe watch are in section A-VIII/2 of the STCW Code and must be followed in order to comply with the Regulations.

Transitional Arrangements

15. During the transition period between 1st February, 1997 and 31st January, 2002 when both STCW 78 and STCW 95 certificates will be valid, owners may man ships with officers holding STCW 78 certificates in accordance with the endorsements thereon. Regulation 26(4) allows for the safe manning documents issued under the Marine Board Act and the Seafarers' Certification Act to remain in force until 31st January, 2002. If, however, there is any change in circumstances which is relevant to such a safe manning document, the shipowner or operator must inform the Director, providing all relevant information. The Director will then review the document's continuing validity or approve fresh proposals from the owner or operator.

HOURS OF WORK

Working arrangements

16.—(1) Every operator of a ship and employer is obliged to ensure that the master, officers and ratings do not work more hours than is safe in relation to the performance of their duties and the safety of the vessel. The same responsibility is placed on the master in relation to the seafarers. Manning levels should be such as to ensure so far as possible that the time and place available for taking rest periods are appropriate for achieving a good quality of rest. Operators will also want to take into account section B-VIII/1 of the STCW Code which provides further guidance about fitness for duty.

(2) Operators are required to ensure that a schedule of duties is produced setting out the hours of work and the rest periods. It should provide that the master, officers and all other seamen do not work more hours than is safe in relation to the safety of the ship. In devising the schedule, operators should take account of factors such as—

- (a) trade and type of operation;
- (b) type and size of ship;
- (c) construction and technical equipment of ship;
- (d) manning levels and changes in crew numbers due to crew changes and sickness;
- (e) maximum period of continuous watchkeeping;
- (f) minimum rest periods;
- (g) total workload;
- (h) the seriousness of irregular working hours and their contribution to fatigue causation and the importance of scheduling reasonably stable watchkeeping hours over a voyage.

SCHEDULE 11, *contd.*

(3) Changes should not be made to the schedule unless they can be justified by substantially altered work patterns made necessary, for example, by a change in trading pattern or other significant factor. Where it is known that a vessel engages in an irregular trading pattern or that working hours are likely to be uniform this can be taken into account and recorded in the schedule. The consultation process referred to in paragraph 17 below also applies to changes in the schedule.

Consultation

17. Operators of ships are required to seek the views of the master when first drawing up a schedule of duties for a ship or ships. The master of a ship should seek the views of his officers and shall seek and convey to the operator the views of the seafarers or their representatives or a trade union as appropriate. The final decision on the schedule rests with the operator who will have the responsibility to ensure that the schedule is safe in relation to the safety of the ship and the performance of duties. The master must ensure that, as far as reasonably practicable, the schedule is adhered to. Of course, in an emergency or when unforeseeable events occur, changes may well be unavoidable. Regulation 30(9) requires that, once a schedule has been completed by the operator, it must be displayed prominently in the crew accommodation on board the vessel for the information of all the seafarers.

Records

18. A record of all deviations from the schedule's requirements is to be kept on the ship. Any suitable form of record is acceptable provided that the record is always accessible to those authorized to carry out inspections; the record must be retained for a period of up to five years. There is no need to rewrite the schedule for each voyage so long as it is applicable to the voyage in question and the composition of the crew for whom it was originally intended has not changed.

19. The overriding aim is to ensure that a proper record of agreed work patterns exists on board for the benefit of crew members and inspecting authorities, and that the record may be matched to each individual crew member involved by means of other documents such as the crew list.

Exceptions for emergencies

20. The regulations recognize that situations may arise in which a master or seaman may be required to exceed the schedule's duty periods. These include emergencies which threaten the safety of the ship or the environment or put life at risk. Where a master or other seaman exceeds the scheduled hours of work in this manner, and has worked during his rest period, his name must be entered in the record required to be maintained, together with the reason for the excess.

APPLICATION FOR A SAFE MANNING DOCUMENT

Information to be provided

21.—(1) When applying to the Director for a safe manning document, owners or operators should submit a clear and concise explanation of how the proposed manning level has been determined and how it takes account of the guidance in paragraphs 9 to 15 above and the hours of work provisions in the regulations. The Director will be able to make a quick assessment of the application if the owner or operator can demonstrate that all the factors and principles in those paragraphs have been taken into account.

(2) Applications for a safe manning document should be made by the owner or a person authorized to act on his behalf, on a form which is obtainable from the Maritime Authority. The form sets out the information required by the Authority. A fee will be charged.

