

FOR DISCUSSION ONLY

Part 3

Officer in Charge of the Deck Watch

Article	Colonne 1	Column 3
	Certificate of Competency or other Document	Vessel
1	Second Mate, Inland Waters (2MIW)	Vessel on an inland voyage
2	Chief Mate 500 Gross Tonnage, Domestic (CM500D) with a Limited contiguous waters voyage endorsement	Vessel of up to 3 000 gross tonnage engaged on a near coastal voyage, Class 2.

Engineering Department

Note to reader:

Introduction of new engineer certificates (aligned with STCW).

Introduction of the following new CoCs,

- Chief Engineer officer less than 6000kw, Near Coastal
- Able Seafarer Engine
- Electro-technical Officer
- Electro-technical Rating

215 Sections 216 to 219 do not apply in respect of

- (a) vessels of less than 5 gross tonnage;
- (b) vessels of open construction; and
- (c) vessels propelled by outboard engines.

216 Subject to subsection 218(2) an engineer certificate shall correspond to the vessel's propulsion type as follows:

- (a) in the case of a motor vessel or a gas turbine vessel, a certificate valid for service on motor vessels;
- (b) in the case of a steam vessel, a certificate valid for use on steam vessels.

217 (1) STCW Engineering certificates are ranked in order below, with a higher ranking certificate entitling its holder to all of the rights and privileges of the holder of any lower ranking certificate:

1. Chief Engineer Officer (STCW)

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2. Chief Engineer Officer less than 6 000 kW Propulsion Power, Near Coastal
3. Second Engineer Officer (STCW)
4. Chief Engineer Officer less than 3 000 kW Propulsion Power
5. Second Engineer Officer less than 3 000 kW Propulsion Power
6. Officer in Charge of an Engineering Watch (STCW)
7. Able Seafarer Engine
8. Engine-room Rating

(2) STCW Electro-technical certificates are ranked in order below, with the higher ranking certificate entitling its holder to all of the rights and privileges of the holder of the lower ranking certificate:

1. Electro-technical Officer
2. Electro-technical Rating

218 (1) Subject to subsections (2), (3) and (4) and to section 219, the chief engineer, and if applicable, the second engineer, shall hold at a minimum the certificate referred to in column D of the table to this section, which is valid for performing the duties of a position referred to in column C aboard a vessel that is engaged on a class of voyage set out in column A and that has a propulsive power within the range set out in column B.

Note to reader:

The engineering certificate requirement for vessels is being streamlined taking into account voyage type and propulsion power.

Engineer Certificates Table – Vessels Other Than Fishing Vessels

Column A	Column B	Column C	Column D
Voyage	Propulsion Power kW	Function	Certificate (STCW)
Unlimited	≥750 <2 999	Chief Engineer	Chief Engineer, < 3000 kW Propulsion Power and
		Second Engineer	Second Engineer < 3000 kW Propulsion Power
	≥3 000	Chief Engineer	Chief Engineer, and
		Second Engineer	Second Engineer
Near Coastal 1	≥750 <2 999	Chief Engineer	Chief Engineer, < 3000 kW Propulsion Power,
		Second Engineer	Second Engineer < 3000 kW Propulsion Power
	3000 < 5 999	Chief Engineer	Chief Engineer < 6000 kW Propulsion Power NC, and
		Second Engineer	Second Engineer
	> 6000	Chief Engineer	Chief Engineer, and
		Second Engineer	Second Engineer

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Domestic voyage	≥750 <2 999	Chief Engineer	Second Engineer < 3000 kW Propulsion Power
	≥3 000 <6 999	Chief Engineer	Second Engineer
	≥7 000	Chief Engineer	Chief Engineer, and
Second Engineer		Second Engineer	
Near Coastal 2	≥750 <1 999	Chief Engineer	Subject to Subsections (4), Officer in charge of an engineering watch
	≥2 000 <3 999	Chief Engineer	Second Engineer < 3000 kW Propulsion Power,
	≥4 000 <6 999	Chief Engineer	Chief Engineer < 3 000 kW Propulsion Power
	≥7 000	Chief Engineer	Chief Engineer, and
Second Engineer		Second Engineer < 3000 kW Propulsion Power	
Near Coastal 2 Limited and Sheltered Waters	≥750 <1 999	Chief Engineer	Subject to Subsection (2), Officer in charge of an engineering watch
	≥2 000 <4 999	Chief Engineer	Second Engineer, < 3000 kW Propulsion Power
	≥5 000	Chief Engineer	Second Engineer
Near Coastal 2 Limited and Sheltered Waters, Tugs only	≥1 500 <2 999	Chief Engineer	Subject to Subsection (2), Officer in charge of an engineering watch
	≥3000 <4 999	Chief Engineer	Subject to subsection (3), Second Engineer, < 3000 kW Propulsion Power
	>5 000	Chief Engineer	Second Engineer

