

CDP 300

Merchant Marine Personnel Certification Requirements



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Maritime Administration**

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**MERCHANT MARINE PERSONNEL CERTIFICATION REQUIREMENTS
(CDP-300)**

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REQUIREMENTS FOR SEAFARER CERTIFICATION

1.0 AUTHORITY

1.1 Issuance of Certificates and Documents

The Deputy Maritime Administrator on behalf of the Commonwealth of Dominica (DMA) Maritime Administration (the “Administration”) is authorized to issue certificates and documents to all seafarers. (*See* International Maritime Act 2000, as amended, Chapter 1, Section 11; and Dominica Maritime Regulation 6 and Part VII)

1.2 Establishment of Standards

The Administration is authorized to establish such standards as are necessary and proper for certificating and up-grading of seafarers’ certification, and for the maintenance of high standards in the DMA Merchant Marine. (*See* Dominica Maritime Act 2000, as amended, Chapter 1, Section 11; and Dominica Maritime Regulation 6 and Part VII and promulgated by paragraph 2.2.6 below)

1.3 Compliance with the STCW Convention, 1978, as amended

The standards established pursuant to paragraph 1.2 above have been revised herein to comply fully with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (hereinafter referred to as “STCW” or “STCW Convention”).

1.4 Evaluation of Uncategorized Qualifications

In cases where an applicant for a certificate or document has acquired qualifications, service, experience and/or training that does not meet these specific requirements, but which in the opinion of the applicant is reasonably equivalent thereto, documentary evidence of such qualifications, etc., may be submitted to the Administration for evaluation. The decision of the Administration in all such cases shall be final.

2.0 GENERAL

2.1 Background

2.1.1 In 1993, the International Maritime Organization (IMO) embarked on a comprehensive revision of the STCW Convention in order to establish the highest practical standards of competence for mariners and to reduce human error as a major cause of marine casualties. On 7 July 1995, a conference of Parties to STCW adopted a package of amendments to the Convention, which establishes requirements for qualification of masters, officers, watchkeeping and other crew personnel on seagoing merchant vessels operating outside the boundary line and the responsibilities of companies. Dominica acceded to the Convention on 21 June 2000.

2.1.2 In 2010 a Conference of Parties to the STCW Convention, held in Manila, Philippines, gathered to amend the standards of competence required, introduce new training and certification requirements and methodologies, improve mechanisms for enforcements of its provisions, and retail requirements for hours of work and rest, prevent drug and alcohol abuse, and medical fitness standards for seafarers.

2.2 Maritime Training, Assessment and Certification Program

2.2.1 The Commonwealth of Dominica has a comprehensive marine personnel program that implements the STCW Convention, as amended, and is embodied in the Commonwealth of Dominica International Maritime Act 2000, as amended, and the Commonwealth of Dominica Maritime Regulations, as amended.

2.2.2 The Commonwealth of Dominica's program has a dual commitment to maintain the high standards of the international treaties that affect the mariner and a commitment to "Honor the Mariner." The program has been developed to ensure that all Dominica certificated masters, officers and ratings will be educated and trained to the levels of knowledge and competence equal to or better than those agreed upon internationally.

2.2.3 All maritime academies, marine education and training facilities and training providers approved by the Commonwealth of Dominica must meet or exceed all standards prescribing the achieved learning objectives, training outcomes, ability, skill proficiency and competency assessed as defined by the STCW Code.

2.2.4 In keeping with its commitment to "Honor the Mariner" and to fully implement the treaty, Dominica uses a number of mariner examination, assessment and certification options contemplated in the Convention for mariner training, certification, and advancement. It is Dominica's belief that the program will benefit the mariner because it provides various options for training, assessment, certification and licensing.

2.2.5 The Maritime Administrator and Deputy Maritime Administrator are authorized to issue certificates and documents to all merchant marine personnel.