SCHEDULE 11, *contd.*GUIDANCE ON APPROPRIATE MANNING LEVELS
CERTIFICATED DECK OFFICERS

Trading Area	Size of Ship (gt)	Number of officers to be carried		
		STCW 95 Regulation		
		II/2	II/2 or II/1	II/3
Unlimited	3000 or more	2(a)	2*	
Unlimited	500 or more but less than 3000	1(b)	2(c)*	
Unlimited	less than 500	1(d)	2*	
Near-coastal	less than 500			2(e)
Near-coastal	500 or more	1(f)	2(c)(f)*	

Note: All navigational watch ratings must hold STCW II/4 certification.

- (a) One of the certificates must be for master on ships of 3000 GT or more.
- (b) One of the certificates must be for master on ships of 3000 GT or a superior certificate.
- (c) If STCW II/1 certificates only are held, the holder designated as chief mate must have at least 6 months OOW experience whilst holding STCW II/1 certification.
- (d) This certificate must be for master on ships of 500 GT or more but less than 3000 GT.
- (e) One certificate to be for master on ships of less than 500 GT in a near-coastal area (or a superior certificate).
- (f) These certificates are to be for an unlimited area, or for any other area which includes the near coastal area within it, and have appropriate tonnage limitations.

*May be 1 if master keeps watch or where the length of voyage is short enough to ensure adequate rest periods for watchkeeping.

SCHEDULE 11, *contd.*

GUIDANCE ON APPROPRIATE MANNING LEVELS
CERTIFICATED ENGINEER OFFICERS

Trading Area	Registered Power (kW)	Number of officers to be carried STCW 95 Regulations		
		III/2	III/3	III/1
Unlimited	3000 or more	2(a)		(f)
Unlimited	750 or more but less than 3000		2(b)	(f)
Near-coastal	750 or more but less than 3000		2(c)	(f)
Near-coastal	350 or more but less than 750		1(d)	1(e)

Note: All engine room watch ratings are to hold STCW III/4 certification (except on vessels of less than 750 kW).

- (a) The chief engineer is to have chief engineer certification for 3000 kW or more.
- (b) The chief engineer is to have chief engineer certification for 750 kW or more but less than 3000 kW (or a superior certificate).
- (c) The chief engineer is to have chief engineer certification for 750 kW or more but less than 3000 kW for near-coastal or unlimited service.
- (d) A Senior Marine Engine Operator's Licence holder may be used instead of a STCW III/3 certificate holder for service as chief engineer. The holder may serve in a dual capacity deck and engine-room, provided service is not as master; the ship is not a tanker; the ship is classed UMS and has full bridge control, and high level bilge alarms in machinery spaces; and engine-room alarm systems are relayed to accommodation or bridge.
- (e) A Marine Engine Operator's Licence holder may be used instead of a STCW III/1 certificate holder. The holder may serve in a dual capacity in deck and engine-room departments under the same conditions as outlined in (d) above.
- (f) All watchkeeping officers to hold at least STCW III/1 certificates.

SCHEDULE 12

(Regulation 30)

DESPENSATION

1. The Authority may, on receipt of an application and only in circumstances of exceptional necessity, where it is considered that there will be no danger of persons, property or the environment, grant dispensations to specified seafarers such that—

- (a) they may serve on a specific Jamaican ship for a specified period, not exceeding 6 months, in capacities other than Radio Operators or Radio Telephone Operators (except as provided for in the relevant Radio Regulations) for which they do not hold the appropriate certificate of competence; and
- (b) the person obtaining the dispensation is adequately qualified to fill the vacant post in a safe manner (in accordance with the applicable safe manning requirements); and
- (c) the master/shipowners ensures that the vacant post is filled by the holder of an appropriate certificate of competence as soon as possible. In this regard, the Authority will monitor the situation to ensure compliance; and
- (d) no other seafarer serving on board the specific ship currently holds a valid dispensation.

2. The Authority may, on receipt of an application and only in circumstances of *force majeure*, and then only for the shortest possible time, grant a dispensation to an officer at the (senior) management level to act as a Master or Chief Engineer. In granting such dispensations, the Authority will specify the particular passage or part of a voyage for which such dispensations will be applicable or valid.

3. The Authority will only grant dispensations to seafarers who are properly qualified to fill the post immediately below the one for which the dispensation is to be applicable.

4. As soon as possible after 1st January each year, the Authority will submit to the Secretary-General of the IMO a report outlining the total amount of dispensations granted for each capacity on ships above and below 16,000 gross tonnes, for which a certificate of competence is required.



JAMAICA

Nº JD

[The inclusion of this page is authorized by L. N. 102/2001]

**DISPENSATION ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995**

The Government of Jamaica certifies that..... who is the holder of Certificate No. issued by or on behalf of the Government of is duly dispensed in accordance with the provisions of Article of the above Convention, as amended, and the lawful holder is authorized to perform the following functions, at the levels specified, subject to any limitations indicated until..... on board the MV/SS.....

