

BELIZE:

**MERCHANT SHIPS (REGISTRATION) (STANDARDS OF
TRAINING CERTIFICATION AND WATCHKEEPING)
REGULATIONS, 2023**

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BELIZE:

STATUTORY INSTRUMENT

No. 29 of 2023

REGULATIONS made by the Minister responsible for IMMARBE in exercise of the powers conferred upon him by section 107 of the Merchant Ships (Registration) Act, Chapter 236 of the Substantive Laws of Belize, Revised Edition 2020, and all other powers thereunto him enabling.

(Gazetted 25th February, 2023).

PART I

Preliminary

1. These Regulations may be cited as the

Citation.

**MERCHANT SHIPS (REGISTRATION)
(STANDARDS OF TRAINING CERTIFICATION
AND WATCHKEEPING) REGULATIONS, 2023.**

2.-(1) In these Regulations–

Interpretation.

“the Act” means the Merchant Ships (Registration) Act, Chapter 236 of the Substantive Laws of Belize, Revised Edition 2020;

“able seafarer deck” means a rating qualified for service on a seagoing ship in accordance with the provisions of regulation 49(1);

“able seafarer engine” means a rating qualified for service on a seagoing ship in accordance with the provision of regulation 49(2);

“Administration” means IMMARBE;

“Another Party” means a State, other than Belize, which is a party to the STCW Convention;

“Approved” means that the Administration has approved a training programme or seagoing service because it meets the requirements of the STCW Convention;

“area A” refers to sea areas defined and categorized by the IMO such as A1, A2, A3, and A4;

“assistant engineer officer” means a person under training to become an engineer officer and designated as such by national law or regulations;

“authorised officer” means a person approved by the Administration under or the Authority as the case may be under regulation 6(1) or 94 respectively;

CAP. 233.

“Authority” means the Belize Port Authority established by section 3 of the Belize Port Authority Act;

“Certificate of competency (CoC)” means a certificate issued and endorsed for masters, officers and GMDSS radio operators in accordance with the provisions of chapters II, III, IV or VII of the Convention and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein;

“Certificate of proficiency (CoP)” means a certificate, other than a certificate of competency issued to a master or seafarer stating that the relevant requirements of training, competencies or seagoing service in the Convention have been met;

“Certificate of Endorsement (CoE)” means a certificate issued for masters, officers or GMDSS radio operators who hold an appropriate and valid CoC issued by a recognized

administration in accordance with Regulation I/10 of the STCW Code (Recognition of Certificates);

“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 International Bulk Chemical code;

“Chief engineer” means the senior engineer officer responsible for the mechanical propulsion, the operation and maintenance of the mechanical and electrical installations of the ship;

“Chief mate” means the officer next in rank to the master and upon whom the command of the ship may fall in the event of the incapacity of the master;

“company” means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation on the ship from the shipowner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by these regulations.

“Convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers brought into force by section 3 of the International Maritime Organisation Conventions Act, its amendments and annexes are in force in the State of Belize.

CAP. 24:04.

“Deck officer” means an officer qualified in accordance with the provisions of chapter II of the Convention;

“Documentary evidence” means documentation, other than a certificate of competency or certificate of proficiency, issued to a seafarer, stating that the relevant requirements of training, competencies or seagoing service in the Convention have been met;

“electro-technical officer” means a rating qualified in accordance with the provisions of regulation 52(1).

“electro-technical rating” means a rating qualified in accordance with the provisions of regulation 48(3);

“endorsement” means a document issued to masters and officers, either as part of the certificate or as a separate document which attests that the national certificate has been issued in accordance with all STCW requirements

“Endorsement of recognition” means the endorsement certificate issued by the Administration as an official recognition of the validity of a certificate issued by another administration

“engineer officer” means an officer qualified in accordance with the provisions of regulation 51(1);

“fishing vessel” means a vessel used for catching fish, whales, seals, walrus or other living resources of the sea;

“function” means a group of tasks, duties and responsibilities, as specified in the STCW Code as adopted by the 1995 Conference resolution 2, as amended by the Organization;

“GMDSS” means Global Maritime Distress and Safety System;

“GMDSS radio operator” means a person who is qualified in accordance with the provisions of Chapter IV of the STCW Convention;

“GT” means the gross tonnage of a ship calculated in accordance with the International Convention on Tonnage Measurement of Ships 1969;

“high speed craft” has the same meaning as in regulation 1.3 of Chapter X in the Annex to SOLAS;

“High Speed Craft Code” means the International Code of Safety for High-Speed Craft 2000;

“IGF Code” means the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels as defined in SOLAS regulation II-1/2.28;

“ISPS Code” means the International Ship and Port Facility Security Code as defined in regulation 1.1.12 of Chapter XI-2 in the annex to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as may be amended by the Organization;

“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 International Gas Carrier Code;

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

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

“master” means the person having command of a ship;

“Minimum Safe Manning Certificate” means a certificate issued by the Administration to a ship which signifies that the Company and its shipboard management operate in accordance with an approved plan for the management of the tasks required to operate the ship.

“month” means a calendar month or 30 days made up of periods of less than one month;

“near-coastal voyage” means–

- (a) a voyage made exclusively within waters under the jurisdiction of Belize; and

- (b) the entire voyage is within 200 nautical miles from a port in Belize; or
- (c) a voyage which by agreement between Belize and another Party is treated as a near coastal voyage for purposes of affording the ship of either party to the agreement, the benefits of near-coastal voyages as granted under the SOLAS Convention;

“officer” means a member of the crew, other than the designated as such by Belize national law or regulation or, chief mate, chief engineer, or other seafarer or member of the crew that may require an endorsement, as the case may be;

“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, and “combination carrier” means a ship designed to carry oil or alternatively solid bulk cargo;

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

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

“IMO” or “Organization” means the International Maritime Organization established by the Convention on the International Maritime Organization adopted at Geneva 1948;

“passenger ship” means a ship which carries more than 12 passengers;

“Polar Code” means the International Code for Ships Operating in Polar Waters, as defined in regulation XIV/1.1 of the SOLAS Convention;

“Polar waters” means Arctic waters and/or the Antarctic area, as defined in SOLAS regulations XIV/1.2 to XIV/1.4.

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

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

“Radio operator” means a person holding an appropriate certificate issued or recognized by the Administration under the provisions of the Radio Regulations;

“radio duties” include, as appropriate, watchkeeping and technical maintenance and repairs conducted in accordance with the Radio Regulations, the SOLAS Convention 1974, as amended, and, at the discretion of each Administration, the relevant recommendations of the Organization;

“Radio Regulations” means the regulations of that name annexed to the most recent International Telecommunication Convention;

“revalidation of a certificate” means establishing continued professional competence in accordance with regulation 15;

“ro-ro passenger ship” means a passenger ship with ro-ro spaces or special category spaces as defined in the SOLAS Convention, as amended;

“seafarer” means a member of the crew, other than the master, who is in possession of a certificate issued in accordance with these Regulations; “seagoing service” means service on board a ship relevant to the issue or revalidation of a certificate or other qualification;

“seagoing service” means service on board a ship relevant to the issue or revalidation of a certificate of proficiency;

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

“ship security officer” means the person on board the ship, accountable to the master, designated by the company as responsible the security of the ship including implementation and maintenance of the ship security plan and liaison with the company security officer and port facility security officers in accordance with the provisions of regulation 34(3);

“SOLAS Convention” means the International Convention for the Safety of Life at Sea,

“security duties” means the security tasks and duties on board a ship as defined by chapter XI-2 of the SOLAS Convention, and the ISPS Code;

“standard of competence” means the level of proficiency to be achieved for the proper performance of functions on board a ship as measured by the level of knowledge, understanding and demonstrated skill specified in accordance with the STCW Code and Convention;

“STCW Code” means the Standards of Training, Certification and Watchkeeping Code, as amended;

“STCW Regulation” means a regulation contained in the Annex to the STCW Convention and any reference to a requirement in an STCW Regulation also constitutes a reference to the corresponding section of Part A of the STCW Code;

“structured training programme” includes specialized skills training for marine technicians such as welding, oil rigging, fitting, and other skills that are not directly an STCW course but is necessary within the maritime industry;

“support level” means the level of responsibility associated with performing assigned tasks, duties or responsibilities on board a ship under the direction of a person serving in the management level or operational level;

“tanker” means an oil, chemical or liquefied gas tanker, as the case may be;

“training course” means a series of lessons contained in an approved syllabus used to teach, whether theoretically or practically, the standards of competence required for certification, and “training programme” shall be construed accordingly;

“training institution” means a technical training institute, tertiary institution, a college, a university or any other organization duly accredited and licensed under the relevant laws and approved by the Administration to conduct academic or vocational training and offers marine courses and programmes in accordance with the Convention and the STCW code; and

“training officer” includes an instructor, or supervisor of a training course or training programme.

CAP. 24:04.

(2) Other words and expressions used herein shall have the meanings respectively assigned to them in the Act or the International Maritime Organisation (Conventions) Act in respect of the Conventions listed in the Schedule to that Act.

(3) For the avoidance of doubt, the Convention shall be read and construed inclusive of the STCW Code which contains guidance regarding provisions of the Convention and is referenced accordingly in these Regulations.

Application.

3.-(1) These Regulations shall apply to a—

- (a) master, chief engineer and any other seafarer or other officer serving on board a Belizean ship;
- (b) seafarer serving on board a ship registered in a foreign country that is sailing in Belizean territorial waters or is within ports in Belize;
- (c) ship owner;
- (d) training institution if such training institution is desirous of producing persons who would be eligible for a certificate of competency or a certificate of proficiency; and
- (e) any other person on whom an obligation is placed for the fulfilment of a requirement for compliance with the Convention and STCW Code.

(2) Notwithstanding sub-regulation (1) but subject to sub-regulation (3), these Regulations do not apply to a master, chief engineer and any other seafarer or other officer serving on board the following ships—

- (a) a warship;
- (b) a naval auxiliary or other ship owned or operated by a Party and engages only on governmental non-commercial service;
- (c) a government ship;
- (d) a fishing vessel;
- (e) a pleasure yacht that is not used to engage in trade; or
- (f) a wooden ship of primitive built.

(3) In respect of sub-regulation (2)(c)(d) and (e), the Administration may require a master, chief engineer or any other seafarer or other officer to meet the requirements of these Regulations in so far as is reasonable and practicable so as not to impair the operations or operational capabilities of such vessels.

(4) In complying with these Regulations, a shipowner, master, seafarer or person responsible for a training institution shall take into account, to the greatest degree possible, the guidance and explanatory material contained in part B of the STCW Code as well as the guidance issued by the Administration in a Merchant Marine Notice.

4. The purposes of these Regulations are as follows–

Purpose.

- (a) to implement the Convention with the guidance set out in the STCW Code;
- (b) to set the standards of competence to be attained and other requirements to be satisfied for compliance with the Convention;

- (c) to provide for the certification of a master, chief engineer, seafarer rating or other person employed or intend to be employed on a Belizean ship;
- (d) to verify the certification of a master, chief mate, chief engineer, or other seafarer on a ship other than a Belizean ship;
- (e) to endorse the certification of a master, chief mate, chief engineer, or other seafarer received from another party for intention of working on a Belizean ship;
- (f) to specify the manner in which a seafarer may attain the standard or satisfy a condition and the production of evidence of such attainment;
- (g) to clarify the issuance, form and recording of certificates and other documents.

PART II

Control and Procedures

Fair treatment.

5. The requirements of this Part shall be applied to the extent necessary to ensure that no more favourable treatment is given to a ship that is entitled to fly the flag of a non-Party than is given to a Belizean ship or a ship entitled to fly the flag of a Party.

Control by the Authority.

6.-(1) The Authority may appoint an authorised officer to go on board a ship to—

- (a) verify that a master, chief engineer seafarer or other officer serving on board is in possession of the relevant certificate of competency, certificate of proficiency or other certificates

required in accordance with the Convention, including verification that a person serving on board a foreign registered ship who is required to be certificated, holds the appropriate certificates, endorsement, recognition or valid dispensation;

- (b) the numbers and certificates of the master, chief engineer, seafarer, or other officers serving on board are in conformity with the Minimum Safe Manning in accordance with Schedule V.
- (c) assess, in accordance with Section A-I/4 of the STCW Code, the competence and ability of the master and members of the crew to maintain watchkeeping and security standards, as required by the Convention and to determine if there are clear grounds for believing that such standards are not being maintained because any of the following has occurred—
 - (i) the ship has been involved in a collision, grounding or stranding;
 - (ii) there has been a discharge of prohibited substances from the ship when underway, at anchor or at berth;
 - (iii) the ship has been navigated in an erratic or unsafe manner contrary to the navigational safety measures adopted by the IMO or standard safe navigational practices and procedures have not been followed;
 - (iv) the ship is otherwise being operated in such a manner as to pose a danger to persons, property, the environment; or

Schedule V.

(v) a possible compromise to security.

(2) A verification or assessment in sub-regulation (1) shall be accepted unless there is a clear ground for believing that a verification or assessment has been fraudulently obtained or that the holder of such a verification or assessment is not the person to whom that verification or assessment was issued.

(3) For the purpose of sub-regulation (1)(c)(iv), deficiencies that pose a danger to persons, property or the environment include any or all of the following—

- (a) failure of a master chief engineer or seafarer to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the foreign maritime administration in accordance with regulation I/10, paragraph 5 of the Convention;
- (b) failure to comply with the applicable Safe Manning principles established in these Regulations;
- (c) failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by foreign maritime administration;
- (d) absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radio communications or the prevention of marine pollution;
- (e) inability to provide persons for the first watch at the commencement of a voyage, and the inability to provide persons who are sufficiently

rested, and fit for duty for subsequent relieving watches; and

(f) failure to maintain security duties.

(4) Failure to correct a deficiency referred to in sub-regulation (3), as determined by the Authority and which poses a danger to a person, property, the environment or is a compromise to security, shall be grounds, under which the Authority may detain a ship.

(5) When exercising control, the Authority shall make all possible efforts to avoid the undue detention or delay of a ship's voyage and if a detention is under consideration, the Authority shall take into account—

- (a) the size and type of the ship;
- (b) the length and nature of the voyage;
- (c) the deficiency found and ability of the shipowner, master or other appropriate person to take immediate corrective action;
- (d) whether if not corrected, it is determined that the deficiency poses a danger to persons, property or the environment.

(6) The Authority shall ensure that a ship does not sail unless the requirements to remove the danger has been met.

7.-(1) The assessment procedure for regulation 6(1)(c) shall verify that the competent members of the crew possess the necessary level of competence skills.

**Procedure for
watchkeeping
and security
standards
assessment.**

(2) When making this assessment, the Authority shall bear in mind the onboard procedures of the SOLAS Convention in respect of the International Safety Management Code, the

Convention and the STCW Code; and are confined to the competence to safely execute those procedures.

(3) The control procedures under these Regulations shall be confined to the standards of competence of a seafarer on board a ship and his skill in watchkeeping as defined in Part A of the STCW Code, and onboard assessment of competency shall commence with verification of the certificates of the seafarer.

(4) Upon verification of the certificate, the assessment may require a seafarer to demonstrate competency at the place of duty which may consist of operational requirements for watchkeeping to verify that the standard is met for a proper response to an emergency situation within the seafarer's level of competence if clear grounds are found warranting further assessment provided for in chapter XI/2 of SOLAS shall be utilized.

(5) The Authority shall use only the method for demonstrating competence and the criteria for evaluation within the standards given in Part A of the STCW Code.

(6) The Authority shall conduct an assessment of competency for a seafarer tasked with specific security duties only where there are clear grounds, as provided for in chapter XI-2 of SOLAS, and in any other case, shall confine its assessment to the verification of certificates or endorsements of the seafarer.

Notification of
deficiency.

8.-(1) Where a deficiency is found pursuant to regulation 6(3) or 19, the authorised officer carrying out the control shall immediately notify, in writing-

(a) the master of the ship;

(b) the appropriate Flag State representative or, Consul or, in his absence, the nearest

diplomatic representative of the maritime administration of the Party whose flag the ship is entitled to fly,

of the details of the deficiency found and the grounds on which the Authority determines that the deficiency poses a danger to persons, property or the environment.

9.-(1) The Administration shall, in addition to the particulars required by Part V of the Act, cause to be kept a Register to record particulars for masters, chief engineers, seafarers and marine technicians, relevant particulars of documents issued under these Regulations, including—

Register of
masters,
seafarers, etc.

- (a) certificates issued;
- (b) endorsements made to certificates;
- (c) certificates suspended or cancelled;
- (d) certificates issued by another country recognised as valid on a Belizean ship;
- (e) dispensations granted;
- (f) certificates issued or recognised that have been revalidated;
- (g) certificates issued to replace those lost or expired;
- (h) medical certificates issued to seafarers under Part VIII; and
- (i) any other particulars which the Administration determine is relevant for the purposes of the Convention.

(2) The Administration shall make information from the Register available to–

- (a) the Secretary-General of IMO;
- (b) the maritime administration of another Party for the purposes of enabling verification of the authenticity and validity of certificates and endorsements issued by the Administration;
- (c) a master, chief engineer, officer or rating holding a certificate of competency issued by the Administration to the extent necessary to ensure his correct details are kept in the Register.
- (d) Relevant Port State Control offices in countries where Belize registered ships may sail.

(3) The Administration shall ensure that the Register of seafarers records the information referred to in A-I/2 paragraph 9 of the STCW Code is kept in line with the General Data Protection Regulation (GDPR) or any other relevant data protection law which affects the holders of such certificate.

(4) The Administration may establish and maintain a database of certificates' registration containing the details as set out in section A-I/2 of the STCW Code from which the Register may be established.

Register
of training
institutions,
courses and
programmes.

10.-(1) The Administration shall maintain a Register of maritime training centres, training courses and programmes containing the following particulars–

- (a) name and address of training institution;
- (b) approved courses and programmes;

- (c) names of training officers;
- (d) other details of the training institution as appropriate; and
- (e) reports and auditing details.

PART III

Responsibilities of Owners, Masters and Seafarers

11.—(1) The Administration shall maintain a register of medical practitioners and make relevant information available to other Parties to the Convention and to ship owners and operators.

Register
of Medical
Practitioners.

(2) The medical practitioner or the seafarer shall provide to the Administration, the information in respect of medical examinations for its inclusion in the register kept by the Registrar.

12.—(1) Every owner of a ship shall be responsible for the assignment of a seafarer in the ship in accordance with the Convention, the STCW Code, and these Regulations and shall ensure that—

Responsibilities
of owner.