2.2.6 Establishment of Standards – The Maritime Administrator is authorized to establish such standards as are necessary and proper for certificating and upgrading of merchant credentials

2.3 Definitions

For the purpose of these requirements, the following terms shall have the meanings hereby assigned to them:

2.3.1 *Able Seafarer Deck* means a rating qualified in accordance with the provisions of regulation II/5 of the Convention;

2.3.2 *Able Seafarer Engine* means a rating qualified in accordance with the provisions of regulation III/5 of the Convention;

2.3.3 *Approved* means approved by the Administration, as a Party to the STCW Convention, in accordance with the regulations of the Convention;

- 2.3.4 *Approved Education and Training* means training of seafarers, as required under the Convention, by the Administration or an Administration confirmed by the IMO's Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the STCW Convention and which is approved by the Administration;
- 2.3.5 *Cadet* means a person who is assigned to a vessel as an apprentice to learn a specific capacity. Terms applied to identify cadets can include deck, engine, or electro-technical trainee for support capacity or operational capacity, assistant mate or engineer, deck cadet, engine cadet, etc. For the purpose of documentation, cadets shall be considered to be seafarers.
- 2.3.6 *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 STCW and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein;
- 2.3.7 *Certificate of Endorsement (COE)* means a certificate issued for Masters, officers or GMDSS radio operators who hold an appropriate and valid COC issued by the Administration in accordance with regulation I/2 or issued by a recognized maritime administration in accordance with regulation I/10 of STCW (Recognition of Certificates);
- 2.3.8 *Certificate of Proficiency (COP)* means a certificate, other than a COC or COE, issued to a seafarer, stating that the relevant requirements of training, competencies or seagoing service in STCW have been met;
- 2.3.9 *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;
- 2.3.10 *Chief Engineer Officer* means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship;
- 2.3.11 *Chief Mate* means the officer next in rank to the Master and upon whom the command of the ship will fall in the event of the incapacity of the Master;
- 2.3.12 *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 of the ship from the ship owner and who, on assuming such responsibility by declaration, has agreed to take over all the duties and responsibilities imposed on the Company by these regulations;
- 2.3.13 *Deck Officer* means an officer qualified in accordance with the provisions of Chapter II of STCW;
- 2.3.14 *Documentary evidence* means documentation, other than a COC, COE or COP, used to establish that the relevant requirements of STCW have been met;
- 2.3.15 *Electro-Technical Officer* means an officer qualified in accordance with the provisions of regulation III/6 of STCW;
- 2.3.16 *Electro-Technical Rating* means a rating qualified in accordance with the provisions of regulation III/7 of STCW;

- 2.3.17 *Engineer Officer* means an officer qualified in accordance with the provisions of regulation III/1, III/2 or III/3 of STCW;
- 2.3.18 *Function* means a group of tasks, duties and responsibilities, as specified in STCW, necessary for ship operation, safety of life at sea, and/or protection of the marine environment;
- 2.3.19 *GMDSS Radio Operator* means a person who is qualified in accordance with the provisions of Chapter IV of STCW;
- 2.3.20 *ISPS Code* means the International Ship and Port Facility Security (ISPS) Code adopted on 12 December 2002, by resolution 2 of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as may be amended by the International Maritime Organization (IMO);
- 2.3.21 *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;
- 2.3.22 *Master* means the person having command of a ship;
- 2.3.23 *Month* means a calendar month or 30 days made up of periods of less than one month;
- 2.3.24 *Near-coastal voyages* means voyages in the vicinity of a Party as defined by that Party;
- 2.3.25 *Officer* means a member of the crew, other than the Master, designated as such by national law or regulations or, in the absence of such designation, by collective agreement or custom;
- 2.3.26 *Oil tanker* means a ship as defined in regulation 1 of Annex I of MARPOL 73/78 constructed and used for the carriage of petroleum and petroleum products in bulk;
- 2.3.27 *Passenger ship* means a ship as defined in Part A, Regulation 2, paragraph (f) of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS);
- 2.3.28 *Polar Code* means the International Code for Ships Operating in Polar Waters, as amended;
- 2.3.29 *Polar Waters* means Arctic waters and/or the Antarctic area;
- 2.3.30 *Propulsion power* means the total maximum continuous rated output power, in kilowatts, of all the ship's main propulsion machinery as it appears on the ship's certificate of registry or other official document;
- 2.3.31 *Radio duties* include, as appropriate, watchkeeping and technical maintenance and repairs conducted in accordance with the Radio Regulations, SOLAS, and, at the discretion of each Administration, the relevant recommendations of IMO;
- 2.3.32 *Radio Operator* means a person holding an appropriate certificate issued or recognized by the Administration under the provisions of the Radio Regulations;
- 2.3.33 *Rating* means a member of the ship's crew other than the Master or an officer;