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this dispensation may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Dispensation No. issued on

(Official Seal)

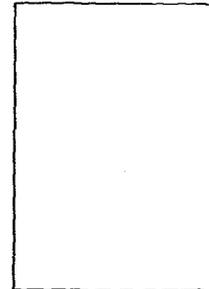
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this dispensation must be kept available on board the ship to which it is applicable by the individual to whom it has been granted.

Date of birth of the holder of the dispensation.....

Signature of the holder of the dispensation



Photograph of Holder

SCHEDULE 12, *contd.*

The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

SCHEDULE 13

(Regulation 46)

IMPLEMENTATION OF STCW 95
TRANSITIONAL ARRANGEMENTS

Introduction

1. Transitional arrangements allow existing certificates to remain valid (subject to existing revalidation requirements) for 5 years until 1st February, 2002. The Convention requires that certificates issued under STCW 78 be assessed and updating training undertaken where necessary to meet the STCW 95 requirements.

Deck

2.—(1) Under the new Regulations the following deck department certificates will normally be issued.

CoC	Capacity	Area Limitation	Tonnage Limitation gt.	STCW 95 Reg.
Class 4	OOW	NEAR-COASTAL	Less than 500	II/3
Class 3	OOW	NONE	NONE	II/1
Class 3	CHIEF MATE	NONE	less than 3000	II/1
Class 3	CHIEF MATE	NONE	NONE	II/2
Class I	MASTER	NEAR-COASTAL	less than 500	II/3
Class I	MASTER	NONE	less than 3000	II/2
Class I	MASTER	NONE	NONE	II/2
	NAVIGATIONAL WATCH RATING	NONE	NONE	II/4

(2) Under the provisions of the STCW Code A-II/2, certificates will also be issued for service as master on ships over 3000 gt. engaged on near-coastal voyages.

(3) Deck officer certificates will also be introduced with other limitations to ease the change to the new certificate structure. Certificates with these limitations will only be issued to holders of STCW 78 certificates or candidates whose training commenced prior to 1st August, 1998. They are in addition to those above and are respectively for—

SCHEDULE 13, *contd.*

Certificate of Competency	Capacity	Tonnage Limitation gt.	STCW 95 Reg.
Class 3	OOW	NONE	(II/3)
Class 3	OOW	less than 3000	(II/1)
Class 2	CHIEF MATE	NONE	(II/2)
Class 2	CHIEF MATE	less than 3000	(II/2)
Class 1	MASTER	less than 3000	(II/2)

The above tonnage restrictions may also be varied in individual cases.

(4) Certificates will be issued either without geographical limitations (unlimited) or with a "near-coastal" limitation that has been developed in consultation with industry taking account of the guidance contained in STCW 95.

Engine Department Certificates

3.—(1) Under the Regulations the following engine department certificates will normally be issued—

CoC	Capacity	Main Propulsion Power Limitation kW	STCW 95 Reg.
Class 4	OOW	Less than 750	
Class 3	OOW	750 or more	III/1
Class 2	SECOND ENGINEER	750 to 2999	III/3
Class 2	SECOND ENGINEER	3000 or more (none)	III/2
Class 1	CHIEF ENGINEER	750 to 2999	III/3
Class 1	CHIEF ENGINEER	3000 or more (none)	III/2
	ENGINE ROOM WATCH RATING	750 or more	III/4

(2) Under the provisions of STCW Code A-III/2, certificates will also be issued for service as chief engineer or second engineer on ships of up to 6000 kW

SCHEDULE 13, *contd.*

main propulsion power, engaged on near-coastal voyages. Certificates will be duly endorsed for service on different types of power plant.

(3) Engineer officer certificates will also be introduced with other limitations to ease the change to the new certificates structure. Certificates with these limitations will only be issued to holders of STCW 78 certificates or candidates whose training commenced prior to 1st August, 1998. They are in addition to those above and are respectively for—

CoC	Capacity	Main Propulsion Power Limitation kW	Area Limitation	STCW 95 Reg.
Class 2	SECOND ENGINEER	less than 3000	Near-Coastal Voyages	(11/3)
Class 1	CHIEF ENGINEER	less than 3000	Near-Coastal Voyages	(11/3)

The above power limitations may also be varied in individual cases.

Revalidation: Deck and Engine Certificates

4.—(1) Existing certificate holders have three options when revalidating their certificates. They may opt to—

- (a) apply for revalidation under the 1978 Convention. The revalidation certificate will be valid for seagoing purposes, with existing tonnage, power and area limitations, until 31st January, 2002, irrespective of when the application is made; or
- (b) apply for revalidation under STCW 95, which may require minor retraining in some cases, to obtain a STCW 95 certificate valid for 5 years from the date of issue; or
- (c) prior to the due date for revalidation, undertake any necessary training and assessment required for the issue of the next higher STCW 95 certificate. Any new certificate will then be valid for 5 years from the date of issue.