- (a) each seafarer assigned to the ship holds an appropriate certificate as required;
- (b) the ship is manned in compliance with Part XI and any applicable principles of safe manning enforced by the Administration;
- (c) documentation and data relevant to a master, chief engineer, seafarer or other officer employed on its ship are maintained and readily accessible, and includes documentation and data on employment, experience, training, medical fitness and competency in assigned duties;

- (d) a seafarer assigned to any of his ship has received refresher and updated training as required;
- (e) arrangements are made to provide rest periods for watchkeeping personnel, and those officers whose duties involve safety, security and prevention of pollution duties;
- (f) the efficiency of the watchkeeping personnel is not impaired by fatigue, and duties are so organised that the seafarer on first watch at the commencement of a voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty;
- (g) at all times on board his ship, there shall be effective oral communication in accordance with chapter V, regulation 14, paragraphs 3 and 4 of the SOLAS;
- (h) adequate measures are established for the purpose of preventing drug and alcohol abuse; and
- (i) a master, chief engineer seafarer and other officer assigned specific duties and responsibilities on board his general cargo vessel, dynamically supported craft, high speed craft, WIG craft, chemical tanker, oil tanker, liquefied gas tanker, passenger ship or ro-ro passenger, IGF and polar code ship has received appropriate training and instructions to attain the abilities that are appropriate to the capacities in which these master, chief engineer, seafarer or other officer is employed and the duties and responsibilities to be undertaken.

(2) Any owner of a ship who fails to comply with any obligation under sub-regulation (1) commits an offence and shall be liable on summary conviction to a fine not exceeding \$10,000. And the seafarers will be asked to disembark the vessel.

(3) In this regulation, “owner” includes any person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on the owner by these Regulations.

13.—(1) A seafarer who is a cadet performing seagoing service on board a ship or undertaking an approved workshop skills training ashore shall keep an training record book or a workshop skills training record book in form of Schedule VII of these Regulations.

Responsibility of seafarer to keep training record.

Schedule VII.

(2) A seafarer who is a rating performing seagoing service which is required for the issuance of a certificate of competency shall keep—

- (a) a shipboard training record book subject to sub-regulation (4); and
- (b) in the case of an engine room rating, a workshop skills training record book subject to sub-regulation (5).

(3) A seafarer who is a deck, engine or rating trainee, including a rating who is seeking to qualify as able seafarer deck or engine shall keep a shipboard training record book in the form of Schedule VII of these regulations as evidence of shipboard training and experience.

Schedule VII.

(4) A shipboard training record book—

- (a) shall contain training tasks performed during seagoing service;
- (b) shall be signed off and initialled by the shipboard training officer and master;
- (c) shall record relevant training tasks successfully completed and duly signed off upon assessment at level 1 as specified in regulation 19 (2);
- (d) shall be provided to the Administration when applying for a notice of eligibility; and
- (e) be organised in a manner which provides detailed information on the tasks to be undertaken, and on the progress towards completion.

(5) A workshop skills training book–

- (a) shall record training tasks performed during a workshop training;
- (b) may be signed off and initialled by an assessor;
- (c) shall record relevant training tasks successfully completed and duly signed off upon assessment at level 1 as stipulated in regulation 19 (2);
- (d) shall be provided to the Administration when applying for a notice of eligibility; and
- (e) shall be organised in a manner which provides detailed information about the tasks to be undertaken, and on the progress towards completion.

(6) If a seafarer is found to have fraudulent record in a shipboard training record book or workshop skills training book, that seafarer may be required to undertake six additional months of seagoing service.

(7) The Administration shall give approval for use of a shipboard training record book or a workshop skills training record book upon a request made by the seafarer.

14.-(1) Both the owner and the master shall ensure that—

**Responsibilities
of owner and
master.**

- (a) every seafarer employed on the vessel is duly certificated;
- (b) the vessel is crewed in compliance with the applicable safe manning requirements;
- (c) documentation including certificates required under these Regulations and data relevant to all seafarers employed on the vessels are maintained and readily accessible; and
- (d) the vessel's complement can effectively co-ordinate the activities in an emergency situation and in performing functions vital to safety, to security or to the prevention or mitigation of pollution.

15.-(1) A master of a ship shall—

**Responsibilities
of a master.**

- (a) provide the link between the ship's training officers and the training officer ashore;
- (b) designate, in writing, the ship's officers who are to be responsible for organizing and supervising on-board training for each voyage;
- (c) ensure continuity in the case of any change of the ship's officers during a voyage;

- (d) ensure that relevant officers effectively carry out the on-board training program;
- (e) keep on board the ship for the duration of the voyage the employment contract of every seafarer on board that ship;
- (f) ensure that alcohol consumption on board the ship by a seafarer or other officer does not exceed the limit specified in regulation 97 (1).

(2) The master of a ship shall take the following steps to implement any instructions issued by the owner–

- (a) identify every seafarer who is newly employed on board that ship and ensure familiarization before any duties are assigned to him;
- (b) provide an opportunity for such a seafarer to–
 - (i) visit the spaces in which his primary duties are to be performed;
 - (ii) become acquainted with the location, controls and display features of equipment he is to operate or use;
 - (iii) activate the equipment when possible and perform functions using the controls on the equipment; and
 - (iv) observe and ask questions of someone who is already familiar with the equipment, procedures and other arrangements, and who can communicate information in a language which the seafarer understands; and

- (c) provide for a suitable period of supervision if there is any doubt that a newly employed seafarer is familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of his duties.

16.-(1) A seafarer shall take full advantage of every opportunity provided to become familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of his duties.

Responsibilities
of a seafarer.

(2) Immediately upon arriving on board a ship for the first time, a seafarer shall become acquainted with the ship's working environment, particularly with respect to new or unfamiliar equipment, procedures or arrangements.

(3) A seafarer who does not promptly obtain the level of familiarity required for performing his duties shall bring this fact to the attention of his supervisor.

(4) A seafarer may not consume alcohol above the limit specified in regulation 97 (1) while he is performing safety, security and marine environmental protection duties.

(5) A seafarer that is a relieving officer of a deck or engineering watch shall ensure that other seafarers on that watch is fully capable of performing watch duties effectively.

PART IV

Training, Certification and Alternative Certification

17.-(1) The assessment of competence of a master, seafarer or other officer shall be—

Assessment
and training
programme.

- (a) structured in accordance with the approved syllabus, methods and media of delivery,

procedures, and course material as are necessary to achieve or ensure the standard of competence; and

- (b) administered, supervised and monitored in accordance with section A-I/6 of the STCW Code.

(2) Every training officer shall be appropriately qualified in accordance with section A-I/6 of the Code for the type and level of training or assessment involved.

(3) Every training programme provided for a master, chief engineer, seafarer or other officer shall be conducted in accordance with relevant provisions of the Convention and these Regulations and with the standards specified in the relevant sections of the STCW Code and any standards required by the Administration.

(4) The assessment of competence of seafarers shall be in accordance with the relevant provisions of the Convention and these Regulations and with the standards specified in the relevant sections of the STCW Code.

(5) The curricula developed for training programmes for seafarers shall be based on the relevant IMO Model courses and shall incorporate the relevant requirements of the STCW Code.

(6) The in-service training or assessment on board a ship shall be conducted only when such training or assessment is not likely to adversely affect the normal operation of the ship and the seafarer can dedicate his time and attention to the training or assessment.

(7) The Administration, if it recognizes a course of training, a training institution, or a qualification granted by a training institution, as part of its requirements for the

issue of a certificate required under the Convention, shall ensure that the qualification and experience of instructors and assessors are covered in the application of the quality standard provisions of Part VIII in respect of quality standards.

18.—(1) The Administration shall assess a person who has requested a certificate of competency to verify that he meets the standard of competence set out in the Convention and STCW Code.

Levels of
assessment.

(2) The assessment pursuant to sub-regulation (1) shall be at any one or more of the following levels—

- (a) level 1, which may be carried out during—
 - (i) a seagoing service on board a ship and recorded in a training record book; or
 - (ii) a training completed at a training institution;
- (b) level 2, which may be carried out ashore in the form of a written examination, use of simulator or other appropriate means; or
- (c) level 3, which may be an oral examination conducted by an assessor.

(3) The master, shipboard training officer or other training officer of a training institution may sign as to the level of proficiency and demonstrated competency in the shipboard training record book upon the seafarer's fitness to advance to the next level of assessment as specified in the STCW Code.

(4) A seafarer or other officer who is required to complete more than one level of assessment shall not be assessed at a higher level unless he has demonstrated competency at the lower level.

Testimonials
and proof
of seagoing
service.

19.-(1) A seafarer applying for a first or subsequent certificate of competency shall—

- (a) make a declaration of qualifying seagoing service;
- (b) produce duly completed seaman's Book and training record book; and
- (c) produce a testimonial of the qualifying seagoing service being claimed.

(2) A seafarer for a certificate other than first certificate of competency issued under regulations 25, 30 and 35 shall produce documentary evidence of watchkeeping service signed by the master or chief engineer of the ship on which the service has been performed, and in the case of service as master or chief engineer, the documentary evidence shall be signed by the owner or master or a person authorised by the owner or master of the ship on which the master or chief engineer has served.

(3) The testimonial required under sub-regulation (1) (c) and the documentary evidence of watchkeeping required under sub-regulation (2) shall—

- (a) for deck officers, include—
 - (i) a statement from the master, stating that the seafarer has performed bridge watchkeeping duties under his supervision or that of a qualified senior officer;
 - (ii) the period of service;
 - (iii) the nature of voyage;
 - (iv) the ship's particulars;

- (v) the nature of duties performed;
 - (vi) the leave of absence while still on service;
and
 - (vii) the number of days that the ship is laid up in port, dock, under construction or in anchorage as the case may be;
- (b) for engine officers, include—
- (i) a statement from the chief engineer, stating that the seafarer has performed engine watchkeeping duties under his supervision or that of a qualified senior officer for service claimed on a ship having a continuously manned engine room; or
 - (ii) 24-hours in every 72-hour service claimed on a ship having a periodically unmanned engine room—
 - (A) the period of service;
 - (B) the type of propulsion machinery and propulsion power (kilowatts) of the ship;
 - (C) the nature of duties performed;
 - (D) the leave of absence while still on training; and
 - (E) the number of days the ship is laid up in port, dock or under construction or an anchorage as the case may be.

Certificates
required.

20.–(1) A master, seafarer or other officer who perform a function or group of functions specified in the STCW Code at the following–

- (a) tables A-II/1, A-II/2, A-II/3, A-II/4 or A-II/5 of chapter II;
- (b) tables A-III/1, A-III/2, III/3, A-III/4 or A-III/5 of chapter III; or
- (c) table A-IV/2 of chapter IV,

shall hold a certificate of competency or certificate of proficiency, as applicable.

(2) The abilities specified in the standards of competence which are grouped, as appropriate, shall clarify the linkage between the alternative certification provisions of this Part and the certification provisions, namely–

- (a) in respect of abilities –
 - (i) function 1: navigation;
 - (ii) function 2: cargo handling and stowage;
 - (iii) function 3: controlling the operation of the ship and care for persons on board;
 - (iv) function 4: marine engineering;
 - (v) function 5: electrical electronic and control engineering;
 - (vi) function 6: maintenance and repair; and
 - (vii) function 7: radiocommunications;

- (b) in respect of responsibilities–
 - (i) management level, identified as “M”;
 - (ii) operational level, identified as “O”; and
 - (iii) support level, identified as “S”.

21.-(1) The Administration shall–

**Certificate of
competency.**

- (a) issue a certificate of competency of an appropriate class to any person who has achieved the necessary level of competence as a master, seafarer or other officer and who meets the other requirements specified in these Regulations; and
- (b) make an appropriate endorsement to a certificate of competency held by a master, chief engineer, seafarer or other officer who shows that he is entitled to the endorsement.

(2) The Administration may issue a replacement for a certificate of competency which has been lost or destroyed and charge a fee for such replacement as set out by the Administration.

(3) The Administration may take such other administrative action as is reasonably necessary for the proper assessment and certification of a master, seafarer or other officer in accordance with the relevant provisions of the Convention and these Regulations.

(4) The classes and requirements of certificates of competency which may be issued to seafarers shall be as set out in Schedule I of these regulations.

Schedule I

(5) A certificate of competency under this regulation shall be valid for a period of five years and issued in a form similar to that set out in accordance with Section A-1/2.1 of the STCW Code, as per the form set out in Schedule III.

Schedule III.

**Application for
certificate of
competency.**

22.—(1) A person who is or intends to be a master, chief engineer, seafarer or other officer and wishes to obtain a certificate of competency shall apply, in writing, to the Administration for the relevant certificate of competency accompanied by the following—

- (a) written proof of identity and age;
- (b) a certificate of medical fitness for seagoing service issued in accordance with Part VII;
- (c) evidence of completion of the required seagoing service, any training or retraining relating to the type of certificate of competency applied for;
- (d) evidence that he has attained the level of competence in accordance with these Regulations for the type of certificate of competency applied for;
- (e) evidence of any other matter which the Administration may reasonably require in respect of the issue of a particular certificate of competency.

(2) The procedure and forms for applying for a certificate of competency shall be as specified from time to time by the Administration.

(3) The Administration shall not consider application for a certificate of competency for any master, chief engineer, seafarer or other officer unless such master, seafarer or other

officer has supplied information to satisfy the provisions of Article VI of the Convention and STCW Code.

(4) The Administration may record a need to wear visual aids to meet the required medical standards on each certificate of competency issued.

23.-(1) The Administration, according the regulation I/2 of the STCW Convention, may endorse a certificate of competency in instance of one or more of the following—

Endorsements.

- (a) if the certificate of competency was issued by the maritime administration of another Party, a statement that the certificate is endorsed as valid evidence of competency for purposes of seagoing service on a Belizean ship;
- (b) a statement of any additional qualifications obtained by the holder of a certificate of competency since that certificate was issued;
- (c) an upgrading of the certificate of competency;
- (d) any special requirement resulting from a medical examination under Part VII; and
- (e) any other matter which the Administration sees fit to endorse or cause to be endorsed on the certificate of competency.

(2) If a certificate of competency is endorsed, the endorsement shall be in the form set out in Schedule II, and shall form part of the certificate of competency.

Schedule II.

(3) The Administration shall not endorse a certificate of competency unless the Administration is satisfied that the relevant requirements of the Convention and these Regulations have been complied with.

(4) If a master, chief engineer, seafarer or other officer requests an endorsement attesting the recognition of a certificate of competency issued by the maritime administration of another Party, the Administration may make the endorsement if satisfied that the requirements of these Regulations and the Convention have been complied with.

(5) The holder of a certificate of competency who wishes to have it endorsed shall produce to the Administration similar documentation as specified in regulation 22(1) in respect of the endorsement of a certificate of competency, together with the certificate of competency to be endorsed.

(6) The procedure and forms for applying for an endorsement of a certificate of competency shall be as specified by the Administration.

(7) The Administration may endorse a certificate of recognition upon verifying its authenticity and validity in accordance with regulation 24.

(8) The Administration may endorse a certificate of proficiency issued to a master, seafarer or officer in accordance with regulations V/1-1 and V/1-2 of the annex to the Convention.

Recognition.

24.—(1) A certificate issued by a Party to the Convention and endorsed by the issuing State as meeting the requirements of the Convention, may be recognized in Belize, provided that such certificate is—

- (a) issued by the maritime administration of another Party and meets the requirements of the Convention;
- (b) appropriate to the duties performed by the holder of that certificate of competency on the vessel; and

- (c) valid under the Convention for the vessel and the voyage on which the vessel is engaged.

(2) A master, chief engineer, seafarer or other officer who present to the Administration, a certificate of competency for recognition shall have the appropriate knowledge of the law in relation to the country of origin of the vessel, the area permitted to operate, and relevant functions in accordance with regulation I/10 of the Convention.

(3) The Administration may, pursuant to the Regulation I/10 paragraph 5 of the Convention, if circumstances require, permit a seafarer to serve on a Belizean ship for a period not exceeding three months whilst that seafarer holds the appropriate certificate of competency issued and endorsed by another Party, pending its recognition for seagoing service on a Belizean ship.

25.—(1) A certificate of competency issued, endorsed or recognized under these Regulations upon its expiration, the holder may apply for it to be revalidated by the Administration for successive periods of five years if such holder of the certificate of competency still meets the requirements for issue, endorsement or recognition of the certificate of competency.

Revalidation.

(2) The holder of a certificate of competency who wishes to obtain a revalidation shall produce to the Administration—

- (a) a medical certificate verifying that he still meets the standards of medical fitness set out in Part VII;
- (b) evidence as to his continued professional competence in accordance with Section A-I/11 of the STCW Code, whether by performing seagoing service or equivalent functions, passing a test, completing a refresher course or otherwise; and

- (c) the fee for revalidation as specified by the Administration, and
- (d) evidence of any other matter which the Administration may reasonably require in respect of the revalidation.

(3) A master, seafarer or other officer seeking revalidation shall, in addition to the matters required by sub-regulation (2), produce to the Administration—

- (a) evidence that he has, during the immediately preceding five years, satisfactorily completed a re-training course in the function of emergency, occupational safety, medical care or survival; or
- (b) other evidence in respect of his continued competence in the functions listed in paragraph (a), in accordance with sections A-VI/1, VI/2, VI/3 and VI/4 of the STCW Code.

(4) The procedure and forms for applying for revalidation shall be as specified from time to time by the Administration.

(5) A master, chief engineer, seafarers or other officer who—

- (a) does not hold a certificate of competency; but
- (b) has a qualification in emergency, occupational safety, medical care or survival functions; and
- (c) wishes to continue to be employed in seagoing service on a ship to which these Regulations apply, shall at least once every 5 years produce to the Administration evidence as described in sub-regulation (3).

(6) A seafarer in possession of an existing certificate of competency in advanced oil tanker cargo operations, advanced chemical tanker cargo operations or advanced liquefied gas tanker cargo operations shall revalidate his certificate of competency at intervals not exceeding five years if–

- (a) the holder of a certificate of competency has served in a relevant capacity on board the respective type of tanker for a period of three months during the five years preceding the date of revalidation; or
- (b) the holder of the certificate of competency has undergone advanced tanker training course relevant to the types of tanker.

26. Dispensations shall only be issued by the Administration in cases of exceptional necessity or force majeure permitting a specified seafarer to serve on a ship for a specified period not exceeding 6 months. This will only be issued under the circumstances stated in Article VIII of the STCW Convention.

**Dispensations.
Schedule VI.**

27.-(1) The holder of a certificate limited to a certain tonnage may apply for the removal of that limitation after completing–

**Removal of
limitation.**

- (a) the qualifying seagoing service required for each certificate leading up to the certificate desired; and
- (b) an assessment at level 3 as specified in regulation 18 and 19.