(2) A vessel that has a propulsion power of at least 750 kW but not more than 1 999 kW and that is engaged on a limited near coastal voyage, Class 2 or a sheltered waters voyage, of less than 6 hours' duration, may have on board and its authorized representative may employ, a person who holds a Small Vessel Machinery Operator certificate, instead of a person who holds a certificate required in column D of the table to section 1 if:

(a) the vessel has at least two independent propulsion systems and that duplication allows for continued propulsion and steering should one propulsion system fail;

(b) the propulsion systems are controlled from the steering position and are equipped with all necessary gauges, alarms and engine and emergency controls;

(c) continuous radio or cellular telephone contact is maintained with a responsible person ashore;

(d) the authorized representative provides

(i) a list of pre-departure procedures and verifications, which procedures and verifications shall be carried out by the small vessel machinery operator before each departure, and

(ii) a maintenance schedule meeting the recommendations of the manufacturer of the main

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engines which maintenance shall be carried out by

(A) an engineer who holds at least an Officer in Charge of an Engineering Watch certificate,

(B) a person holding an inter-provincially recognized journeyman or equivalent trade qualification as an engine mechanic, or

(C) a service firm accredited by the manufacturer of the main engines with which the authorized representative has entered into a maintenance contract; and

(e) records of machinery maintenance and repair and records of the completion the pre-departure procedures and verifications are readily available, for inspection by a marine safety inspector, on board the vessel or, if the vessel does not travel more than five nautical miles from its home port, readily available in its home port.

(3) A harbour tug of less than 500 gross tonnage, that is being used to assist a vessel to dock or undock and that is at no time more than five nautical miles from an accessible dock offering refuge may have on board and its authorized representative may employ, a person who holds a Small Vessel Machinery Operator certificate, instead of a person who holds a certificate required by column D of the table to section 1 if,

(a) the harbour tug complies with the requirements of Schedule VIII to the Marine Machinery Regulations;

(b) a shore engineer is available and ready to intervene should the master determine that the vessel requires immediate assistance;

(c) the authorized representative provides a list of pre-departure procedures and verifications, which procedures and verifications shall be carried out by the small vessel machinery operator before each departure;

(d) records of machinery maintenance and repair and records of the completion the pre-departure procedures and verifications are readily available, for inspection by a marine safety inspector, on board the vessel or, if the vessel does not travel more than five nautical miles from its home port, readily available in its home port; and

(e) continuous radio contact is maintained with the home base.

(4) A tug that has a propulsion power of at least 750 kW but not more than 1 999 kW and that is engaged on a Near Coastal voyage, Class 2, may have on board and its authorized representative may employ, a person who holds a Small Vessel Machinery Operator certificate, instead of a person who holds a certificate required in column D of the table to section 1 if:

(a) the vessel has at least two independent propulsion systems and that duplication allows for continued propulsion and steering should one propulsion system fail;

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(b) the propulsion systems are controlled from the steering position and are equipped with all necessary gauges, alarms and engine and emergency controls;

(c) continuous radio contact is maintained with a responsible person ashore;

(d) the authorized representative provides

- (i) a list of pre-departure procedures and verifications, which procedures and verifications shall be carried out by the small vessel machinery operator before each departure, and
- (ii) a maintenance schedule meeting the recommendations of the manufacturer of the main engines which maintenance shall be carried out by
 - (a) an engineer who holds at least an Officer in Charge of an Engineering Watch certificate,
 - (b) person holding an inter-provincially recognized journeyman or equivalent trade qualification as an engine mechanic, or
 - (c) a service firm accredited by the manufacturer of the main engines with which the authorized representative has entered into a maintenance contract.

219 Vessels propelled by steam machinery less than 750 kW propulsion power shall have on board, and the authorized representative shall employ, a person in the function Chief Engineer holding, at a minimum, an Officer in Charge of the Engineering Watch certificate valid for use on steam vessels or motor vessels.

Basic Safety Training for Entire Minimum Complement

Certificate of Proficiency with Respect to Basic Safety

220 The authorised representative and master of a vessel that is engaged on a voyage other than a domestic voyage must ensure that every person who is required to be on board in order for the vessel to meet the minimum complement requirements of this Part holds an STCW Basic Safety certificate of proficiency.

Basic Safety Training Certificates

221 The authorised representative and master of a vessel that is described in column 1 of an item of the table to this section shall ensure that every person who is required to be on board in order for the vessel to meet the minimum complement requirements of this Part holds, before acquiring 6 months of sea service on board that vessel, at least one of the documents set out as applicable in columns 2 to 6 of that item at least an equivalent certificate or combination of certificates according to TP 4957.