(2) The tables show the equivalencies between Jamaican certificates issued under the Seafarer's Certification Act which implemented STCW 78 and the new certificate structure which meets the requirements of STCW 95. These tables include the additional certificate limitations referred to in paragraphs 2(2) and 3(2) above.

SCHEDULE 13, *contd.**Progression to next Higher Certificate*

5.—(1) Progression to the next higher grade of certificate may be by the traditional method of examination.

(2) As is the case with existing certificates, STCW 95 certificates may be limited for service on particular ship types (e.g. tugs) where necessary.

Certificates of Service

6.—(1) Holders of certificates of service who wish to become holders of certificates of competence complying with the requirements of STCW 95, will be required to undertake some assessment **before the issue of any** such certificate. That assessment will take account of previous experience.

(2) Certificate holders will be assessed to ascertain that their **competence level** matches that of the STCW 78 certificate of competency they are assumed to hold under existing equivalency arrangements, or that of a lower level of their choice.

(3) Additional training or updating may be required in order to comply with the STCW 95 requirement to provide evidence of training and competency regarding emergency procedures, occupational safety, medical care, survival functions and radio communications including GMDSS, appropriate to the category of certificate involved.

(4) Following satisfactory assessment and any additional retraining or updating required, certificate of service holders will be issued with equivalent STCW 95 certificates of competence. Alternatively, service holders may retain their certificates and revalidate them at the due date.

(5) Revalidation will only last until 31st January, 2002 after which date the certificate of service will no longer be recognized. The Authority will discontinue issuing Certificates of Service with effect from 1st February, 2000.

(6) The Certificate of Service shall be in the form annexed hereto.



JAMAICA

N° JS

[The inclusion of this page is authorized by L.N. 102/2001.]

**CERTIFICATE OF SERVICE ISSUED UNDER THE PROVISIONS OF
THE SHIPPING ACT GIVING EFFECT TO
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
AS AMENDED IN 1995**

The Government of certifies that
has been found duly qualified in accordance with the provisions of Article.....
of the above Convention, as amended, and has been found competent to perform the following
functions, at the levels specified, subject to any limitations indicated until
or until the date of expiry of any extension of the validity of this certificate as may be shown
overleaf

(Official Seal)

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified
in the applicable safe manning requirements of the Authority:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

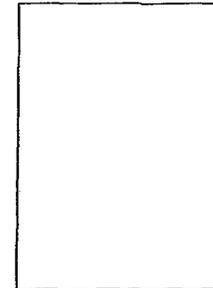
.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with Regulation 1/2, paragraph
9 of the Convention while serving on a ship

Date of birth of the holder of the certificate.....

Signature of the holder of the certificate



Photograph of Holder

THE SHIPPING (TRAINING, CERTIFICATION, SAFE MANNING, HOURS OF WORK AND
WATCHKEEPING) REGULATIONS, 1998

SCHEDULE 13, contd.

SCHEDULE 13, *contd.*

The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>
The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i> .....	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

SCHEDULE 14

(Regulation 47)

MARITIME AUTHORITY OF JAMAICA

Schedule of Prescribed Fees

1. An applicant for examination and other services shall pay the following fees—
 - (a) written examination per subject US\$40 or J\$ equivalent
 - (b) oral examinations US\$45 or J\$ equivalent
 - (c) a simulator-based examination US\$50 or J\$ equivalent
 - (d) certification US\$60 or J\$ equivalent
 - (e) endorsement or recognition of certificate US\$50 or J\$ equivalent
 - (f) revalidation of certificate US\$50 or J\$ equivalent
 - (g) dispensation US\$60 or J\$ equivalent
 - (h) seaman's record book US\$30 or J\$ equivalent
 - (i) resits—
 - (i) written per subject US\$50 or J\$ equivalent
 - (ii) oral US\$55 or J\$ equivalent
 - (iii) simulator-based US\$70 or J\$ equivalent
2. The fees for an examination shall be forfeited where the applicant fails to appear for the examination at the appointed time.
3. An applicant shall pay the following fees for documents—
 - (a) replacement of a certificate, except for a certificate lost owing to shipwreck US\$80 or J\$ equivalent
 - (b) replacement of an endorsement, except for an endorsement lost owing to shipwreck US\$60 or J\$ equivalent
 - (c) replacement of a seaman's Record Book, except for a book lost owing to shipwreck US\$40 or J\$ equivalent
 - (d) transcript of record of qualifications, seagoing service and/or examination for a certificate US\$30 or J\$ equivalent
 - (e) postage and handling (foreign students) US\$25 or J\$ equivalent
 - (f) certificate cover, replacement US\$20 or J\$ equivalent
4. Fees shall be paid in cash to the Authority when application is made. They are not refundable.