(2) The holder of a certificate limited to a certain propulsion power may apply for the removal of that limitation if that person has completed–

- (a) the qualifying seagoing service required for each certificate leading up to the certificate desired; and

- (b) an assessment at Level 3.

(3) The Administration may, in respect of ships other than a passenger ship of more than 500 gross tonnage engaged on international voyage or tankers, if it considers that a ship's size, length or character of its voyage is such as to render the application of the full requirements of this regulation unreasonable or impracticable, exempt to the extent the seafarers on such a ship, or class of ships from some of the requirements, having regard to the safety of people on board, the ship and property, and the protection of the marine environment.

Alternative
certification.

28. The Administration may issue to a master, seafarer or other officer, a certificate other than those mentioned in this Part provided that—

- (a) the function and level of responsibility associated with the certificate is stated on the certificate and in the endorsements;
- (b) such officer has completed the education and training and has met equivalent to the standards of competence required by the STCW Code, Part A/ Section A-VII/1, Chapter VII for the function and level stated in the certificate and in the endorsement;
- (c) such officer has completed the seagoing service appropriate to the performance of the function and level to be stated on the certificate, for the period which shall be the period stated in section A-VII/2 of the STCW Code;
- (d) an officer who is to perform the function of navigation at the operational level has met the requirements of Part XIII, as appropriate, for performing radio duties; and

- (e) the certificate is identical to the certificate in sections A-II/1, A-II/2, A-II/3, A-II/4, A-II/5, A-III/1, A- III/2, III/3, A-III/4, A-III/5 and A-IV/2 of the STCW Code.

29. The Administration shall not implement an alternative certification system unless it ensures a high degree of safety at sea, contains preventive measure as regards pollution equivalent to or in accordance with the STCW Code and observe the following principles–

Principles governing the issue of alternative certificates.

- (a) the interchangeability of a certificate with those issued under these Regulations in respect of the service, requirements and competence.
- (b) the principles of interchangeability in paragraph (a) shall ensure that a master, seafarer or other officer–
 - (i) in possession of certification for master, engine or deck personnel is able to serve on a ship which has either traditional or other forms of shipboard organization; and
 - (ii) is not trained for specific shipboard arrangements in such a way as would impair his ability to use his skills elsewhere.
- (c) the issue of an alternative certificate shall not be used so as to–
 - (i) reduce the number of crew on board;
 - (ii) lower the integrity of the profession or downgrade the skills of a master, seafarers or other officer; or

- (iii) justify the assignment of the combined duties of the engine and deck watchkeeping officers to a single certificate holder during any particular watch;
- (d) the person in command shall be designated as the master;
- (e) the position and authority of the master and other officers shall not be adversely affected by the implementation of any arrangement for alternative certification; and
- (f) the principles contained in paragraphs (a), (b) and (c) shall ensure that the competency of both deck and engineer officers is maintained.

PART V

Special Training Requirements

Basic safety training and safety familiarization.

30.—(1) The owner and master of a ship, shall ensure that a seafarer joining a vessel for the first time—

- (a) has satisfactorily completed a safety familiarization training programme with an assigned officer which is signed off both by the seafarer and assigned officer;
- (b) receive safety familiarization training in personal survival techniques or instruction in accordance with STCW Code, Chapter VI, section A- VI/1;
- (c) is given a reasonable opportunity to become familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of his duties; and

- (d) is able to make a knowledgeable and informed contribution to the safe operation of the vessel consistent with the responsibilities specified in Part III.

(2) A seafarer may receive additional basic safety training or instruction in accordance with Chapter 2 of the Convention such as–

- (a) communications;
- (b) control of fatigue;
- (c) teamwork; and,
- (d) marine environmental issues.

(3) Before joining a vessel and getting assigned to any shipboard duties, a seafarer employed on a ship the owner or master of that ship shall verify that the seafarer has received the approved basic safety training as set out in section A- VI/1 and Tables A- VI/1-1, A-VI/1-2, A- VI/1- 3 and A-VI/1- 4 of the STCW Code.

(4) A seafarer is required to re-validate a basic safety training such as short courses, which include personal survival technique, fire prevention and control, and elementary first aid at intervals of not more than five years.

(5) The Administration may accept documentary evidence of on-board training and experience for certain areas of competency required for personal survival technique and firefighting as specified in section A-VI/1 of the STCW Code.

31.–(1) A seafarer in the shaller list of a ship shall hold a certificate of proficiency in survival craft and rescue boats, if that person is designated to–

Training proficiency in survival craft and rescue boats.

- (a) command or be second in command of a survival craft;
- (b) be in charge of launching a survival craft; or
- (c) be a member of the operating crew of a marine evacuation system.

(2) To qualify for a certificate of proficiency a seafarer shall have –

- (a) approved seagoing service of not less than 12 months within the last 5 years and have attended an approved training course; and
- (b) achieved the standard of competence for certificates of proficiency as set out in Section A-VI/2, paragraphs 1 to 4 of the STCW Code, Chapter VI.

(3) The seafarer who qualifies for a certificate of proficiency in survival craft or rescue boats other than a fast rescue boat shall, every five years, provide evidence of having maintained the required standard of competence to undertake the tasks, duties and responsibilities as listed in column 1 of the STCW Code, Chapter VI, table A-V/2-1.

(4) The Administration may accept onboard training and experience for maintaining the required standard of competence as specified in the STCW Code, Chapter VI, table A-VI/2-1 in the areas listed in section A-VI/2 paragraph 6.

(5) A candidate for a certificate of proficiency in fast rescue boats shall–

- (a) be the holder of a certificate of proficiency in survival craft and rescue boats other than a fast rescue boat;

- (b) have attended an approved training course; and
- (c) meet the standard of competence for a certificate of proficiency in fast rescue boats as set out in paragraphs 7-10 of Section A-VI/2, of the STCW Code, Chapter VI.

(6) The seafarer who qualifies for certificate of proficiency in fast rescue boats shall, every five years, provide evidence of having maintained the required standard of competence to undertake the tasks, duties and responsibilities as listed in column 1 of the STCW Code, Chapter VI, table A-V/2-2.

(7) The Administration may accept onboard training and experience for maintaining the required standard of competence as specified in the STCW Code, Chapter VI, table A-VI/2-1 in the areas listed in section A-VI/2 paragraph 12.

32.—(1) Every person designated to control firefighting operations shall successfully complete the advanced training in firefighting techniques and meet the standard of competence specified in Section A-VI/3 of the STCW Code.

**Mandatory
minimum
requirement
for advanced
firefighting.**

(2) A candidate for a certificate of proficiency in advanced firefighting shall provide documentary evidence of having achieved the required standard of competence within the immediately preceding 5 years, in accordance with the methods of demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of Table A-VI/3 of the STCW Code.

(3) Where training in advanced firefighting is not included in the qualifications for a certificate of competency to be issued, a certificate of proficiency, as appropriate, may be issued if the holder has attended a course of training in advanced firefighting.

(4) A seafarer shall, while serving on board a ship, carry a certificate of proficiency in advanced firefighting or other evidence of having received such training.

(5) A holder of a certificate of proficiency in advanced firefighting set out in Section A-VT/3 of the STCW Code shall attend and successfully complete an approved refresher course within a period of 5 years in areas where specified competency cannot be obtained on board a ship.

Mandatory
minimum
requirements
for medical
first aid.

33.-(1) Every person employed to provide medical first aid on board a ship shall meet the relevant standards of competence in medical first aid specified in Section A-VI/4 of the STCW Code.

(2) Every person employed to provide medical first aid, while serving on board a ship shall meet the standard of competence specified in A-VI/4 paragraphs 1 - 3 of the STCW Code.

(3) Every person employed to take charge of medical care onboard a ship shall meet the standard of competence specified in Section A-VI/4, paragraphs 4 to 6 of the STCW Code.

(4) If training in medical first aid or medical care is not included in the qualifications for the certificate of competency to be issued, a certificate of proficiency, may be issued by the administration if the holder has attended a course of training in medical first aid and medical care.

(5) A candidate for a certificate of proficiency under [paragraph 1 of Regulation VI/ 4 shall possess the knowledge, understanding and proficiency required under column 2 of table A-VI/4-1 and demonstrate the standard of competency in accordance with the methods and criteria for evaluating competence set out in columns 3 and 4, which is sufficient to enable the seafarer to take immediate effective action in the case of an accident or illness on board.

(6) A candidate for a certificate of proficiency under paragraph 2 of Regulation VI/4, shall possess the knowledge, understanding and proficiency required under column 2 of table A-VI/4-2 and demonstrate the standard of competency in accordance with the methods and criteria for evaluating competence set out in columns 3 and 4, to undertake the tasks, duties and responsibilities listed in column 1 which is sufficient to enable the designated seafarer to take immediate effective action in the case of an accident or illness on board.

(7) The holder of a certificate of proficiency in medical first aid at sea and medical care set out in Section A-VI/4 of the STCW Code shall attend and successfully complete an approved refresher course within a period of 5 years in areas where specified competency cannot be obtained on board a ship. The holder of a certificate of proficiency under sub regulation (1) and (3) shall attend and successfully complete an approved refresher course within a period of 5 years in areas where specified competency cannot be obtained on board a ship.

(8) A person employed to provide medical first aid or take charge of medical care shall, while serving on board the vessel, carry evidence of having received the appropriate training.

34.—(1) The Administration shall issue a certificate of proficiency to a seafarer conducting ship security if the seafarer—

(2) A candidate for a certificate of proficiency as a ship security officer shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of Table A-VI/5.

(3) The level of knowledge of the subjects listed in column 2 of Table A-VI/5 shall be sufficient to enable the candidate to be designated as the ship security officer.

Mandatory minimum requirements for security officers and security related training.

(4) Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the guidance in Section B-VI/5 of the STCW Code, including the following–

- (a) has seagoing service of not less than 12 months or appropriate seagoing service and knowledge of ship operations;
- (b) meets the standard of competence for a certificate of proficiency set out in A-VI/5 paragraphs 1 to 4 of the STCW Code; and
- (c) provide evidence of having achieved the required standard of competence in accordance with the methods of demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/5 of the STCW Code.

(5) Prior to the issue of a certificate of proficiency, a seafarer shall receive security related familiarization training and security awareness training or installation and shall meet the appropriate standard of competence specified in A-VI/6 paragraphs 1 - 4 of the STCW Code.

(6) A seafarer with security duties shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in A-VI/6 paragraphs 6 - 8 of the STCW Code.

(7) If training in security duties is not included in the qualification for the certificate to be issued, a certificate of proficiency may be issued recording that the holder has attended a course of training for security duties.

35.–(1) A seafarer employed or engaged in any capacity on board a ship that is required to comply with the provisions of the ISPS Code as part of the ship's complement without security duties shall, before being assigned to any shipboard duties shall–

Mandatory minimum requirements for security awareness training.

- (a) receive appropriate approved training or instruction in security awareness as set out in Table A-VI/6-1 the STCW code;
- (b) be required to provide evidence of having achieved the required standard of competence–
 - (i) of the STCW code to undertake tasks, duties and responsibilities listed in column 1 of Table A-VI/6-1;
 - (ii) by demonstration of competence in accordance with the methods and the criteria of evaluating competence tabulated in columns 3 and 4 of Table A-VI/6-1; and
 - (iii) by examination or continuous assessment as part of an approved training programme in the subjects listed in column 2 of Table A-VI/6-1.

(2) If security awareness training is not included in the qualification for the certificate, a certificate of proficiency may be issued recording that the holder has attended a course in security awareness training.

36.–(1) A seafarer who is designated to perform security duties, including anti-piracy and anti-armed robbery, shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-2 of the STCW code.

Mandatory minimum requirements for seafarers with [designated] security duties.

(2) The level of knowledge of the subjects in column 2 of Table A-VI/6-2 shall be sufficient to enable a seafarer to perform onboard security duties, including those of anti-piracy and anti-armed robbery.

(3) Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence by–

- (a) demonstration of competence to undertake the duties and responsibilities listed in column 1 of Table A-VI/6-2 of the STCW Code, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of Table A-VI/6-2 of the STCW Code; and
- (b) examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of Table A-VI/6-2 of the STCW Code.

Mandatory minimum training and qualification for masters, seafarers and ratings on tankers.

37.–(1) The master of a ship, which carries a bulk cargo consisting in whole or in part of oil, liquid chemicals or liquefied gases, shall have personnel qualified in accordance with the STCW Code, Chapter V and these Regulations.

(2) A master, chief mate, chief engineer, second engineer or any other officer or rating with responsibility for the loading, discharging, care in transit or handling of the cargo, tank cleaning or other cargo related operations in such a ship shall, as the case may be, hold any one of the following relevant certificates–

- (a) a certificate confirming that the holder has received training in accordance with the STCW Code Section A-V/1-1 paragraphs 2 for advance oil tanker cargo operation; or

- (b) a certificate confirming that the holder has received training in accordance with the STCW Code Section A-V/1-1 paragraphs 3 for advance chemical tanker cargo operation; or
- (c) a certificate confirming that the holder has received training in accordance with the STCW Code Section A-V/1-2 paragraph 2 for advance liquefied gas tanker cargo operation.

(3) A seafarer, other than one to whom sub-regulation (2) applies, who has specific duties and responsibilities relating to cargo equipment in a tanker shall hold a certificate of proficiency valid for service in a tanker of the appropriate type or, if the seafarer does not hold such qualifications, shall have—

- (a) completed not less than 3 months approved seagoing service acceptable to the Administration; or
- (b) completed an approved basic training for tankers cargo operations of the appropriate type meeting the requirements of either section A-V/1-1, paragraph 1 of the STCW Code or section A-V/1-2, paragraph 1 of the STCW Code;
- (c) a certificate attesting to the training required by the Convention and these Regulations.

(4) In respect of the standard of competence for certification the master, officer or rating on an oil or chemical tanker cargo operations shall meet the requirement to demonstrate the competence to undertake, the tasks, duties and responsibilities which are specified in the STCW Code, Chapter V, column 1 of table A-V/1-1-1, table A-V/1-1-2 or table A-V/1-1-3, as the case may be.

(5) The master, officer or rating under sub-regulation (4) shall possess the minimum knowledge, understanding, and proficiency requirement for certification which is listed in the STCW Code, Chapter V, column 2 of table A-V/1-1-1, table A-V/1-1-2 or table A-V/1-1-3 as the case may be.

(6) The evidence of having achieved the minimum knowledge, understanding and proficiency shall be in accordance with the methods for demonstrating standard of competence and the criteria for evaluating competence tabulated in columns 3 and 4 of the STCW Code, Chapter V, table A-V/1-1-1, table A-V/1-1-2 or table A-V/1-1-3 as the case may be.

(7) In respect of the standard of competence for certification—

- (a) in basic training the master, officer or rating on liquefied gas tanker cargo operations shall meet the requirement to demonstrate the competence to undertake, the tasks, duties and responsibilities which are specified in the STCW Code, Chapter V, column 1 of table A-V/1-2-1; or
- (b) in advance training the master, officer or rating on liquefied gas tanker cargo operations shall meet the requirement to demonstrate the competence to undertake, the tasks, duties and responsibilities which are specified in the STCW Code, Chapter V, column 1 of table A-V/1-2-2.

(8) The master, officer or rating under sub-regulation (7) shall possess the minimum knowledge, understanding, and proficiency requirement for certification which is listed in the STCW Code, Chapter V, column 2 of table A-V/1-2-1 or table A-V/1-2-2, as the case may be.

(9) The evidence of having achieved the minimum knowledge, understanding and proficiency of the master, officer or rating shall be in accordance with the methods for demonstrating standard of competence and the criteria for evaluating competence tabulated in columns 3 and 4 of the STCW Code, Chapter V, table A-V/1-2-1 or table A-V/1-2-2, as the case may be.

38.—(1) A master, officer and any other person assigned with shipboard duties and responsibilities on board a passenger ship or ro-ro ship engaged in international or domestic voyages shall complete the familiarization training specified in Regulation V/2 of the Convention prior to any engagement of services.

Mandatory minimum training for master, seafarer or officer on passenger ships including ro-ro ships.

(2) A master, officer, rating or any other personnel shall not be placed on a musterer list to assist passengers in emergency situations on board a passenger ship or ro-ro ship unless he has completed a training in crowd management as specified in the STCW Code, Chapter V, Section A-V/2 paragraph 1 prior to his assignment to provide such assistance.

(3) A seafarer shall not be assigned to provide direct services to passengers in passenger spaces on board a passenger ship unless such seafarer has completed the safety training specified in the STCW Code, Chapter V, Section A-V/2 paragraph 2.

(4) A master, officer or any other seafarer shall not be designated on a musterer list as having responsibility for the safety of passengers in emergency situations on board a passenger ship or a ro-ro ship unless such seafarer has completed the training in crisis management and human behaviour as specified in the STCW Code, Chapter V, Section A-V/2 paragraph 3.

(5) A master, officer or any other seafarer shall not be assigned responsibility for embarking and disembarking

passengers, loading, discharging or securing cargo, or closing hull openings on board a ro-ro ship unless such seafarer has completed training in passenger safety, cargo safety and hull integrity as specified the STCW Code, Chapter V, Section A-V/2 paragraph 4.

(6) The owner or master of a passenger ship including ro-ro ship shall provide the Administration with documented evidence of the training of seafarer required under this regulation for the Administration's approval and records.

(7) A person required to be trained in accordance with sub-regulation (3), (4) and (5) shall, at intervals not exceeding 5 years, undertake refresher trainings.

Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on ships subject to the IGF Code.

39.—(1) This regulation applies to seafarers responsible for designated safety duties associated with the care and use of, or response to emergency relating to, fuel on board ships.

(2) A person to whom this regulation applies shall hold a certificate of proficiency in basic training for service on ships subject to the IGF Code.

(3) The Administration may issue a certificate of proficiency required by paragraph (2) only to a person who meets the criteria specified in STCW Regulation V/3, paragraph 5 of the mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ships subject to the IGF Code.

(4) A person responsible for designated safety duties associated with the care and use of, or response to emergency relating to, fuel on board ships subject to the IGF Code who holds a valid certificate of proficiency issued under regulation 13(2) basic training for liquefied gas tanker cargo operations; or regulation 14(3) advanced training for liquefied gas tanker cargo operations, is to be considered as having met the requirements specified in paragraph (3) for basic training for service on ships subject to the IGF Code.

40.–(1) This regulation applies to the following seafarers on board a ship subject to the IGF Code–

Seafarers on a ship subject to the IGF Code – advanced training.