- 2.3.34 *Regulations* means regulations contained in the annex to STCW, as amended;
- 2.3.35 *Ro-ro passenger ship* means a passenger ship with ro-ro spaces or special category spaces as defined in SOLAS Chapter II, Regulation 2, paragraph 13;
- 2.3.36 *High-speed craft* means a craft capable of maximum speed as defined in the High Speed Craft Code;
- 2.3.37 *Seagoing service* means service on board a ship relevant to the issue or revalidation of a certificate or other qualification;
- 2.3.38 *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;
- 2.3.39 *Security duties* include all security tasks and duties on board ships as defined by Chapter XI-2 of the SOLAS and the ISPS Code;
- 2.3.40 *Ship Security Officer* means the person on board the ship, accountable to the Master, designated by the Company as responsible for 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;
- 2.3.41 *STCW Code* means the Seafarers' Training, Certification and Watchkeeping Code as adopted by the 1995 Conference resolution 2, as it may be amended by IMO;
- 2.3.42 *Certificate of Receipt of Application* means a temporary three month authority for a seafarer to serve in the capacity on the basis of an appropriate and valid certificate while his or her approved application for a Dominica certificate of endorsement is being processed;
- 2.3.43 *Letter of Receipt* means a vessel specific temporary three month authority for a seafarer or seafarers to serve in a capacity on the basis of an appropriate and valid certificate while their approved application for a Dominica certificate of endorsement is being processed; and
- 2.3.44 *Seafarer Identification Book* means an identification and book containing all certificates of special qualification issued to the holder by the Administration.

2.4 Certificate of Competency/Endorsement (COC/COE) Requirement

- 2.4.1 No person shall perform the duties of Master, OICNW, Chief Engineer or OICEW onboard any vessel registered under the provisions of the Commonwealth of Dominica Maritime Act, unless duly issued a COC/COE by the Administration (*See Dominica Maritime Act, Section 158A; Dominica Maritime Regulation 50*);
- 2.4.2 The operation of every Commonwealth of Dominica flagged ship GMDSS station shall be performed only by an operator duly issued a COC/COE by the Administration (*See Dominica Maritime Regulation 52*);
- 2.4.3 No person shall serve in any capacity higher than that for which they are duly certificated

except by *force majeure*, and no person shall be deemed duly certificated unless the Administration has issued them a COC/COE. In circumstances of exceptional necessity the Administration may issue a temporary permit authorizing service in a capacity for which the person is not duly certificated for a period not to exceed six (6) months (*see* Dominica Maritime Act, 158A; Dominica Maritime Regulation 50).

2.5 Period of Validity; Suspension and Revocation of Certificate

2.5.1 Each COC/COE shall be valid for a period of up to five (5) years and shall be subject to renewal under the conditions set forth in these requirements;

2.5.2 Any COC/COE may be suspended or revoked at any time by the Administration upon the grounds set forth in Dominica Maritime Regulation, and in accordance with the procedure set forth in the Rules for Marine Investigations and Hearings (*See* Dominica Maritime Act, Chapter 1 Section 12).