- (a) the master;
- (b) an engineer officer; and
- (c) any other seafarer with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code.

(2) A person to whom this regulation applies shall hold a certificate of proficiency in advanced training for service on ships subject to the IGF Code.

(3) The Administration may issue a certificate of proficiency required by sub-regulation (2) only to a person who meets the criteria specified in STCW Regulation V/3, paragraph 8 of the mandatory minimum requirements for advanced training and qualifications on ships subject to the IGF Code.

(4) A person who–

- (a) holds a certificate issued under regulation 13(2) basic training for liquefied gas tanker cargo operations and
- (b) complies with the criteria in STCW Regulation V/3, paragraph 9 which considers the alternative criteria for advanced training qualifications on a ship subject to the IGF Code,

is to be considered as having met the requirements specified in sub-regulation (3) for advanced training for service on ships subject to the IGF Code.

(5) Seafarers holding certificates of proficiency for basic and advanced training for service on ships subject to the IGF Code, shall, at intervals not exceeding 5 years, undertake refresher training or be required to provide evidence of having achieved the required standard of competence within the previous 5 years.

**Ships operating
in polar
waters.**

41.—(1) There are two training requirements for ships operating in polar waters. This is stated in the Polar Code and the training is stated in Reg. V/4 of the STCW Convention.

(2) Masters, chief mates and officers in charge of a navigational watch on ships operating in polar waters shall hold a certificate in basic training for ships operating in polar waters.

(3) Masters and chief mates on ships operating in polar waters, shall also hold a certificate in advanced training for ships operating in polar waters.

(4) All candidates for training under sub-regulation (3) shall—

- (a) meet the basic training for ships operating in polar waters;
- (b) have a least two months of approved seagoing service in the deck department, at management level or while performing watchkeeping duties at the operational level, within polar waters or other equivalent approved seagoing service; and
- (c) have completed approved advanced training for ships operating in polar waters and meet the standard of competence specified in Section A-V/4, paragraph 2 of the STCW Code.

42.—(1) All Officers and crew specified on the manning of the Permit to Operate shall be trained in accordance the STCW Convention, Code and with the provisions of the High-Speed Craft Code.

Training required for seafarers on board a high-speed craft.

(2) A qualification certificate shall be issued to officers who have completed the training as specified in the High Speed Craft (HSC) Code, Section 18.3.

(3) The HSC Certificate shall be specific to the type of craft, model, and route of service and shall be in addition to the appropriate certification already required of the officers by the STCW Convention.

(4) HSC Certification shall be issued at two (2) levels of responsibility, “Management,” and “Operational,” and limited to the master and all officers having an operational role.

(5) HSC Certificates shall be issued for a period of two (2) years.

(6) An HSC Certificate may be renewed upon application showing at least six months sea service aboard the same type craft within the previous two years.

(7) An acceptable refresher training course may be substituted for the sea service.

43.—(1) In accordance with MLC, 2006 (Ref. Standard A3.2 & Guideline B3.2) Seafarers who are engaged as ships’ cooks shall be trained, qualified and found competent for the position.

Training required for seafarers engaged as ships cook.

(2) Applicants shall be not less than 18 years of age with a minimum of 12 months seagoing service.

(3) Applicants shall be certified by the medical examiner to be free of communicable diseases.

(4) Applicants shall have successfully completed a legitimate training course or program covering practical cookery and food preparation, food and personal hygiene, galley sanitation, nutrition, food storage, stock control, environmental protection and catering health and safety.

(5) A Cook Certificate may be issued to a seafarer of 18 years of age or older who has successfully completed a legitimate training course or program, qualified and is found competent for the position.

(6) A Cook certificate issued by the Administration to certify these qualifications shall be optional.

(7) Notwithstanding sub-regulation (6), vessels are required to have on board documentation attesting to the satisfactory training and qualifications of the Cook or Cooks serving on board.

**ECDIS
Training.**

44.–(1) Every deck officer standing a navigation watch on an ECDIS equipped vessel shall be certified as competent in the use of ECDIS in accordance with STCW Reg. II/1 – 3; Annex I, Table A-II/1 – 3.

(2) Every master and chief mate standing a navigation watch on an ECDIS equipped vessel shall be certified as competent to maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making.

(3) Training and assessment in the use of ECDIS is not required for those who serve exclusively on vessels not fitted with ECDIS; these limitations shall be reflected in the endorsement to the seafarer's CoC.

(3) To operate Type Approved ECDIS, navigation officers are required to complete two (2) levels of generic (simulator) training, including–

- (a) knowledge of the capability and limitations of ECDIS operations including a thorough understanding of electronic navigational chart data, data accuracy, presentation rules, display options and other chart data formats as well as the dangers of over-reliance;
- (b) proficiency in operation, interpretation and analysis of information obtained from ECDIS including the use of functions that are integrated with other navigation systems;
- (c) safe monitoring and adjustment of information, confirmation of vessel position by alternative means;
- (d) efficient use of settings to ensure conformance to operational procedures;
- (e) adjustment of settings and values to suit the present conditions; and
- (f) situational awareness while using ECDIS.

(4) Type Specific Training is to be completed prior to an officer assuming a navigational watch and is intended to familiarize the watch officer with the basic operation of the ECDIS equipment aboard the vessel to which they are assigned, including route planning and execution.

(5) Upon receipt of appropriate documentation, an optional Certificate evidencing the completion of General (simulator) ECDIS training will be issued by the Administration.

(6) The shipowner/operator shall ensure that documentary evidence of the Type Specific training that has been completed is issued for every person found qualified under the provisions of this regulation and is available for review by proper authorities and ISM Code auditors.

Training
proficiency
in Dynamic
Positioning
Operator
(DPO).

45.—(1) A Certificate of Proficiency (CoP) as a DPO will be issued to officers who have completed all the requirements of the STCW Code Section B-V/f, which includes—

- (a) a DP Basic/Induction course at a training facility approved by the Administration;
- (b) a minimum of 30 days seagoing DP familiarization training;
- (c) a minimum of six months watchkeeping on a DP ship;
- (d) a DP advanced course simulator; and
- (e) a statement of suitability by the master of a DP ship.

(2) DPOs serving as watchkeepers shall hold formal, appropriate, current qualification to an approved STCW Convention standard.

(3) Documentation of Qualifications issued by the Administrator to certify these qualifications will be optional. However, vessels are required to have on board documentation attesting to the satisfactory training and qualifications of the DPOs serving on board.

(4) Upon appointment to a unit operating in DP mode, the master, OIM, DPOs and other DP trained personnel should be familiarized with the characteristics of the vessel, the specific DP equipment fitted on board, as well as all relevant documentation, logs and manuals.

(5) Particular consideration should be given to the nature of the work of the vessel and the importance of the DP system to this work.

PART VI

Standards Regarding Officers on Ships of 500 Gross Tonnage or More

46.—(1) An officer in charge of a navigational watch on a ship of 500 gross tonnage or more shall meet the mandatory minimum requirements as set out in this regulation.

Certification of officer in charge of navigational watch.

(2) In respect of the standard of competence for certification the officer shall—

- (a) meet the requirement to demonstrate the competence to undertake, at operational level, the tasks, duties and responsibilities which are specified in the STCW Code, Chapter II, table A-II/1, column 1;
- (b) at minimum, shall hold the appropriate certificate for performing VHF radio communications;
- (c) if designated to have primary responsibility for radiocommunications during distress incidents, shall hold the appropriate certificate issued or recognized under any regulations relating to radio.

(3) The officer under sub-regulation (2) shall possess the minimum knowledge, understanding, and proficiency requirement for certification which is listed in the STCW Code, Chapter II, table A-II/1, column 2.

(4) The training and experience for the officer to achieve the required level of knowledge, understanding and proficiency shall—

- (a) be based on principles to be observed in keeping a navigational watch in accordance with the STCW Code, section A-VIII/2, part 4 – 1;
- (b) take into account the requirements of this regulations and the guidance specified in the STCW Code, part B.

(5) An officer who has applied for certification shall be required to–

- (a) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter II, table A-II/1, column 3; and
- (b) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter II, table A-II/1, column 4.

(6) In respect of onboard training, an officer who is in charge of navigational watch of a ship of 500 gross tonnage or more whose seagoing service in accordance with the Convention, Chapter II, Regulation II/1, paragraph 2.2 shall follow an onboard training which–

- (a) ensures that during the required period of seagoing service, the officer receives systematic and practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch;
- (b) take into account the guidance given in the STCW Code, Chapter II, section B-II/1;
- (c) is supervised and monitored by qualified officers aboard the ship; and

- (d) is adequately documented in a training record book.

47.-(1) An officer may apply to the Administration for certification as master or chief mate and shall—

Certification
of masters and
chief mates.

- (a) be required to demonstrate the competence to undertake, at the management level, the tasks, duties and responsibilities listed in the STCW Code, Chapter II, Table A-II/2, column 1; and
- (b) hold the minimum knowledge, understanding and proficiency specified in the STCW Code, Chapter II, Table A-II/2, column 2.

(2) A subject required for certification of a master or chief mate shall be accepted if it can be verified that the subject was designed to test the ability of the officer to assimilate available information that affects the safety and security of the ship, its passengers, crew or cargo, or the protection of the marine environment.

(3) The level of knowledge of the subjects specified in the STCW Code, Chapter II, Table A-II/2, column 2 shall be sufficient to enable an officer to serve in the capacity of master or chief mate.

(4) The level of theoretical knowledge, understanding and proficiency specified in the STCW Code, Chapter II, Table A-II/2, column 2 may be varied according to the certification pursued by an officer in respect of a ship—

- (a) of 500 gross tonnage but not more than 3,000 gross tonnage; or
- (b) of more than 3,000 gross tonnage.

(5) The Administration shall consider an application under this regulation taking into account, in respect of

training and experience relevant to achieve the level of theoretical knowledge, understanding and proficiency, the relevant requirements of this regulation and the guidance in the STCW Code, part B.

(6) An officer who has applied for certification shall be required to–

- (a) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter II, table A-II/2, column 3; and
- (b) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter II, table A-II/2, column 4.

(7) The Administration may grant a certification as master or chief mate upon satisfaction that the relevant requirements have been met.

48.–(1) A rating that is to form part of a navigational watch shall–

Certification of ratings.

- (a) be required to demonstrate the competence to perform the navigation function at the support level, as specified in the STCW Code, Chapter II, table A-II/4, column 1;
- (b) possess the minimum knowledge, understanding and proficiency specified in the STCW Code, Chapter II, table A-II/4, column 2;
- (c) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence

as specified in the STCW Code, Chapter II, table A-II/4, column 3; and

- (d) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter II, table A-II/4, column 4.

(2) A rating that is to form part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room shall—

- (a) be required to demonstrate the competence to perform the marine engineering function at the support level, as specified in the STCW Code, Chapter III, table A-III/4, column 1;
- (b) possess the minimum knowledge, understanding and proficiency specified in the STCW Code, Chapter III, table A-III/4, column 2;
- (c) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter III, table A-III/4, column 3; and
- (d) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter III, table A-III/4, column 4.

(3) An electro-technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall—

- (a) be required to demonstrate the competence to perform the marine engineering function at

the support level, as specified in the STCW Code, Chapter III, table A-III/7, column 1;

- (b) possess the minimum knowledge, understanding and proficiency specified in the STCW Code, Chapter III, table A-III/7, column 2;
- (c) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter III, table A-III/7, column 3; and
- (b) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter III, table A-III/7, column 4.

Schedule VIII.

(4) A Marine Technician shall apply to the Administration for a Marine Technician Certificate after fulfilling all requirements as set forth by the Registrar of ships this shall be in the form of Schedule VIII of these regulations.

**Certification
of a rating as
able seafarer.**

49.-(1) An able seafarer deck shall—

- (a) demonstrate the competence to perform the functions at the support level specified in STCW Code, Chapter II, table A-II/5, column 1;
- (b) possess the minimum knowledge, understanding and proficiency specified in the STCW Code, Chapter II, table A-II/5, column 2;
- (c) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter II, table A-II/4, column 3; and

- (d) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter II, table A-II/4, column 4.

(2) An able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room shall, in respect of a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to–

- (a) demonstrate the competence to perform the functions at the support level specified in STCW Code, Chapter III, table A-III/5, column 1;
- (b) possess the minimum knowledge, understanding and proficiency specified in the STCW Code, Chapter III, table A-III/5, column 2;
- (c) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter III, table A-III/5, column 3; and
- (d) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter III, table A-III/5, column 4.

PART VII

Standards Regarding Engine Department

50.–(1) The mandatory minimum requirements for certification of an officer in charge of an engineering watch in a manned engine-room or employed as duty engineers

Certification of an officer in charge of engineering watch.

in a periodically unmanned engine-room shall meet the education and training required by the Convention, Chapter III, regulation III/1, paragraph 2.4, which include training in mechanical and electrical workshop skills relevant to the duties of an engineer officer.

(2) In respect of onboard training, an officer who is in charge of engineering watch in a manned engine-room or employed as duty engineer in a periodically unmanned engine-room of a ship powered by main propulsion machinery of 750 kW or more whose seagoing service in accordance with the Convention, Chapter III, Regulation III/1, paragraph 2.2 shall follow an onboard training which–

- (a) ensures that during the required period of seagoing service, the officer receives systematic and practical training and experience in the tasks, duties and responsibilities of an officer in charge of an engine-room watch;
- (b) take into account the guidance given in the STCW Code, Chapter III, section B-III/1;
- (c) is supervised and monitored by qualified and certificated engineer officer aboard the ship; and
- (d) is adequately documented in a training book.

(3) In respect of the standard of competence for certification the officer in charge of engineering watch in a manned engine-room or employed as duty engineer in a periodically unmanned engine-room of a ship powered by main propulsion machinery of 750 kW or more shall–

- (a) meet the requirement to demonstrate the competence to undertake, at operational level, the tasks, duties and responsibilities which

are specified in the STCW Code, Chapter III, table A-III/1, column 1; and

- (b) at minimum, shall hold the knowledge, understanding and proficiency specified in the STCW Code, Chapter III, table A-III/1, column 2.

(4) The engineering officer in possession of the minimum knowledge, understanding, and proficiency requirement for certification which is listed in the STCW Code, Chapter III, table A-III/1, column 2 is sufficient to carry out watchkeeping duties.

(5) The training and experience for the officer to achieve the required level of knowledge, understanding and proficiency shall—

- (a) be based on principles to be observed in keeping an engineering watch in accordance with the STCW Code, section A-VIII/2, part 4 – 2 in respect of watch arrangements, taking over the watch, performing engineering watch, watchkeeping under different conditions and watchkeeping in different areas;
- (b) take into account the requirements of this regulations and the guidance specified in the STCW Code, part B.

(6) An officer who is applying for certification and is serving on a ship in which steam boilers do not form part of its machinery, may omit the relevant requirements specified in the STCW Code, Chapter III, table A-III/1 provided that the officer to whom a certificate was awarded on such basis shall not present that certificate as proof of certification for service on a ship in which steam boilers form part of that ship's machinery.

(7) The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid and such certificate awarded on that basis shall not be valid for any category of machinery installation which is omitted unless the engineer officer proves himself to be competent in these knowledge requirements.

(8) A limitation pursuant to sub-regulation (6) and (7) shall be stated on the certificate and in the endorsement.

(9) An officer who has applied for certification shall be required to—

- (a) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter III, table A-III/1, column 3; and
- (b) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter III, table A-III/1, column 4.

Certification
of engineer
officers.

51.—(1) The mandatory minimum requirements for certification of a chief engineer officer or a second engineer officer on a ship that is powered by main propulsion machinery or 3,000 kW propulsion power or more shall be required—

- (a) to demonstrate ability to undertake, at the management level, the duties and responsibilities listed in the STCW Code, Chapter III, table A-III/2, column 1; and
- (b) at minimum, to hold the knowledge, understanding and proficiency specified in the STCW Code, Chapter III, table A-III/2, column 2.

(2) The mandatory minimum requirements for certification of a chief engineer officer or a second engineer officer on a ship that is powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power shall be required—

- (a) to demonstrate ability to undertake, at the management level, the duties and responsibilities listed in the STCW Code, Chapter III, table A-III/2, column 1; and
- (b) at minimum, shall hold the knowledge, understanding and proficiency specified in the STCW Code, Chapter III, table A-III/2, column 2.

(3) A subject required for certification of a second engineer shall be accepted if it can be verified that the subject was designed to test the ability of the officer to assimilate available information that affects the safe operation of the ship's machinery and the protection of the marine environment.

(4) The level of knowledge of the subjects specified in the STCW Code, Chapter III, Table A-III/2, column 2 shall be sufficient to enable an officer to serve in the capacity of chief engineer officer or second engineer officer, as the case may be.

(5) The training and experience for the officer to achieve the required level of knowledge, understanding and proficiency shall take into account the requirements of this regulation and the guidance specified in the STCW Code, part B.

(6) The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to

be awarded shall be valid and such certificate awarded on that basis shall not be valid for any category of machinery installation which is omitted unless the engineer officer proves himself to be competent in these knowledge requirements.

(7) A limitation pursuant to sub-regulation (5) shall be stated on the certificate and in the endorsement.

(8) An officer who has applied for certification shall be required to—

- (a) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter III, table A-III/2, column 3; and
- (b) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter III, table A-III/2, column 4.

Certification
of electro-
technical
officers.

52.—(1) The mandatory minimum requirements for certification of an electro-technical officer or a second engineer officer shall be as follows—

- (a) education and training specified by the Convention, regulation III/6 paragraph 2.3 which shall include training in electronic and electrical workshop skills relevant to the duties of an electro-technical officer;
- (b) in respect of onboard training, a programme that—
 - (i) ensures that, during the period of seagoing service, the officer receives systematic practical training and experience in the

duties and responsibilities of an electro-technical officer;

(ii) is supervised and monitored by qualified and certified officers aboard the ship in which the seagoing service is performed;

(iii) is documented in a training record book in the form of Schedule VII;

Schedule VII.

(c) shall demonstrate ability to undertake, at the management level, the duties and responsibilities listed in the STCW Code, Chapter III, table A-III/6, column 1; and

(d) at minimum, shall hold the knowledge, understanding and proficiency specified in the STCW Code, Chapter III, table A-III/6, column 2.

(2) An officer who has applied for certification shall be required to—

(a) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter III, table A-III/6, column 3; and

(b) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter III, table A-III/6, column 4.

PART VIII

Medical Standards

Medical fitness
of seafarer.

53.–(1) The purpose of this Part is to ensure that a seafarer–

- (a) has the physical capability to safely perform his routine and emergency duties on board a ship and to fulfil the requirements of the basic training as required by the STCW Code, section A-VI/1, paragraph 2.
- (b) demonstrate adequate hearing and speech to communicate effectively and detect any audible alarms;
- (c) has no medical condition, disorder or impairment that would prevent the effective and safe conduct of his routine and emergency duties;
- (d) is not suffering from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health and safety of other persons on board; and
- (e) is not taking any medication that has side effects that will impair judgment, balance, or any other requirements for effective and safe performance of routine and emergency duties on board.

Medical
certificate
required.

54.–(1) A candidate for a certification under these Regulations shall have in his possession, a medical certificate of his fitness for service at sea.

(2) A seafarer employed on a vessel to which the Convention applies shall hold a valid medical fitness certificate if that seafarer—

- (a) is required to be on board by virtue of the vessel's Minimum Safe Manning Certificate;
- (b) has any responsibility on board relating to emergency procedures;
- (c) has any watchkeeping responsibilities; or
- (d) has any duties relating to the normal operation of the vessel.

(3) A medical practitioner shall, after completing the medical examination of a seafarer fill in the Report set out in Schedule III.

Schedule III.

(4) The medical practitioner shall issue a medical certificate to the seafarer on the Form set out in Schedule IV setting out the finding of the seafarer's suitability as—

Schedule IV.

- (a) unfit for service at sea;
- (b) fit for service at sea, with limitations; or
- (c) fit for service at sea, without limitations.

(5) A medical certificate issued to a seafarer by or on behalf of a Party that has an agreement with Belize for recognition of certificates of competencies, may be recognised by the Administration as equivalent to a medical certificate issued in Belize by a medical practitioner.

(6) A medical practitioner who examine a seafarer as fit for service at sea with limitations shall state those limitations on the medical certificate of the seafarer.

Duration and
exception.

55.—(1) Except where a re-examination is required under regulation 57, and subject to sub-regulations (2) and (3), a medical fitness certificate is valid from the date of issue—

- (a) in the case of a seafarer 18 years of age or older - for 2 years; and
- (b) in the case of a seafarer under 18 years of age - for 1 year.

(2) If appropriate, taking into account the state of health of the seafarer examined, a medical practitioner may issue a medical fitness certificate that specifies a shorter period of validity than the period set out in sub-regulation (1).

(3) If the period of validity of a certificate expires in the course of a voyage, the certificate remains in force until the end of the voyage, or at the next port of call where a recognized medical practitioner is available provided that the period shall not exceed 3 months.

(4) The owner and master commits an offence if such owner or master allow a seafarer to work without a medical certificate beyond the permitted three-month timeframe.

Seafarers
on ship of
a foreign
jurisdiction.

56.—(1) A seafarer on a foreign ship that is not registered in Belize shall—

- (a) hold a valid medical certificate issued by or on behalf of or recognized by the flag state of the vessel; and
- (b) produce the medical certificate to the Authority upon request.

Re-
examination.

57.—(1) The Registrar may at any time require the re-examination of a seafarer—

- (a) if the Registrar has reason to believe that a re-examination is desirable in order to protect the safety of the vessel or of other seafarers on board the vessel;
- (b) at the request of the seafarer's employer, if the employer has grounds to believe that the seafarer's state of health may constitute a risk to the safety of the vessel or of other seafarers on board the vessel; or
- (c) at the request of the seafarer.

(2) A re-examination under this regulation shall be conducted as if it were an original examination.

58.—(1) A seafarer may apply to the Registrar for the review of a medical fitness certificate by a medical practitioner that verifies the seafarer's suitability as specified in regulation 54(3).

**Review of
medical fitness
certificate.**

(2) The Registrar shall designate the medical practitioner if he determines a review is necessary in the interest of the safety, security and prevention or mitigation of pollution.

(3) After reviewing a medical fitness certificate and the state of health of the seafarer to whom it was issued, the designated medical practitioner may direct that a further medical examination be carried out and may stipulate the examination and the medical practitioner or organization to carry it out.

(4) The medical practitioner shall submit the results of any further medical examination to the designated medical practitioner.

(5) The designated medical practitioner shall—

- (a) confirm the current medical fitness certificate issued; or
- (b) where appropriate, based on further examinations conducted pursuant to sub-regulation (3), issue a new medical fitness certificate specifying another period of validity in accordance with regulation 55.

Appeal as to
medical fitness.

59.—(1) A seafarer who has received a medical certification under regulation 54(3)(a) or (b), or is aggrieved any other certification from the medical practitioner may appeal to the Registrar for a further review of his case by a medical appeals panel if the Registrar determines that the seafarer's aggrievement is well founded.

(2) An application for a review by an appeal panel shall be accompanied by a review fee as to be established by the Registrar.

(3) On receipt of a request from a seafarer pursuant to sub-regulation (1), the Registrar shall appoint a medical appeals panel consisting of—

- (a) the Registrar or his duly authorized representative;
- (b) a person nominated by the employer of the seafarer;
- (c) a representative of the seafarer;
- (d) a representative of the medical practitioner who gave the certification; and
- (e) an independent person nominated by the Administration.

(4) Every medical appeals panel shall be assisted in its deliberations by a medical practitioner designated by the Registrar.

(5) A medical appeals board shall consider the matter and may—

- (a) confirm the medical fitness certificate;
- (b) where appropriate, direct the issuance of a new medical fitness certificate in the form set out in Schedule IV; or
- (c) take any other appropriate decision or action.

Schedule IV.

(6) A medical appeals board shall make a decision by majority votes and record such decision and the reasons for decision, in writing and send a copy of it to the Registrar , to the seafarer and to the employer of the seafarer.

60. The costs of any medical examination conducted as a result of a review under regulation 58 or an appeal under regulation 59 shall be borne by the applicant seafarer, in addition to the fee payable under regulation 59(2).

Costs of medical examinations for review and appeals.

61.-(1) A medical examination for the purpose of these Regulations may only be conducted by—

Medical practitioner.

- (a) a person registered as a medical practitioner under the Regulation relevant to the country of operation; or
- (b) a person recognized by the Minister responsible for health as a medical practitioner for the purpose of conducting a medical examination of a seafarer.

(2) For the purpose of this Part, the Administration may recognize or approve a person in another Country or a person in Belize, as a medical practitioner if the Administration is satisfied that the person—

- (a) in the case of another Country, the person is recognized and approved by that Country to carry out seafarer's medical examinations;
- (b) in the case of Belize; the person is a registered practitioner under the Medical Services and Institutions Act and authorized to practice as a medical practitioner
- (c) is professionally independent and will not have a conflict of interest in relation to the seafarer, the seafarer's employer or the seafarer's representative;
- (d) has knowledge of the standards;
- (e) has experience in applying the standards to routine and emergency duties which the seafarer would be performing; and
- (f) has facilities (or access to facilities) for the conduct of a medical examination to enable the requirements of the medical fitness examination to be met and treated with respect for confidentiality, modesty and cleanliness.

(3) The Administration may verify and recognize a medical practitioner—

- (a) a period of 5 years upon a request for verification of recognition;

- (b) establish quality assurance procedures to ensure that medical examinations meet the required standards, namely, the procedures for the—
 - (i) investigation of complaints from shipowners, seafarers, and their representatives concerning the medical examination procedures and the recognized medical practitioners;
 - (ii) collection and analysis of anonymized information from a medical practitioner about the numbers of examinations undertaken and the outcome of those examinations; and
 - (iii) introduction, where practical of a nationally acceptable review and audit programme for examining medical practitioners ‘ practices and recordkeeping undertaken by, or on behalf of, the Administration.

(4) The Administration shall withdraw the recognition of a medical practitioner who is found as a result of an appeal, complaint, audit procedure, or other procedures to no longer meet the requirements for recognition.

62.—(1) A seafarer who wishes to be employed in seagoing service shall at least once every 2 years, or as nearly as seagoing service allows, submit himself to a medical practitioner to be examined in accordance with regulation 1.2 of the MLC Convention.

**Medical
Examination.**

(2) A medical examination shall be carried out by a medical practitioner recognized pursuant to regulation 54.

(3) A seafarer who undergoes a medical examination shall declare to the medical practitioner any existing medical pre-condition or illness that might be relevant to the question of whether the seafarer is medically fit for seagoing service.

(4) If after conducting a medical examination of a seafarer, the medical practitioner is satisfied that the seafarer is medically fit for seagoing service, the medical practitioner shall issue to the seafarer a certificate of medical fitness for seagoing service.

(5) A seafarer who obtains a certificate of medical fitness for seagoing service under these Regulations shall provide a copy of the certificate, or relevant particulars, to the Registrar for inclusion in the Register in accordance with regulation 11.

Fitness
standards.

63.—(1) The standards of physical and medical fitness for seafarers required by the Convention are, in respect of—

- (a) the minimum in-service eyesight standards, as set out in Table A-1/9 of the STCW Code;
- (b) the physical ability and fitness standards, as set out in Table B-1/9 of the STCW Code; and
- (c) the standards on the medical examination of a seafarer, as set out by the Administration.

(2) A medical practitioner may take account of a seafarer's duties in the application of the standards to that seafarer but shall, in so doing, ensure that the purposes set out in regulation 53 are not compromised.

(3) A seafarer shall not be fit for seagoing service if his eyes are infected with a disease or any permanent or progressive debilitating pathology of the eyes without the prospect of recovery.

(4) If the holder of a certificate of competency shall wear spectacles or contact lenses in order to meet the required medical standards, that fact shall be recorded on the certificate.

(5) A seafarer shall—

- (a) not be less than 16 years of age;
- (b) provide satisfactory proof of identity;
- (c) meet the applicable medical fitness standard established by these Regulations.

PART IX

Quality Standards

64.—(1) The Administration shall establish a quality management system for the purpose of continuous monitoring of the training, assessment of competence, certification, recognition, endorsement, dispensation, revalidation activities, resources and objectives, including medical certification.

Quality
Management
System.

(2) The quality management system shall ensure that—

- (a) the Administration maintain established standards in the performance of its duties and responsibilities under the Convention and the STCW Code;
- (b) the Administration endorses or recognizes only the administration of another Party in the performance of its duties and responsibilities under the Convention and the STCW Code when equivalent or higher standards are maintained;

- (c) a maritime training centre in relation to the administration of training courses and programmes and in particular the qualifications and experience of a training officer and his conduct of training, assessment of competence of a seafarer are consistent with the convention and the STCW Code;
- (d) such other standards are consistent with the standards of the convention and the STCW Code.

Independent
evaluation and
report.

65.–(1) The Administration shall initiate periodic independent evaluation by a qualified person who is not involved in the activities concerned in accordance with the provisions of section A-I/8 of the STCW Code.

(2) The evaluation under sub-regulation (1) shall–

- (a) include assessment of the changes to the , regulations and the procedures and policies developed to be in compliance with an amendment to the Convention or STCW Code;
- (b) be conducted at intervals of not more than five years and shall verify that –
 - (i) the Convention and STCW Code is incorporated in the quality management system; and
 - (ii) the internal management control, monitoring measures, and follow-up actions comply with planned arrangements and documented procedures, and are effective in ensuring achievement of the defined objectives;

- (c) be documented and brought to the attention of those persons responsible in the activity evaluated; and
- (d) propose timely action to correct deficiencies.

(3) The purpose of an evaluation conducted under sub-regulation (1) shall be to verify that internal management control and monitoring measures and follow up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of the objectives defined in the quality standards.

(4) A person appointed to make an evaluation under sub-regulation (1) shall produce a report on the evaluation including a report on action which shall be taken to remedy any discrepancy revealed by the evaluation.

(5) The evaluation report required by sub-regulation (4) shall be submitted in writing to the Administration as soon as it is completed.

(6) The Administration shall ensure that—

- (a) the findings of an evaluation are recorded and brought to the attention of those responsible for the matter evaluated; and
- (b) timely action is taken to correct any deficiencies revealed by the evaluation.

PART X

Watchkeeping

66.—(1) The owner, master, chief engineer and other watchkeeping personnel on board a ship shall adhere to the requirements, principles and guidelines for watchkeeping as

**Watchkeeping
arrangements.**

set out in Regulation VIII of the Convention and A-VIII of the STCW Code to ensure that a safe watch is maintained at all times.

(2) The master of a ship shall ensure that watchkeeping arrangements are adequate to maintain a safe navigational watch while the ship is at sea, taking into account the watchkeeping arrangements and principles under the STCW Code, Chapter VIII, section A-VIII/2, in respect of certification, voyage planning, watchkeeping principles in general, at sea and having due regard to the guidance contained in the STCW Code, Section B-VIII/2.

(3) In carrying out watchkeeping duties a seafarer, in respect of—

- (a) a navigational watch, shall be physically present on the bridge or associated location during his period of duty;
- (b) a navigational watch or a radio watch, is responsible for maintaining continuous navigational or radio watch on appropriate frequencies during his period of duty;
- (c) a cargo watch with responsibility for the planning and conduct of cargo operations, shall ensure that such operations are conducted safely through the control of the specific risks including when shoreside personnel are involved;
- (d) an anchor or moor watch, shall, at all times, maintain safe watches and where the master instructs, a continuous navigational watch; and
- (e) the seafarer on watchkeeping duties under paragraph (a) to (d) shall maintain a proper look-out at all times.

(4) The chief engineer, in consultation with the master, shall ensure that the watchkeeping arrangements are adequate to maintain safe engineering watch while in port.

(5) The composition of the engineering watch shall, at all times, be adequate to ensure the safe operation of machinery used for the operation of the ship, in either automated or manual mode, and be appropriate to the prevailing circumstances and conditions of the sea, having regard to the following—

- (a) a ship of 3,000 kW propulsion power or more shall carry an officer in charge of engineering watch;
- (b) a ship of less than 3,000 kW propulsion power, at the discretion of the master in consultation with the chief engineer, may not have an officer in charge of engineering watch;
- (c) an officer, while in charge of an engineering watch, shall not be assigned or shall not undertake a task which would interfere with his supervisory duty in respect of the ship's machinery system.

(6) The chief engineer or the other seafarer in charge of an engineering watch, shall ensure—

- (a) safe and efficient operation of the ship;
- (b) upkeep of machinery;
- (c) safety of the ship;
- (d) proper operation and testing of machinery.

(7) The master shall ensure that appropriate and effective watch is maintained for the purpose of safety and security at all times when the ship is—

- (a) at anchor, moored or alongside a berth;
- (b) carrying oil, liquified gas or chemical cargo;
or
- (c) carrying cargo that is hazardous, whether explosive, flammable, toxic, health-threatening or environment-polluting.

(8) The master of a ship that is carrying hazardous cargo that is not in bulk quantity shall take full account of the nature, quantity, packing and stowage of that hazardous cargo and of any special conditions on board, afloat or ashore.

Principles for
keeping a radio
watch.

67. The Administration shall direct the attention of owners, masters, and radio watchkeeping personnel to ensure that adequate safety radio watch is maintained while at sea and in particular–

- (a) the master shall ensure that–
 - (i) radio watch is maintained in accordance with SOLAS;
 - (ii) primary duties for radio watchkeeping are not adversely affected by attending to radio traffic not relevant to safe movement of the ship and safety of navigation; and
 - (iii) he takes into account the radio equipment fitted on board and its operational status;
- (b) the radio operator performing radio watchkeeping duties shall–
 - (i) ensure that watch is maintained on the frequencies specified in SOLAS;

- (ii) regularly check the operation of the radio equipment and its sources of energy and report to the master any observed failure of equipment;
- (iii) comply with SOLAS on keeping a radio log as appropriate;
- (iv) maintain radio records at the distress communications operating position, and made available for inspection by the master, the Administration or any authorised officer.

68.—(1) The master shall arrange for appropriate and effective watch to be maintained for the purpose of safety on any ship moored or anchor under normal circumstances in port.

**Principles
applicable to
watchkeeping
in port.**

(2) The master shall consider special arrangements for special types of ships' propulsion systems or ancillary equipment or for ships carrying hazardous, dangerous, toxic or highly flammable materials or other types of cargo.

(3) The master shall determine the composition and duration of the deck watch depending on the conditions of mooring, type of ship and character of duties of the watchkeeper so that a deck watch shall be adequate to—

- (a) ensure safety of life, the ship, the port, the environment, and safe operation of machinery related to cargo operation;
- (b) observe national and international rules;
- (c) maintain order and normal routine of the ship.

(4) The master shall ensure that equipment are arranged in a manner which is efficient for watchkeeping; and if the

master so determines, a qualified seafarer shall be in charge of the deck watch.

Watch
schedules.

69.—(1) The owner and the master shall ensure that a watch schedule is—

- (a) posted where it is conspicuous to the crew;
- (b) established in a standardised format in the working language or languages of the seafarer on the ship and in the English language; and
- (c) available for inspection at all reasonable times by Port state Control officers.

(2) The master shall ensure that any deviation from the planned watch schedule that occurs is recorded on the watch schedule that is required under sub-regulation (1).

(3) The owner and the master shall ensure that the watch schedule and a daily record of actual watchkeeping hours of watchkeeping crew are kept on board for a period of three years commencing from the date of the watch schedule and made available to the Administration, flag state inspector or the Authority upon request.

Procedures for
a system of
watches.

70.—(1) The owner and master shall establish procedures for a system of watches to ensure that—

- (a) the crew is fit for duty when keeping a watch;
- (b) the efficiency of the watchkeeping crew is not impaired by fatigue;
- (c) the seafarer on his first watch, at the commencement of a voyage and subsequent relieving watches, is sufficiently rested;

- (d) the seafarer keeping navigational watch or engine room watch is not required for watchkeeping duties if, he is so fatigued that his level of alertness is compromised; and
- (e) performance of the seafarer is not impaired by any controllable factors.

(2) The seafarer undertaking watchkeeping shall ensure that he is fit for duty at all times when keeping watch, considering—

- (a) the signs, symptoms, and effects of fatigue;
- (b) that fatigue affects alertness; and
- (c) that the performance of any person whose alertness is affected by fatigue can be impaired.

71.—(1) The officer in charge of a deck or engineer watch shall not hand over the watch to a relieving officer if the officer in charge has reason to believe that the relieving officer is not capable of carrying out watchkeeping duties effectively, and the officer in charge shall notify that relieving officer accordingly.

Takeover of a watch.

(2) If, at the time of handing over the deck or engineering watch, an operation outside of the normal operations is being conducted, the seafarer on duty shall conclude that operation before the relieving officer takeover.