2.6 How to Apply

2.6.1 Those persons desiring a Dominica STCW 1978, as amended, original certificate of competency, training record book, special qualifications certificate or seaman identification book must apply using the applicable form together with the required documentation. Application forms may be downloaded from the Dominica Registry web page found at: www.dominica-registry.com. Copies of the form can also be provided upon request;

2.6.2 Certificates of Receipt of Application will be issued as temporary three month authority for a seafarer to serve in the capacity on the basis of an appropriate and valid certificate while his or her approved application for a Dominica certificate of endorsement is being processed. This certificate will be issued to those seafarers holding acceptable national STCW 1978, as amended, certificates from countries that have been placed on the STCW “White List” by the Maritime Safety Committee of IMO and that have a current and valid undertaking with the Deputy Maritime Administrator;

2.6.3 Any shipowner or authorized agent who submits on behalf of an applicant an application for a Commonwealth of Dominica Certificate, or Seafarer’s Identification Document and/or Training Record Book, which application contains a willful misstatement of fact or references a document which is forged, altered, fraudulent or fraudulently obtained, the truth or genuineness of which is capable of being determined by the submitting party, will be subject to an administrative penalty of \$500 for each such application. Further submissions from such source may be barred until two (2) years after such penalty is remitted in full.

2.7 Forms of Application

2.7.1 Form CDMP-5000 - Each application for an original officer certificate of competency shall be submitted on official Form CDMP-5000, provided by the Administration, and shall be accompanied by all necessary proofs, supporting data and fees prescribed in the fee schedule.

2.7.2 Form CDMP-5000R - Each application for an original rating certificate of competency shall be submitted on official Form CDMP-5000R, provided by the Administration, and shall be accompanied by all necessary proofs, supporting data and fees prescribed in the fee schedule.

2.7.3 Form CDMP-5000E - Each application for an original officer certificate of endorsement shall be submitted on official Form CDMP-5000E, provided the Administration, and shall be accompanied

by all necessary proofs, supporting data and fees prescribed in the fee schedule.

2.7.4 Form CDMP-5000RE - Each application for an original rating certificate of endorsement shall be submitted on official Form CDMP-5000RE, provided by the Administration, and shall be accompanied by all necessary proofs, supporting data and fees prescribed in the fee schedule.

2.8 Certificate of Receipt of Application (CRA) or Letter of Receipt of Application (LOR)

2.8.1 When an application for a Dominica endorsement of a COC is submitted, the applicant may request issuance of a CRA or LOR. If the application (with attachments) and proof of foreign certificate are in order, the applicant will promptly be issued a CRA or LOR.

2.8.2 Each officer certificate applicant that qualifies, based on recognition of a national certificate under the provisions of STCW regulation I/10, will be issued a CRA or LOR. These CRAs or LORs will be issued by electronic means to the person or office that has filed the application unless the application is presented in person by the applicant, in which case the CRA or LOR will be issued directly to the applicant.

2.8.3 While holding this CRA or LOR in conjunction with a valid national COC, the applicant may serve aboard Dominica flagged vessels for a period up to 90 days while their application for a Dominica endorsement Certificate is being processed.

2.8.4 CRAs and LORs shall only be issued after a completed and signed application, with all required supporting documents, has been received.

2.9 Fees

2.9.1 Schedule

Any applicant for a certificate or other document must remit the required fee which may be found in publication CD-PL 01-14 Mariner Fee Schedule.

2.9.2 Payment

- .1 Checks – All fees remitted by check or money order shall be in U.S. dollars, drawn on a U.S. bank or the U. S. branch of an international bank and made payable to “The Commonwealth of Dominica Maritime Registry, Inc.”
- .2 Credit Cards – The fees may also be paid by American Express, MasterCard, Discover or VISA. Payment by credit card, however, must be made by the use of the payment form CDVR-1001, which may be submitted in electronic form.
- .3 Cash – Cash is not accepted.
- .4 Mailing – Send check or credit card information with the appropriate application or applications. When not applying in person, the application(s) with payment should be sent by courier.

2.10 Display of Certificate or Temporary Permit

Every officer shall cause his certificate or temporary permit to be displayed in a conspicuous location as required by Dominica Maritime Regulation 58.

2.11 Replacement and Renewal of Officer Certificates

2.11.1 Stolen, Lost or Destroyed

The holder of a certificate that is stolen, lost or destroyed may apply for its replacement, valid for the unexpired term of the original certificate, by submitting to the Administration an affidavit in writing sworn or affirmed before an Authorized Agent (form CDMP-4007 *Affidavit of Lost, Stolen or Destroyed Certificate or Document*). The affidavit must state the circumstances of the loss or destruction and give a description of the certificate. With the affidavit must be submitted the fee prescribed for issuance of a replacement certificate.