(3) The officer in charge of a deck watch shall inform the relieving officer of the following—

- (a) the depth of the water at berth, the ship's draught, the level and time of high and low waters, the securing of the moorings, the arrangement of anchors and the condition of

the anchor chain, and other mooring features crucial to the safety of the ship, the state of the main engines and their availability for emergency use;

- (b) work to be performed, the nature, amount and disposition of cargo loaded or remaining, and any residue on board after unloading the ship;
- (c) the level of water in bilges and ballast tanks;
- (d) the signals or lights being exhibited or sounded;
- (e) the number of crew members required to be on board and the presence of any other persons on board;
- (f) the state of firefighting appliances;
- (g) any special port regulations;
- (h) any standing or special orders of the master;
- (i) the line of communication available between the ship and shore personnel, and the respective Authority, in the event of an emergency or assistance required;
- (j) any circumstance of importance to the safety of the ship, its crew, cargo or protection of the environment from pollution; and
- (k) the procedures for notifying the appropriate authority of any environmental pollution resulting from the ship activities.

(4) Before assuming the deck watch, the relieving officer shall verify that—

- (a) the mooring and anchor is secured;
- (b) the appropriate signals or lights are properly exhibited or sounded;
- (c) there is compliance with any regulations relating to the safety measures and fire-protection;
- (d) he is aware of the nature of any hazardous or dangerous cargo being loaded or discharged and the appropriate action to be taken in the event of any spillage or fire;
- (e) no external condition or circumstance imperil the ship nor other ships.

(5) Prior to taking over the engineering watch, the officer in charge of the engineering watch shall inform the relieving officer of the following—

- (a) the standing orders of the day, special orders relating to the ship operations, maintenance functions, repairs of the ship's machinery or control equipment;
- (b) the work to be performed on machinery and systems, personnel involved and potential hazard;
- (c) the level and condition (if applicable) of water residue in bilges, ballast tanks, slop tanks, sewage tanks, reserve tanks, and special requirements for use or disposal of contents thereof;
- (d) and special requirements relating to sanitary system disposals;

- (e) the condition and state of readiness of portable fire extinguishing equipment and fixed fire extinguishing installations and fire detection systems;
- (f) authorized repair personnel engaged in engineering activities, work locations and repair functions, other authorized persons and required crew;
- (g) any port regulations relating to ship effluents, fire-fighting requirements, and ship readiness particularly during bad weather conditions;
- (h) the line of communication available between the ship and shore personnel, and the Authority, in the event of an emergency or assistance required;
- (i) any circumstance of importance to the safety of the ship, its crew, cargo or protection of the environment from pollution; and
- (j) the procedures for notifying the appropriate authority of any environmental pollution resulting from engineering activities.

(6) Before assuming the engineering watch, the relieving officer shall satisfy himself that he is fully informed of the matters specified in sub-regulation (5) and shall—

- (a) be familiar with existing and potential sources of power, heat and lighting and the distribution of each sources;
- (b) know the availability and condition of the ship's fuel, lubricant and water supplies; and

- (c) be ready to prepare the ship and its machinery for stand-by or emergency conditions.

PART XI

Manning of Ships

72.-(1) The number and grades of seafarers required for the safe manning of each class of a Belizean ship shall be in accordance with the Principles of Safe Manning as expressed by the IMO as amended.

Manning.

(2) The minimum number of Belizean seafarers to be employed on each class of Belizean ship shall be as determined by the Administration.

(3) The number and grades of seafarers required for the safe manning of a Belizean ship laid up and securely moored shall be as determined by the Administration.

(4) The Registrar shall issue a safe manning certificate in the form set out in Schedule V for a vessel, taking into consideration the size and type of vessel and area of its operation, which shall be complied with by the ship owner and master.

Schedule V.

(5) The Minister may, upon application of the seafarer, grant an exemption from the requirements set out in Schedule V, if he considers that to do so is in the public interest and will not compromise the safety of the vessel, its crew, passengers or cargo.

Schedule V.

(6) The Administration may impose additional operating limits on vessels operating on inshore and sheltered waters.

(7) For the purpose of these Regulations an enclosed vessel of 20 gross tons shall be deemed equivalent to an open vessel of 15 metres length overall.

Duties of owner and master with respect to manning.

73.-(1) An owner or master shall only operate a ship with the number of crew holding relevant certificates determined by the minimum safe manning requirements of the ship.

(2) When determining the minimum safe manning of a ship, due consideration shall be given to the following factors to ensure sufficient crew for—

- (a) maintaining safe navigational, engineering and radio watches and the maintenance of general surveillance of the ship;
- (b) mooring and unmooring the ship safely;
- (c) managing the safety functions of the ship when employed in a stationary or near-stationary mode at sea;
- (d) performing operations, as appropriate, for the prevention of damage to the marine environment;
- (e) maintaining the safety arrangements and the cleanliness of accessible spaces to minimize the risk of fire;
- (f) providing for medical care on board;
- (g) ensuring safe carriage of passengers and cargo during transit;
- (h) conducting the stages of the ship's operation safely;
- (i) inspecting and maintaining, as appropriate, the structural integrity of the ship;
- (j) operating watertight closing arrangements in an effective condition and also deploy a competent damage control party;

- (k) operating onboard fire-fighting and emergency equipment and lifesaving appliances, carry out maintenance of such equipment as is necessary at sea, and mustering and disembarking of persons on board;
- (l) operating the main propulsion and auxiliary machinery and maintain them in a safe condition to enable the ship to overcome the foreseeable perils of the voyage; and
- (m) supplying provisions for and prepare nutritious meals on board the ship.

(3) The owner or the master when applying for or submitting a proposal for a minimum safe manning certificate, shall take into account the requirements of sub-regulation (2) and any maritime regulations covering–

- (a) watchkeeping;
- (b) fitness for duty;
- (c) safety management;
- (d) qualifications of a seafarer;
- (e) specialized training requirements for particular types of ships;
- (f) the need to provide training opportunities for an entrant seafarer or cadet to allow them to gain the knowledge and experience needed;
- (g) occupational health, including hygiene;
- (h) crew accommodation; and

- (i) a scheme for monitoring on an on-going basis, the effectiveness of the crewing.

(4) The owner shall apply or may submit a proposal to the Administration for safe manning certificate at the following times–

- (a) during the registration of a ship;
- (b) revalidation of a safe manning certificate;
- (c) if the ship undergoes a change in trading area, construction machinery equipment, operation, or maintenance, which may affect the minimum safe crewing level,

if monitoring conducted in accordance with sub-regulation (3)(i) indicates that a change is necessary.

PART XII

Inquiries and Investigations

Impartial
investigation.

74.-(1) This Part makes provision for–

- (a) an investigation to be carried out in accordance with Regulation 1/5 of the Convention in respect of any report of incompetency, act, omission or compromise to security that may pose a direct threat to safety of life or property at sea or to the marine environment by a holder of a certificate, recognition or endorsement; and
- (b) the impartiality of such investigation.

(2) This Part applies to the holder of a certificate issued endorsed or recognised by the Administration in connection with–

- (a) the performance of his duties related to the certificate issuance recognition or endorsement;
- (b) the suspension or cancellation of a certificate;
- (c) the imposition of conditions in relation to a certificate;
- (d) the prevention of fraud or unlawful practices; and
- (e) the prevention of security breaches in relation to security duties for assigned personnel.

(3) This Part supplements the provisions of the Act relating to the investigation of the matters referred to in sub-regulation (2).

75.—(1) If the Administration receives a written report from any person of any incompetence, act or omission that may pose a direct threat to safety of life or property at sea or to the marine environment—

Power to hold investigation.

- (a) by the holder of a certificate of competency issued recognized or endorsed under these Regulations; or
- (b) by any seafarer on board a Belizean ship,
- (c) the Administration or the Authority, as the case may be, shall carry out an impartial investigation.

(2) The Administration or the Authority, as the case may be, shall report on the findings of the investigation and may make a recommendation to the Registrar including the suspension or cancellation of a certificate, endorsement or recognition.

(3) The Administration shall—

- (a) take and enforce any measures necessary to prevent fraud or other unlawful practices involving certificates, endorsements or recognition issued;
- (b) ensure that an investigation into any reported incompetency, act or omission or compromise to security that may pose a direct threat to safety of life or property at sea or to the marine environment is investigated in an impartial manner.

Procedure at
inquiries and
investigations.

76.—(1) A person conducting an inquiry or investigation may—

- (a) if he thinks it appropriate, co-opt expert advisers to assist in the inquiry or investigation; and
- (b) conduct the inquiry or investigation in such a manner as he considers appropriate in the circumstances.

(2) Where it is likely during the course of an inquiry or investigation that the conduct of a person will be called into question or that a person will be adversely affected by a decision of the inquiry or investigation, the person conducting the inquiry or investigation shall—

- (a) give the person at least 72 hours' notice of the place, date and time of the inquiry or investigation; and
- (b) furnish the person with a copy of the report of any preliminary investigation in relation thereto or with a statement of the case on which the inquiry or investigation was ordered, as appropriate.

(3) A person whose conduct is likely to be questioned during the course of an inquiry or investigation, or who is likely to be adversely affected by the decision of the inquiry or investigation is entitled to—

- (a) attend the inquiry or investigation personally and be represented by counsel;
- (b) be sworn and give evidence before the inquiry or investigation;
- (c) subpoena and call witnesses;
- (d) examine, cross-examine and re-examine witnesses in accordance with the rules of procedure and evidence normally applicable to inquiries;
- (e) take all proper exceptions to the admissibility of evidence; and
- (f) address the inquiry or investigation, either at the conclusion or at any other proper time.

(4) The person conducting an inquiry or investigation may order any person who has appeared at the inquiry or investigation to pay the whole or any part of the costs of the inquiry or investigation.

77.—(1) Where, as a result of an impartial investigation, the Registrar is satisfied that a qualified master or seafarer—

- (a) is unfit to discharge his duties because of incompetence or misconduct;
- (b) acted or failed to act in a certain way;
- (c) has been seriously negligent in the discharge of his duty; or

Powers of impartial investigation as to certificate of competency.

- (d) has failed to give any assistance or information required by regulation 67 of these Regulations, and, in a case under paragraph (a), (b) or (c), is further satisfied that the unfitness, action or negligence caused or contributed to or might have caused or contributed to the casualty, the Registrar may—
 - (i) recommend to the Administration to cancel or suspend for a specified period any certificate of competency or endorsement issued to the qualified seafarer concerned; or
 - (ii) censure the master or seafarer concerned.

(2) The person conducting an inquiry or investigation shall not recommend the cancellation or suspension of the certificate of any master or qualified seafarer, unless a statement of reasons for the decision has been furnished to the person holding the certificate and, where practicable, the person has had an opportunity to be heard.

(3) A person who obstructs, impedes, delays, hinders or deceives in an investigation commits an offence under section 107(2) of the Act.

Suspension or
cancellation
of certificate
pending
inquiry.

78.—(1) The Administration may suspend or cancel a certificate of competency or an endorsement or recognition if so recommended in an inquiry or investigation report under regulation 77.

(2) The Administration may cancel a certificate of competency, recognition or an endorsement if satisfied that—

- (a) it was obtained by a false statement or by the production of a false document; or

- (b) the requirements for holding the certificate of competency, recognition or endorsement no longer exist.

(3) The Administration may suspend a certificate of competency, recognition or an endorsement pending enquiries as to whether it should be cancelled under sub-regulation (1).

79.—(1) The Administration may, following an impartial investigation, impose conditions upon, suspend (for a period specified) or, cancel a certificate issued to a master chief engineer or seafarer if the Administration is satisfied that—

**Powers of
Administration
following an
impartial
investigation.**

- (a) the master chief engineer or seafarer—
 - (i) is not a fit and proper person to discharge his duties;
 - (ii) acted incompetently or failed to act competently in the performance of his duty;
 - (iii) has been seriously negligent in the discharge of his duty;
 - (iv) has failed to give assistance as required by these regulations; or
 - (v) provides false or insufficient information contrary to the regulations;
- (b) the owner or master has engaged a person not holding a certificate required by the safe manning certificate;
- (c) a master has allowed any function or service in any capacity required by these Regulations to be performed by a person not holding the

required certificate, a valid dispensation, recognition or endorsement; and

- (d) a person has obtained a certificate required by these Regulations by fraud or in reliance upon a false or forged document.

Persons to
conduct
investigation.
CAP. 127.

80.—(1) Section 2 of the Commissions of Inquiry Act, which relates to the appointment of commissioners to an inquiry held under that Act, shall apply to an investigation held under this Part as if it were an inquiry conducted by assessors.

(2) Assessors appointed to an inquiry or investigation should hold appropriate maritime qualifications and have the necessary experience to provide sound professional advice.

(3) When an inquiry or investigation is likely to be—

- (a) of significant magnitude, involving serious damage to or loss of a vessel, or serious injury to or loss of life of a person, or serious damage to the environment; or
- (b) of significant complexity, involving several issues, two or more persons may be appointed to assist in the inquiry or investigation.

Immunities.

81. The person conducting the impartial investigation shall not be liable to any action or suit for any act, matter or thing done, or ordered to be done, by him in good faith in the execution of his duties.

PART XIII

Marine Radio & Radio Operators

Qualifications
of radio
personnel.

82.—(1) A person in charge of, or required to perform, radio duties on a ship which operates with a GMDSS system, shall

not be less than 18 years of age, and, shall hold on a ship with a cargo ship safety radio certificate or a passenger ship safety certificate—

- (a) valid for operation in Area A1 only, at least a GMDSS restricted operator's certificate issued in accordance with Article 55 of the Radio Regulations and with STCW Regulation IV/2; and
- (b) valid for operation in areas not limited to Area A1, at least a GMDSS general operator's certificate issued in accordance with with STCW Regulation IV/2.

(2) The master of a ship of 300 gross tons or more to which these Regulations apply and which operates with a GMDSS radio system in areas A2, A3 or A4 shall have on board either—

- (a) one first-class or second-class radio electronics officer, who is not the master; or
- (b) two general radio operators, qualified as required by sub-regulation (1), one of whom may be the master.

(3) A person in charge of, or required to perform, radio duties on a ship which is not required to comply with the GMDSS provisions in Chapter IV of the SOLAS Convention, shall hold an appropriate certificate as required.

(4) The Administration may vary the requirements of this regulation as regards the number of radio personnel to be carried on a ship, but not in a manner inconsistent with the relevant STCW Regulations.

Certification
of radio
personnel.

83.—(1) A candidate for Certification for service on a vessel under regulation 82, which is required by SOLAS to have a radio installation, shall meet the provisions of Regulation IV/2 and Section A-IV/2 of the STCW Code.

(2) A radio personnel on a vessel not required to comply with the provisions of the GMDSS in Chapter IV of SOLAS is not required to meet the provisions of these Regulations.

(3) The Administration shall ensure that the appropriate certificate is issued to or recognised in respect of such radio personnel.

(4) An endorsement to an appropriate certificate issued by a Party under this Part which states that the holder is qualified to perform the radio - communication function at the operation level.

Certification of
GMDSS radio
operators.

84.—(1) The mandatory minimum requirements for certification of a GMDSS radio operator shall be as follows—

- (a) that the knowledge, understanding and proficiency is sufficient for a radio operator to carry out his duties;
- (b) the STCW Regulations shall apply in respect of the type of certificate;
- (c) to demonstrate the ability to undertake duties and responsibilities specified in the STCW Code, Chapter IV, table A-IV/2, column 1;
- (d) the knowledge, understanding and proficiency for endorsement of a certificate shall be those specified in the STCW Code, Chapter IV, table A-IV/2, column 2.

(2) An officer who has applied for certification shall be required to—

- (a) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter IV, table A-IV/2, column 3; and
- (b) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter IV, table A-IV/2, column 4.

PART XIV

Use of Simulators

85.—(1) The performance standards and other provisions set forth in Section A-I/12 of the STCW Code and such other requirements as are required in Section A of the STCW Code for any certificate concerned shall be complied with in respect of—

Performance standards.

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

86.—(1) Radar simulation equipment shall be capable of simulating the operational capabilities of navigational radar equipment which meets the applicable performance standard adopted by the IMO and incorporate facilities to—

Radar simulation.

- (a) operate in the stabilized relative motion mode and sea and ground stabilized true motion modes;

- (b) model weather, tidal streams, current, shadow sectors, spurious echoes and other propagation effects, and generate coastlines, navigational buoys and search and rescue transponders; and
- (c) create a real-time operating environment incorporating at least two own-ship stations with ability to change own ship's course and speed, and include parameters for at least twenty target ships and appropriate communication facilities.

Automatic
radar plotting
aid simulation.

87.—(1) ARPA simulation equipment shall be capable of simulating the operational capabilities of ARPAs which meet the applicable performance standards adopted by the IMO, and shall incorporate the facilities for—

- (a) manual and automatic target acquisition;
- (b) past track information;
- (c) use of exclusion areas;
- (d) vector/graphic time-scale and data display; and
- (e) trial manoeuvres.

Simulator
training
procedures.

88.—(1) In conducting mandatory simulator-based training, a training officer shall ensure that—

- (a) trainees are adequately briefed beforehand on the exercise objectives and tasks and are given sufficient planning time before the exercise starts;

- (b) trainees have adequate familiarization time on the simulator and with its equipment before any training or assessment exercise commences;
- (c) guidance given and exercise stimuli are appropriate to the selected exercise objectives and tasks and to the level of trainee experience;
- (d) exercises are effectively monitored, supported as appropriate by audio and visual observation of trainee activity and pre- and post-exercise evaluation reports;
- (e) trainees are effectively debriefed to ensure that training objectives have been met and that operational skills demonstrated are of an acceptable standard;
- (f) the use of peer assessment during debriefing is encouraged; and
- (g) simulator exercises are designed and tested so as to ensure its suitability for the specified training objectives.

89.—(1) Any simulator used for the assessment of competence required under these Regulations or for any demonstration of continued proficiency so required shall be required to—

Simulator
training or
assessment.

- (a) be capable of satisfying the specified assessment objectives;
- (b) be capable of simulating the operational capabilities of the shipboard equipment concerned to a level of physical realism appropriate to the assessment objectives, and include the capabilities, limitations and possible errors of such equipment;

- (c) have sufficient behavioural realism to allow a candidate to exhibit the skills appropriate to the assessment objectives;
- (d) provide an interface through which a candidate can interact with the equipment and simulated environment;
- (e) provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to assessment objectives; and
- (f) permit an assessor to control, monitor and record exercises for the effective assessment of the performance of candidates.

(2) In addition to meeting the basic requirements set out in this regulation, simulation equipment to which these Regulations apply shall meet additional performance standards given in regulations 104 and 105 in accordance with their specific type.

PART XV

Near Coastal Voyages

Reduced
requirements
on near coastal
voyages.

90.—(1) The Administration or the Authority as the case may be shall not impose a training, experience or certification requirement on the master or seafarer serving on board a ship entitled to fly the flag of another Party and engaged on near-coastal voyages in a manner resulting in a more stringent requirement for such master or seafarer than for a master or seafarer on board a Belizean ship.

(2) For the purposes of specifying the details of a trading area and other relevant conditions of a near coastal voyage,

the Authority may enter into an undertaking in the form of a bilateral or multilateral agreement with a Party, in order to afford the ships of either Party the benefits of the near-coastal provisions of the STCW Convention.

(3) The Administration shall determine and establish the training, experience and certification requirements for a seafarer serving on a Belizean ship engaged in near coastal voyages off the coast of another Party, which shall be at least equal to those of the Party off whose coast the ship is engaged, provided that the training, experience and certification do not exceed the requirements of the Convention in respect of a ship not engaged on near-coastal voyages.

(4) A seafarer serving on a ship which the master, seafarer or other officer extends its voyage beyond a near coastal voyage, or outside the scope of an undertaking pursuant to sub-regulation (2), and enters in waters not on near coastal voyage shall fulfil the appropriate competency requirements of these Regulations.

(5) The Administration may—

- (a) allow a Belizean ship the benefits of the near-coastal voyage when that ship is regularly engaged off the coast of a non-Party on near-coastal voyages; and
- (b) accept the certificates of a seafarer issued by a Party under the Party's defined near-coastal voyages limits for service in near-coastal voyages, provided the Administration and that Party enters into an undertaking under sub-regulation (2), specifying the details of involved trading areas and other relevant conditions.

(6) The Administration shall collaborate with the Party to determine or verify—

- (a) the safe ports from where the limits of a near-coastal voyage; and
- (b) the limits of near-coastal voyage as specified in a certificate of competency.

(7) Nothing in this regulation shall, in any way, limit the jurisdiction of Belize as a coastal state.

Scope of
near coastal
voyage.

91.-(1) Pursuant to regulation 93-

- (a) consider the effect on the safety and security of a ship and the marine environment, based on the-
 - (i) type of ship and the trade in which the owner or master is engaged;
 - (ii) gross tonnage of the ship and the propulsion power in kilowatts of the main machinery;
 - (iii) nature and length of the voyage;
 - (iv) maximum distance from a port of refuge;
 - (v) adequacy of the coverage and accuracy of navigational position-fixing devices;
 - (vi) weather condition normally prevailing in the near-coastal voyage area;
 - (vii) provision of shipboard and coastal communication facilities for search and rescue; and
 - (viii) the availability of shore-based support, regarding technical maintenance on board;

- (b) limits of the near-coastal voyage in the endorsement issued under regulation 29.

(2) The master of a Belizean ship engaged on a near-coastal voyage shall not extend the ship's voyage to a worldwide voyage, on the ground that he is navigating constantly within the limits of a near-coastal voyage of a neighbouring Party.

92.—(1) The mandatory minimum requirements for certification of an officer in charge of a navigational watch on a ship of less than 500 gross tonnage that is engaged on near-coastal voyages are as follows—

Certification
regarding ship
of less than 500
gross tonnage.

- (a) to demonstrate the competence to undertake, at operational level, the tasks, duties and responsibilities listed in the STCW Code, Chapter II, table A-II/3, column 1;
- (b) to hold, at least the appropriate certificate for performing VHF radiocommunications in accordance with the requirements of any regulations relating to Radio;
- (c) if designated to have primary responsibility for radiocommunications during distress incidents, to hold the appropriate certificate issued or recognized under any regulations relating to Radio; and
- (d) possess the minimum knowledge, understanding and proficiency specified in the STCW Code, Chapter II, table A-II/3, column 1.

(2) The training and experience for the officer to achieve the required level of knowledge, understanding and proficiency shall—

- (a) be based on principles to be observed in keeping a navigational watch in accordance with the STCW Code, section A-VIII/2, part 4 – 1; and
- (b) take into account the requirements of this regulations and the guidance specified in the STCW Code, part B.

(3) An officer who has applied for certification shall be required to–

- (a) provide evidence of achievement of the required standard of competence in accordance with the methods for demonstrating competence as specified in the STCW Code, Chapter II, table A-II/3, column 3; and
- (b) provide evidence of having met the criteria for evaluating competence as tabulated in the STCW Code, Chapter II, table A-II/3, column 4.

(4) In respect of special training, an officer who is in charge of navigational watch of a ship of less than 500 gross tonnage and is engaged on near-coastal voyages in accordance with the Convention, Chapter II, Regulation II/3, paragraph 4.2.1 shall follow an onboard training which–

- (a) ensures that during the required period of seagoing service, the officer receives systematic and practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch;
- (b) take into account the guidance given in the STCW Code, Chapter II, section B-II/1; and

- (c) is adequately documented in a training book.

(5) An officer applying for certification as master of a ship of less than 500 gross tonnage, and engaged on near coastal voyages, shall meet the requirements of sub-regulation (1) to (4) and in addition shall provide evidence of knowledge and ability to carry out the duties of a master.

93.-(1) The Administration may—

- (a) vary the requirements of the Convention, regulation III/1, paragraphs 2.2 to 2.5 relating to level of knowledge, understanding and proficiency for engineer officers on ships powered by main propulsion machinery of less than 3,000 kW propulsion power engaged on near-coastal voyages, taking into account the effect on the safety of ships which may be operating in the same waters;
- (b) vary the requirements of the STCW Code, table A-III/2, column 2 relating to level of knowledge, understanding and proficiency for engineer officers on ships powered by main propulsion machinery with limited propulsion power engaged on near-coastal voyages, taking into account the effect on the safety of ships which may be operating in the same waters;
- (c) vary the requirements of the STCW Code, table A-III/2, column 2 relating to level of knowledge, understanding and proficiency for engineer officers on ships powered by main propulsion machinery of less than 3,000 kW main propulsion power engaged on near-coastal voyages, taking into account the effect on the safety of ships which may be operating in the same waters;

Variation
certification
for engineer
officers.

- (d) state any such limitation of paragraph (a), (b) or (c) on the certificate and in the endorsement.

Principles
governing
near-coastal
voyages.

94.—(1) The Administration shall, for the purposes of applying variations to the standard of competence in defining near-coastal voyages, take account of the following factors, having regard to the effect on the safety and security of ships and on the marine environment—

- (a) type of ship and the trade in which it is engaged;
- (b) gross tonnage of the ship and the propulsion power in kilowatts of the main machinery;
- (c) nature and length of the voyage;
- (d) maximum distance from a port of refuge;
- (e) adequacy of coverage and accuracy of navigational position-fixing devices;
- (f) weather conditions normally prevailing in the area;
- (g) shipboard and coastal communication facilities for search and rescue; and
- (h) the availability of shore-based support, regarding technical maintenance of board.

(2) The master or owner of a ship that is engaged on near coastal voyages shall not extend the voyage of that ship to worldwide voyages on the premise that he is navigating the ship constantly within the limits of an area designated for near-coastal voyages of neighbouring Parties.

(3) The holder of a certificate limited to near-coastal voyages may apply for the removal of that limitation—

- (a) after completing—
 - (i) the qualifying seagoing service required for the certificate desired;
 - (ii) the courses of competency required for the certificate desired;
 - (iii) any training courses not required for the certificate held but required for the certificate desired;
- (b) at the conclusion of the required qualifying seagoing service, and having been assessed at Level 3 as specified in regulation 18 and 19.

(4) A certification of an officer for services on near-coastal voyages, having regard for the safety of other ships which may be operating in the same waters, the requirements under regulation 90(2) may not include the following subjects—

- (a) celestial navigation;
- (b) electronic systems of position fixing and navigation that do not cover the waters for which the certificate is to be valid.

(5) The Administration may, pursuant to regulation 90; issue a certificate restricted to service on a ship engaged exclusively on near coastal voyages and, may exclude such subjects as are not applicable to the waters or ship concerned, taking into consideration the effect on the safety of a ship which may be operating in the same waters.

PART XVI

*General***Other offences.**

95.—(1) An owner shall not employ a person as a master or seafarer unless the master or seafarer produces a valid medical certificate issued under these Regulations, attesting to the seafarer's fitness—

- (a) to perform the duties for which the seafarer is to be employed; and
- (b) to make the voyage to be undertaken by the vessel.

(2) An owner who employs a seafarer, whose function on the vessel requires a medical certificate without that seafarer having one, commits an offence and is liable on conviction to a fine not exceeding \$30,000 or a term of imprisonment not exceeding 3 months, or both.

(3) A seafarer who accepts employment on a vessel in a function, which requires a medical certificate without having one, commits an offence and is liable on conviction to a fine not exceeding \$1,000 or a term of imprisonment not exceeding 1 month, or both.

(4) A seafarer who fails to declare an existing medical pre-condition or illness that would otherwise have led to a determination of his unfitness for duty commits an offence and is liable on conviction to a fine not exceeding \$1,000 or a term of imprisonment not exceeding 1 month, or both.

Hours of Rest.

96.—(1) An owner and master shall ensure that a seafarer who is the officer in charge of a watch or is a rating forming part of a watch and whose duties involve safety, prevention of pollution, or security duties is provided with a minimum of—

- (a) ten hours of rest in any period of twenty-four-hours period; and
 - (b) seventy-seven hours of rest in any period of seven-days.
- (2) The owner and the master may ensure that the–
 - (a) hours of rest required by subregulation (1) are divided into not more than two periods, one of which is at least six hours and, the other, at least one hour; and
 - (b) interval between consecutive periods of rest shall not exceed 14 hours.
- (3) The rest period specified in sub-regulations (1) and (2) may not apply in the following instances–
 - (a) the case of an emergency;
 - (b) where essential on-board work cannot be delayed for safety or environmental reasons;
 - (c) any other occurrence that could not reasonably have been anticipated at the commencement of the voyage,

Provided that–

- (i) the hours of rest shall not be less than 70 hours in a seven-day period;
 - (ii) the hours of rest do not extend for more than two consecutive seven-day periods; and
 - (iii) the duration of the interval between any two work periods are at least twice the duration of the work period.

(4) The master shall ensure that—

- (a) an adequate compensatory rest period is provided to a seafarer working on call if the rest period requirements under sub-regulation (1) and (2) are disturbed by call-outs to work;
- (b) as soon as normalcy is restored, a seafarer who has performed work in accordance with sub-regulation (3) is provided with an adequate period of rest.
- (c) records of the daily hours of rest are kept—
 - (i) in a standardized format;
 - (ii) in the working language of the ship and in the English language; and
 - (iii) to allow monitoring and verification of compliance with the requirements of this regulation;
- (d) a seafarer receive copy of his records—
 - (i) that is signed and dated by the master or a person authorised by the master to do so; and
 - (ii) that is signed and dated by that seafarer.

(5) For the purposes of regulation 73(2), emergency includes work necessary for—

- (a) the immediate safety of the ship, persons on board, or the cargo; or
- (b) the purpose of assisting a person in distress at sea; or

- (c) providing assistance to persons of another ship.

(6) The master shall ensure that any mustering drills, firefighting drills, lifeboat drills, and other emergency drills required by the Maritime Rules of the SOLAS Convention are conducted in a manner that minimises the disturbance of rest periods and does not induce fatigue.

97.-(1) The owner or master shall not permit a seafarer-

- (a) to abuse alcohol or drugs or to be in possession of a prohibited drug whilst on a vessel or
- (b) found to be under the influence of drugs or alcohol to perform watchkeeping duties, security duties or other duties that involve safety or prevention of pollution until he is no longer impaired in his ability to perform those duties.

Offence of permitting seafarer to work while under influence of alcohol or drug.

(2) The maximum limits stated in the table below will apply to masters, officers and other seafarers while performing designated safety, security and marine environmental duties.

Alcohol limits		
Alcohol Limit	STCW Section A-VIII/1.10	
In the blood	0.05% blood alcohol content	50mg of alcohol in 100ml
In the breath	0.25mg/l	25microgrammes of alcohol in 100ml

(3) A ship’s Company is required to have a clearly written policy of drug and alcohol abuse prevention.

(4) The policy shall be available to all seafarers and will include procedures to ensure seafarers on their vessels do not exceed the limits stated in Table above while they

are performing watchkeeping duties or duties that involve designated safety, prevention of pollution or security duties

(5) An owner or master who contravenes sub-regulation (1) commits an offence and is liable on summary conviction to a fine of two thousand or to imprisonment of twelve months or to both a fine and term of imprisonment.

Responsibilities
relating to
shipboard
training.

98.—(1) The owner or master may appoint a shipboard training officer who may be—

- (a) the master or chief mate in the case of the deck department; or
- (b) the chief engineer or second engineer in the case of the engine department.

(2) The shipboard training officer shall—

- (a) be qualified in accordance with these regulations;
- (b) ensure that—
 - (i) an adequate period is set for completion of the training within the normal operational requirements of the ship;
 - (ii) at the beginning of the training and of each voyage on a different ship, a trainee is given the information and guidance on his expectation and the manner of conducting the training;
 - (iii) during the required seagoing service, a trainee receives systematic practical training and experience in the tasks and responsibilities relevant to the certificate

which is being pursued, with due regard to the competencies specified in the STCW Code;

- (iv) the assessment of a trainee is conducted, without undue delay, once the trainee is prepared for assessment;
 - (v) the on-board training forms an integral part of the overall training plan;
 - (vi) a comprehensive record is kept of a training conducted;
 - (vii) guidance is given, when necessary, to ensure that the overall shipboard training program is properly administered and conducted;
 - (viii) the trainee's progress throughout such training is monitored;
 - (ix) the practical training at sea is properly organized;
 - (x) the training record or workshop skills training books are properly kept and maintained; and
 - (xi) a trainee's time onboard a vessel is useful in terms of training and experience and is consistent with the objectives of the training program and the progress of training.
- (3) The responsibility of a master is –
- (a) to provide the link between the ship's officers responsible for training and the training officer ashore;

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

(4) A trainee shall—

- (a) follow the programme of training;
- (b) utilize the opportunity for training, both during and outside of working hours; and
- (c) keep his shipboard training record book or workshop skills training book, as the case may be, up-to-date and available for inspection at all reasonable times.

Seagoing
service.

99.—(1) For the purposes of these Regulations, seagoing service shall relate to the certification, standards and qualification for a position which the seafarer is pursuing to allow the seafarer to be instructed in and to practice, under appropriate supervision, those safe and proper seagoing practices, procedures and routines which are relevant to the qualification process.

(2) Subject to sub-regulation (1), seagoing service shall include—

- (a) for a master or deck officer certification, services relevant to the fulfilment of a function of a master or a deck officer, respectively;

- (b) for an engineer certification, services relevant to the fulfilment of a function of the engine department;
- (c) for a deck or engine rating certification, services relevant to the fulfilment of a function of a deck or engine room rating; and
- (d) in respect to an alternative certification, services relevant to the fulfilment of a function contemplated in paragraphs (a), (b) or (c);

(3) At least six months of the qualifying seagoing service shall be required to have been performed within the five years preceding the date of application for certification and may include service performed on a ship not registered in Belize.

(4) Seagoing service performed on special types of ships shall be as specified in the STCW Code for seafarer qualifications.

(5) In calculating seagoing service, the Administration shall—

- (a) count each day from the date of commencement of service to the date of discharge from the ship; and
- (b) deduct any day spent on leave of absence during the service, computing thirty days to a month and twelve months to a year.

(6) Service on board a ship laid up in port, dock or under construction or an anchorage may be counted in part towards seagoing service, and a claim in this respect shall be supported by a statement of the master of the ship, certifying that the duties carried out were appropriate to be counted towards seagoing service.

(7) Any service counted as seagoing service under sub-regulation (6) may not exceed ninety days.

Recognition of seagoing service performed on board navy ships.

100.—(1) Subject to sub-regulation (4), the Administration may, for the purpose of certification under these regulations, recognize seagoing service performed on board a Belize Coast Guard or Belize Defence Force ship by—

- (a) officers of the deck department performing navigational duties;
- (b) officers of the engine department; or
- (c) ratings performing either deck or engine duties.

(2) The seagoing service recognized under sub-regulation (1) shall, subject to regulation 100—

- (a) be reckoned as half of the seagoing service required for certification; and
- (b) be not less than 36 months.

(3) A candidate for certification claiming seagoing service recognized under sub-regulation (1) shall—

- (a) perform the remainder of the required seagoing service on an appropriate merchant ship; or
- (b) meet the other requirements for certification specified for the relevant certificate.

(4) The Administration shall recognize seagoing service performed on Belize Coastguard ships subject to an agreement with the Belize Coastguard.

Authorised officers.

101. The Administration or Authority may appoint other authorised officers for the purposes of carrying out a function

of the Administration or the Authority, respectively under these Regulations.

Co-operation
and reporting.

102.-(1) The Administration shall–

- (a) co-operate with any other Party who has clear grounds to believe that an owner or any other person is responsible for or has knowledge of any alleged non-compliance with the Convention; and
- (b) communicate to the Secretary-General of the IMO, the report containing the results of the investigation conducted under Part XII.

(2) The Administration shall communicate information relating to steps taken to implement any subsequent mandatory amendments to the Convention and STCW Code to the Secretary-General of IMO in accordance with the format specified in section A-I/7 of the STCW Code.

(3) The information on the steps taken to implement mandatory amendments to the Convention and STCW Code shall include the following, where applicable–

- (a) a concise explanation of the legal and administrative measures provided and taken to ensure compliance with the amendment;
- (b) a concise summary of any courses, training programmes, examinations and assessments provided to comply with the amendment;
- (c) a concise outline of the procedures followed to authorize, accredit or approve training and examinations, medical fitness and competency assessments required under the amendment;

- (d) a concise outline of any refresher training and upgrading training required to comply with the amendments; and
- (e) a comparison between the measures to implement the amendment and existing measures contained in previous reports pursuant to Regulation I/7, paragraph 1, or Regulation I/8, paragraph 2.

Conduct of trials.

103.—(1) The Administration may authorize Belizean-flagged vessels to participate in trials.

(2) For the purposes of the STCW78 Convention, as amended, a trial shall mean an experiment or series of experiments that—

- (a) are carried out for a limited time and the performance of which may involve the use of automated or integrated systems, which are intended to evaluate other methods of performing certain tasks, or satisfy certain provisions prescribed in the STCW78 Convention as amended; and
- (b) offer at least the same degree of safety, protection and prevention of pollution as required in the STCW78 Convention, as amended.