2.11.2 Lost in the Mail

COC/COEs mailed by the Administration that are not received by the seafarer or authorized agent will be replaced at no additional charge; however, such replacement certificates will be sent by courier and the seafarer or authorized agent may be responsible for the courier charges.

2.11.3 Renewal of Certificate

- .1 Allowances – Any certificate may be renewed prior to its expiration or within the 12 months following its date of expiration, subject to satisfaction of the requirements of sub-paragraph 2.11.4 (Evidence of Professional Competence).
- .2 Application – An applicant for renewal of a certificate shall surrender his expired certificate (or a certified copy) and shall submit a properly completed application for renewal. With the application there shall also be submitted:
 - .1 one (1) color passport-size photograph of the applicant;
 - .2 a report of physical examination within the preceding 24 months on form CDMP-3033a;
 - .3 the fee prescribed in CDPL 01-14 for renewal of a certificate; and
 - .4 evidence of professional competence.

2.11.4 Evidence of Professional Competence

The evidence of professional competence referred to in sub-paragraph 2.11.3.2.4 above which must accompany the application shall be as follows:

- .1 evidence of all sea service under the expired certificate, including proof of seagoing service in the grade of certificate held for a total of at least one (1) year during the preceding five (5) years; or
- .2 evidence of all employment during at least the preceding five (5) years, including

employment ashore closely related to the operation of vessels, which may be considered by the Administration to be at least equivalent to the seagoing service required by subparagraph 2.11.4.1 above; or

- .3 evidence of having completed seagoing service in an appropriate supernumerary capacity for a period of not less than three (3) months immediately prior to taking up the position in which he or she is entitled to serve by virtue of his or her certificate grade, or
- .4 one (1) of the following:
 - passing a refresher examination; or
 - successfully completing an approved refresher course or courses.

2.11.5 Additional Training and Certification

An applicant for certificate renewal must meet the same general requirements for a Dominica Certificate as specified in section 2.15 below, General Requirements for a COC, as applicable.

2.12 Form of Certificate

2.12.1 STCW Certificates

Each applicant for a COC/COE who qualifies under the provisions of STCW, will be issued a certificate:

.1 Certificate of Competency

This form is for officers who qualify for a COC based on Commonwealth of Dominica examination, officers who are renewing existing Commonwealth of Dominica COCs, officers who qualify for a COC based on evaluation of the examination and training systems of the national authority of a nation who is recognized by the Commonwealth of Dominica in accordance with regulation I/10, or the evaluation of qualifications and training for non-STCW certificates.

.2 Certificate of Endorsement

This form is for officers qualifying based on recognition of a national certificate from the national authority of a nation who is recognized by the Commonwealth of Dominica in accordance with regulation I/10.

- .3 Both certificates state that the officer has been found duly qualified in accordance with the provisions of STCW, as amended, and in a format substantially similar to the format prescribed by STCW unless the certificate is for a non-STCW capacity.

2.12.2 Format

COCs and COEs specify the “Functions” for which the officer has qualified and a “Level of Responsibility” as follows:

.1 Functions

The abilities specified in the standards of competence are grouped as appropriate under the following seven functions:

- .1 Navigation
- .2 Cargo handling and stowage
- .3 Controlling the operation of the ship and care for persons on board
- .4 Marine engineering
- .5 Electrical, electronic and control engineering
- .6 Maintenance and repair
- .7 Radiocommunications

.2 Levels of Responsibility

Levels of responsibility apply as follows:

.1 Management level

Master
Chief Mate
Chief Engineer
Second Engineer Officer

.2 Operational level

Officer In Charge of the Navigation Watch (OICNW)
Officer In Charge of the Engineering Watch (OICEW)
Radio Operator
Electro-Technical Officer