(3) When the Administration authorizes a ship to participate in trials, it will ensure that these are carried out in such a way that the degree of safety, protection and pollution prevention is at least similar to that required in the STCW Convention, as amended.

(4) Trials shall be carried out in accordance with the guidelines approved by the International Maritime Organization (IMO).

(5) The details of the trials will be communicated to the IMO as soon as possible, and in any case at least six months before the date on which it is scheduled to begin.

(6) IMO shall make such details informed to all parties.

(7) The results of the trials authorized under the provisions of Regulation I/13, as well as any recommendation of the Administration regarding such results, shall be communicated to IMO, which will make such results and recommendations informed to all parties.

104.—(1) IMMARBE shall establish the amendments, procedures and necessary measures to adopt any approved amendment to the STCW 78 Convention, as amended, and its Training, Certification and Watchkeeping Code to guarantee the timely implementation, and the full effectiveness of the relevant provisions of the Convention.

STCW 78
amendments
provision.

(2) IMMARBE shall notify the IMO Secretariat of the measures adopted to implement any amendment to the STCW 78 Convention, as amended, and its Training, Certification and Watchkeeping Code in accordance with the provisions of Regulation I/7 of the STCW 78 Convention, as amended.

105. Any person, company or owner found in contravention of the provisions of these regulations shall be fined ten thousand dollars where not specified.

General
penalty.

106.—(1) Upon the commencement of these Regulations, the Registration of Merchant Ships (Safe Manning, Hours of Work and Watchkeeping) Regulations shall be repealed.

(2) Any person who is in possession of a certification or has in his possession a recently expired certificate issued under the Regulations repealed under sub-regulation (1) may apply for a renewal or a re-validation, as the case may be under these Regulations.

Revocation
and savings.
S.I. 99/1999.

Commencement. **107.** These Regulations shall come into force on the 1st day of March, 2023.

SCHEDULE I
[regulation 21(4)]

Forms of Certificates

FORM A – CERTIFICATE OF COMPETENCY

Master or Deck Officers

Officers of the Engine Department

(Official Seal)

BELIZE

Training and Certification Regulations

Certificate of Competency: _____

Certificate No. _____

.....

This is to certify that has been found duly qualified to hold this Certificate of Competency..... and is entitled under the [Training and Certification Regulations] to serve onboard a merchant ship in any capacity requiring a certificate of competency of this class unless the holder is required to have additional training and sea service in accordance with the above Regulations.

Date of issue.....

Signature of Orals Examiner

.....

Name of Orals Examiner

(Official Seal)

Signature:.....

Name.....

Head of Seafarers' Training
Examination and Certification

Particulars of holder

Passport no.....

Country of birth

Date of birth.....

Signature of holder of the certificate.....

Photograph of holder
of the certificate

Limits of Near Coastal Voyages

The original of this certificate must be kept onboard while serving on a ship

FORM B – CERTIFICATE OF COMPETENCY

Radio Operator
(Official Seal)

BELIZE

GMDSS Radio Operator Certificate of Competency: _____

Certificate
No.

This is to certify that has been found duly qualified to hold this Certificate of Competency under the provisions of the Radio Regulations annexed to the International Telecommunication Union Convention and regulation IV/2 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1972, as amended from time to time.

It is also certified that the holder has made a declaration that he/she will preserve the secrecy of correspondence

AUTHORITY TO OPERATE RADIO APPARATUS

The holder of this certificate is hereby authorised to operate a ship radio station and a ship earth station established in a ship under license issued by the Communications Authority of Belize

The International Merchant Marine Registry of Belize may at any time suspend or cancel this authority in case of misconduct or contravention of any provision of the [Training and Certification Regulations,] or any other regulation made under the Merchant Ships (Registration) Act, Cap. 236 of the Laws of Belize, Revised Edition 2011 on the part of the holder.

Date of issue.....

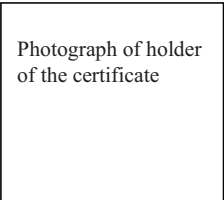
Date of expiry.....

(Official Seal)

Signature:.....

Name.....

Head of Seafarers' Training
Examination and Certification



Particulars of holder

Passport No.....

Country of birth

Date of birth

Signature.....

The original of this certificate shall be kept onboard while serving on a ship

FORM C – CERTIFICATE OF PROFICIENCY

Rating
Official Seal)

BELIZE

Certificate of Proficiency as Rating: _____

Certificate No.

The Government of Belize certifies that the lawful holder has been found duly qualified

asin accordance with the provisions
of

regulation..... of the International Convention on Standards of Training, Certification and Watchkeeping for seafarers, 1978, as amended, and competent to perform the following functions at the support level.

S/No.	FUNCTION

Date of issue.....

Date of expiry.....

(Official Seal)

Signature:
.....
.....

Name: Head of Seafarers' Training
Examination and Certification

Photograph of holder
of the certificate

Particulars of holder

Passport no.....

Country of birth

Date of birth.....

Signature of the holder of the certificate.....

FORM D – CERTIFICATE OF PROFICIENCY

Master or Deck Officers
Officers of the Engine Department
For Types of Ship
For Emergency, Occupational Safety, Security, Medical Care, Survival
(Official Seal)

BELIZE
Certificate of Proficiency: _____ Certificate No.

This is to certify that _____ has been found duly qualified in/as*_____ in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for seafarers, 1978, as amended and has also met the criteria applicable to the issue of the certificate.

Date of issue.....

Date of expiry.....

(Official Seal)

Signature:
Name: Head of Seafarers' Training
Examination and Certification

**delete as appropriate*

Particulars of holder
Passport no.....
Country of birth
Date of birth.....
Signature of the holder of the certificate.....

Photograph of holder
of the certificate

The validity of this endorsement is hereby extended
until.....

(Official Seal)	 Signature of duly authorised official
Date of revalidation.....	Name of duly authorised official
The validity of this endorsement is hereby extended until.....	
(Official Seal)	 Signature of the authorised official
Date of revalidation.....	Name of duly authorised official

The original of this certificate shall be kept onboard while serving on a ship

SCHEDULE II
[regulation 23(2)]

FORM A – CERTIFICATE OF ENDORSEMENT

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED

Endorsement No.

The Government of Belize certifies that certificate of competency 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 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 issued by International Merchant Marine Registry of Belize as may be shown overleaf:

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 Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Date of issue.....
Date of expiry.....

(Official Seal) Signature:..... Name:..... Head of Seafarers' Training Examination and Certification	Particulars of holder	Photograph of holder of the certificate
	Passport no.....	
	Country of birth	
	Date of birth.....	
	Signature of the holder of the certificate.....	

The validity of this endorsement is hereby extended until.....	
(Official Seal)	 Signature of duly authorised official
Date of revalidation.....	Name of duly authorised official
The validity of this endorsement is hereby extended until.....	
(Official Seal)	 Signature of the authorised official
Date of revalidation.....	Name of duly authorised official

The original of this endorsement shall be kept onboard while serving on a ship

SCHEDULE III
[regulations 21(5) & 54(3)]

MEDICAL EXAMINATION CHECKLIST

In accordance with the provisions of Regulation 1/9 of the STCW 1978 convention as amended and the provisions of Regulation 1.2 of the Maritime Labour Convention.

SIGHT:

Use of glasses or contact lenses: YES NO (If “YES”, specify which type and for what purpose.)

Visual Acuity					
Distance (meters)	Unaided		Aided		
	Left Eye	Right Eye	Left Eye	Right Eye	Binocular

Visual Fields		
	Normal	Defective
Left Eye		
Right Eye		

Colour Vision	Not Tested	Normal	Doubtful	Defective
---------------	------------	--------	----------	-----------

HEARING:

Pure Tone and Audiometry (Threshold Values in dB)						
Frequency	500 Hz	1000 Hz	2000 Hz	3000 Hz		
Left Ear						
Right Ear						

Speech and Whisper Test (meters)		
	Normal	Whisper

Left Ear		
Right Ear		

CLINICAL DATA:

Height: _____ (cm)
Pulse Rate: _____ (minute ¹)
Blood Pressure:
Systolic: _____ (mmHg)
(mmHg) Urinalysis:
Glucose: _____
Protein: _____
Blood: _____

Weight: _____ (kg)
Rhythm: _____
Diastolic: _____

	Normal	Abnormal		Normal
Head			Skin	
Sinuses, Nose Throat			Varicose Veins	
Mouth/Teeth			Vascular (Including Pedal Pulses)	
Ears (General)			Abdomen and Viscera	
Tympanic Membrane			Hernias	
Eyes			Anus (Not Rectal Exam)	
Ophthalmoscopy			Genitourinary System	
Pupils			Upper and Lower Extremities	

Eye Movement			Spine (C/S, T/S and L/S)	
Lungs and Chest			Neurologic (Full Brief)	
Breast Examination			Psychiatric	
Heart			General Appearance	
Chest X-Ray	Not Performed		Performed (Day/Month/Year) _____	

Results:

OTHER DIAGNOSTIC TESTS AND RESULTS:

Test: _____ Result:

Medical Practitioner’s comments and assessment of fitness, with reasons for any limitations:

ASSESSMENT OF FITNESS FOR SERVICE AT SEA

On the basis of the examinee’s personal declaration, my clinical examination and the diagnostic test results recorded above, I declare the examinee medically:

Fit for Look-Out Duty	Not Fit for Look-Out Duty
-----------------------	---------------------------

	Deck Service	Engine Service	Catering Service	Other Services
Fit				
Unfit				

Without Restrictions	With Restrictions	Visual Aid Required?	
		YES	NO

Describe restrictions (e.g., Specific positions, type of ship, trade area)

Date of Issuance of Medical Certificate
(Day/Month/Year):

_____ Date of

Expiration of Medical Certificate (Day/Month/Year): _____ Medical

Certificate Number: _____

Name of Medical Practitioner (Typed or
Printed):

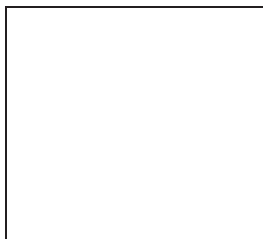
License number of Medical Practitioner:

Address of Medical Practitioner (Street, City,
Country):

Authorized by: **IMMARBE**

Signature of Medical Practitioner: _____

Seal:



SCHEDULE IV
[regulations 54(4) & 59(5)(b)]

MEDICAL FITNESS CERTIFICATE FOR PERSONNEL SERVICE ON
BOARD BELIZEAN REGISTERED SHIPS

Last name:Position Onboard:

Given name(s):

This Certificate is issued in accordance with the provisions of regulation I/9 of the STCW Convention 1978 as amended, and Regulation 1.2 of the Maritime Labor Convention, 2006

DECLARATION OF THE AUTHORIZED PHYSICIAN

Confirmation that identification documents were checked at the point of examination:

YesNo

Hearing meets the standards in STCW Code, Section A-1/9?

YesNo

Unaided hearing satisfactory?

YesNo

Visual acuity meets standards in STCW Code, Section A-1/9?

YesNo

Colour vision meets standards in STCW Code, Section A-I/9?

YesNo

The visual test is required every six years

Date of the last colour vision test (Day/Month/Year):

Are glasses or contact lenses necessary to meet the required vision standards?

YesNo

Able for watchkeeping?

YesNo

Is the applicant taking any non-prescription or prescription medication?

YesNo

Is the seafarer free from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health of other persons on board?

YesNo

I hereby declare that I am in knowledge of the contents of the Physical Examination.

Name of Applicant

Signature of

Applicant

Date Circle the

appropriate choice:

(HE /SHE) is found to be (FIT /NOT FIT) for duty as a (WITHOUT
ANY/WITH THE FOLLOWING) restrictions:
Front

SCHEDULE V
[regulations 6(1)(b), 72(4) & 72(5)]

MINIMUM SAFE MANNING CERTIFICATE

Issued under the provisions of Regulation V/14 (2) of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA,
1974, as amended

Under the authority of the Government of BELIZE
taking into account the Principles of Minimum Safe Manning as contained in the IMO Resolution
A.1047(27)

NAME OF SHIP: _____ REGISTRATION NO. _____
_____:

PORT OF REGISTRY: _____ GT

NATIONAL: _____ DISTINCTIVE

NUMBER OR LETTERS: _____ G T I T

C 6 9 : _____ TYPE OF SHIP:

_____ MAIN

PROPULSION POWER (kW): _____

IMO NUMBER: _____

PERIODICALLY UNATTENDED

MACHINERY SPACE: _____ yes/no

TRADING AREA: _____

TYPE OF VOYAGES: _____

OPERATING COMPANY: Name: _____

Address: _____

MANNING COMPLEMENT

The ship named in this document is considered to be safely manned if, when it
proceeds to sea, it carries not less than the number and grades/capacities of
personnel specified in the tables below.

DECK	NO	STCW 78 as amended	ENGINE	NO	STCW 78 as amended
Master			Chief Engineer		
Chief Officer			Second Engineer		
Watchkeeping Officer			Watchkeeping Engineer		
Watchkeeping Deck Rating			Chief Electrician		
Bosun			Watchkeeping Engine Rating		
Cook			Other		
Other					

SPECIAL REQUIREMENTS OF CONDITIONS, IF ANY:

Under **Statutory Instrument S.I. 99 of 1999**, the **Master** shall ensure compliance with the provisions of the STCW 78 Convention, as amended, concerning Regulations and relevant Sections VIII/1 and VIII/2 regarding Fitness for Duty and Watchkeeping arrangements. **Any contravention may constitute an offence punishable by our Administration.**

Issued at _____ this _____ day of _____ year
_____.

Expiry Date (if applicable): _____

SCHEDULE VI
[regulation 26]

DISPENSATION CERTIFICATE

ISSUED UNDER THE PROVISIONS OF THE INTERNATIONAL
CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING (STCW) 1978, AS
AMENDED AND UNDER THE AUTHORITY OF THE
GOVERNMENT OF BELIZE

DISC-00-000

NAME OF
VESSEL: _____
REGISTRATION
No: _____
GROSS
TONNAGE: _____IMO
No: _____
CALL
SIGN: _____
NET
TONNAGE: _____

THIS IS TO CERTIFY:

That the above detailed vessel has been dispensed and allowed to sail without the (Crew) onboard due to exceptional circumstances ().

Conditions, if any, on which the Dispensation Certificate is granted:

1. The duties of the (Crew) will be assumed by the (Crew).
2. The vessel is allowed to sail from (Country/Port) to (Country/Port) and then to (Country/Port).
3. The position of the (Crew) will be filled at (Country/Port) where the vessel must comply with all crewing requirements on the Minimum Safe Manning Certificate.
4. This Certificate needs to be kept onboard at all times during the above-detailed voyages and be made available to PSC Authorities upon request.

Voyages, if any, for which the Dispensation Certificate is granted:

- This certificate is valid exclusively for one voyage from _____ to _____

_____.

This certificate is valid until (Date) or until arrival to
(Country/Port) whichever occurs earlier.

Issued at Belize City,

Belize this _____ (Date) . Expiration

Date: _____ (Date) .

Name of Manager

Seafarer's Manager

IMMARBE Head Office

SCHEDULE VII
[regulations 13 & 52(1)]

Training record book

PERSONAL HISTORY

Full Name:

Permanent Address:

Date of Birth:

(Month-Date-Year)

Seaman's Registration:

Number:

Training College:

Shipping Companies:

Undertaking training:

Addresses:

Government:

Administration:

Department issuing the Training Record
Book:

Date of issue:

(Month-Date-Year)

SHIP SERVICE RECORD

SHIP REF. NO.	NAME OF SHIP/PORT OF REGISTRY	SERVICE PERIOD				SIGNATURE OF MASTER
		Dates		Services		
		Joining	Leaving	M	D	

SEAGOING PHASE TRAINING RECORD
BOOK BRIDGE WATCHKEEPING RECORD

SHIP REF. NO.	NAME OF SHIP/PORT OF REGISTRY	SERVICE PERIOD				SIGNATURE OF MASTER
		Dates		Services		
		Joining	Leaving	M	D	

SHIPBOARD TRAINING OFFICER'S REVIEW OF TRAINING PROGRESS

[illegible]

MASTER'S INSECTION OF RECORD BOOK

[illegible]

WORKSHOP SKILLS TRAINING RECORD BOOK

[illegible]

SCHEDULE VIII
[regulation 48(4)]

MT -

Name:

Issued by:

Passport No.:

Date of Birth:

Nationality:

Signature:

Issued on:

Expiry Date:

Photograph

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Name and Signature of Issuing Au

FORM F – CERTIFICATE OF RECOGNITION

(R. 30)

Format for the recognition of a certificate

BELIZE

ENDORSEMENT ATTESTING THE RECOGNITION OF A CERTIFICATE UNDER
THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS
OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED

Endorsement No.

The Government of Belize certifies that certificate No issued to
.....by or on behalf of the Government of
.....is duly recognized in accordance with the provisions of regulation I/10 of the
above Convention, as amended, and the lawful holder is authorised 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:

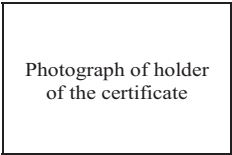
FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the
applicable Safe Manning requirements of the Administration

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Date of issue.....

Date of expiry.....



(Official Seal) Signature:..... Name:..... Head of Seafarers' Training Examination and Certification	Name of duly authorised official Particulars of holder Passport no.....
Country of birth Date of birth..... Signature of the holder of the certificate.....	
The validity of this endorsement is hereby extended until.....	
(Official Seal) Date of revalidation.....	
The validity of this endorsement is hereby extended until.....	
(Official Seal) Date of revalidation.....	
The original of this endorsement shall be kept onboard while serving on a ship	

FORM G – CERTIFICATE OF APPROVAL OF TRAINING COURSE

Certificate number

CERTIFICATE OF APPROVAL TO CONDUCT A COURSE
(Regulation 20)

this is to certify that:

.....(name of institution).....

having been assessed and found to comply with the requirements for approval in terms of the Merchant Shipping (Training and Certification) Regulations, 2016, as amended from time to time, is hereby approved to conduct(name of course).....

This approval is valid for four (4) years from(dd-mm-yyyy)..... to(dd-mm-yyyy)..... and may subject to annual verification audits be renewed in accordance with the regulations.

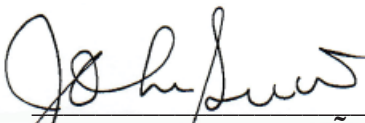
____SIGN____

____NAME____

THE ADMINISTRATION

Official seal

MADE by the Minister responsible for IMMARBE this 23rd day of February, 2023.



HON. JOHN BRICEÑO
Prime Minister
(Minister responsible for IMMARBE)