.3 Support level

Able Seafarer Deck
Able Seafarer Engine
Rating Forming Part of a Navigational Watch (RFPNW)
Rating Forming Part of a Engineering Watch (RFPNW)
Ordinary Seaman
Deck Cadet
Engine Cadet

2.12.3 Officer Qualifications for STCW Certification

- .1 Each deck/navigational officer must qualify in functions 1, 2 and 3 (deck). A deck/navigational officer may then qualify in the additional functions of 3 (engineer), 4, 5, 6, and 7.
- .2 Each engineer officer must qualify in functions 3 (engineer), 4, 5, and 6. An engineer officer may then qualify in the additional functions of 1, 2, and 3 (deck).
- .3 A radio operator must qualify in function 7.
- .4 An electro-technical officer must qualify in functions 5 and 6.

2.13 Surrender of Suspended or Revoked Certificate

The holder of a COC/COE that is suspended or revoked shall promptly surrender it as directed by the Administration.

2.14 Fraud, Forgery, Misrepresentation or Attempted Bribery

- 2.14.1 Any person who submits a fraudulent application for a Commonwealth of Dominica Certificate, or Seafarer's Identification Book, or who makes misrepresentations in or in connection with an application, or who attempts to bribe or subvert any person charged with the approval of applications and/or conduct of examinations, shall be denied his/her application and shall forfeit any application fees paid, and in addition to any criminal penalties shall be forbidden to reapply for a period of not less than two (2) years.
- 2.14.2 Each individual applicant who willfully misstates a material fact or offers forged, altered, fraudulent or fraudulently-obtained documentation of qualification in connection with an application for a Commonwealth of Dominica Certificate, or Seafarer's Identification Book, will in addition to any criminal penalties be subject to an administrative penalty of \$10,000 USD and may be barred from holding any Commonwealth of Dominica Certificate, or Seafarer's Identification Book for not less than two (2) years.
- 2.14.3 Any ship owner or agent who submits on behalf of an applicant an application for a Commonwealth of Dominica Certificate, or Seafarer's Identification Book (SIB), which application contains a willful misstatement of fact or references a document which is forged, altered, fraudulent or fraudulently-obtained, the truth or genuineness of which is capable of being determined by the submitting party, will be subject to an administrative penalty of \$10,000 USD for each such application, in addition to any criminal penalties. Further submissions from such source may be barred for up to (2) years.

2.15 General Requirements for a Certificate of Competency

2.15.1 Age

No certificate of competency shall be issued to any person under 18 years of age. An applicant shall be required to submit satisfactory proof of age by means of a passport, birth certificate, certificate of naturalization or other acceptable proof of birth date.

2.15.2 Citizenship

An applicant for any certificate may be of any nationality and need not be a citizen or resident of the Commonwealth of Dominica.

2.15.3 Physical Examination

.1 Every applicant for a certificate shall be required to submit satisfactory evidence of a physical examination that was completed within the 24 months immediately preceding application. The report of examination shall establish that the applicant is in good physical condition and in possession of all body faculties necessary to fulfill the requirements of the seafaring profession. The medical certificate must comply with the requirements of STCW 1978, as amended, Regulation I/9. The report and certificate of physical examination is to be completed either on the official Physical Examination Report/Certificate Form CDMP-3033a, or an acceptable equivalent. The report, which must be signed by both the medical examiner and examinee, shall specifically indicate that the applicant was examined as to hearing, vision and general physical and mental condition and state that he/she is fit for duty. The following minimum requirements shall apply:

.1 Hearing

Every applicant must have hearing unimpaired for normal sounds and be capable of hearing a whispered voice in the better ear at 15 feet (4.57m) and in the poorer ear at five (5) feet (1.52 m).

.2 Eyesight

Deck/Navigational Officer - An applicant must have (either with or without glasses) at least 20/20 (1.00)¹ vision in one eye and at least 20/40 (0.50) in the other. If the applicant wears glasses, he/she must have vision without glasses of at least 20/160 (0.13) in both eyes. The applicant must also have normal color perception, and be capable of distinguishing the colors red, green, blue and yellow.

Engineer or Radio Officer - An applicant must have (either with or without glasses) at least 20/30 (0.63) vision in one eye and at least 20/50 (0.40) in the other. If the applicant wears glasses, he must have vision without glasses of at least 20/200 (0.10) in both eyes. An engineer or radio officer applicant shall be examined only as to perception of the colors red, yellow and green.

.3 Blood Pressure

An applicant's blood pressure must fall within a range average for their age.

.4 Symptoms

An applicant exhibiting symptoms likely to indicate any of the following diseases or conditions shall be prima facie disqualified: epilepsy, acute mental illness or other lack of mental capacity or stability, tuberculosis, acute venereal disease or neurosyphilis, AIDS,

¹ Numbers related to eyesight contained in parentheses are equivalents measured utilizing the decimal visual acuity scale.

abuse of alcohol, and/or the use of narcotic substances whether or not prescribed by a physician.

.5 Speech

A deck/navigational or radio officer applicant must have speech unimpaired for normal voice communication.

.2 Revocation

Willful concealment by an applicant of any medical history or mental or physical disability that might render him/her unfit for service shall be cause for the immediate revocation of any certificate that may have been issued.

2.15.4 Photograph

Every applicant for a Certificate shall submit one (1) color passport-size photograph, taken within the 12 months preceding the date of application. The photograph must show a facial front view of the applicant, and be 1 $\frac{3}{4}$ " x 1 $\frac{3}{4}$ " (45mm x 45mm).

2.15.5 Approved Education and Training Requirements

2.15.5.1 Basic Safety Training

Every applicant for a COC or COE shall be required to submit satisfactory evidence of having completed approved education and training in Basic Safety Training.

2.15.5.2 Advanced Fire-fighting Training

Every applicant for a COC or COE shall be required to submit satisfactory evidence of having completed an approved education and training in advanced marine firefighting. Seafarers qualified in accordance with paragraph 4 in advanced firefighting shall be required, every 5 years, to provide evidence of having maintained the required standard of competence to undertake the tasks, duties, and responsibilities listed in column 3 and 4 of A-VI/3. Where training in advanced firefighting is not included in the qualification for the certificate to be issued, a CoP shall be issued, indicating that the holder has attended the course in advanced firefighting.

2.15.5.3 Proficiency in Survival Craft other than Fast Rescue Boat Training

Every applicant for a COC or COE shall be required to submit satisfactory evidence of having completed approved education and training in survival craft other than fast rescue boat. Seafarers qualified in accordance with paragraph 4 in survival craft and rescue boats other than fast rescue boats shall be required, every 5 years, to provide evidence of having maintained the required standard of competence to undertake the tasks, duties, and responsibilities listed in column 1 of A-VI/2-1.

2.15.5.4 Medical First Aid Training

Every applicant for a COC or COE shall be required to submit satisfactory evidence of having completed approved education and training in medical first aid training. Where training in medical

first aid or medical care is not included in the qualification for the certificate to be issued, a CoP shall be issued, indicating that the holder has attended the course in medical first aid or medical care.

2.15.5.5 Radar Simulator Training

Applicants for a Master, Chief Mate or OICNW certificate must submit proof of completion of approved education and training in marine radar simulation.

2.15.5.6 Automatic Radar Plotting Aids (ARPA) Training

Every applicant for a Master, Chief Mate or OICNW certificate must complete approved education and training in ARPA, as required for service on ARPA equipped vessels.

2.15.5.7 Electronic Chart Display and Information (ECDIS) Training

Every applicant for a Master, Chief Mate or OICNW certificate must complete approved education and training in ECDIS, as required for service on ECDIS equipped vessels.

2.15.5.8 GMDSS Certification

Every applicant for Master, Chief Mate or OICNW certificate must hold GMDSS Certification.

2.15.5.9 Security-Related Training

Every applicant must meet the minimum security-related training requirements as specified in Section 5.10.

2.15.5.10 Bridge Resource Management (BRM) Training

Every applicant for a Master, Chief Mate or OICNW certificate must complete approved education and training in BRM.

2.15.5.11 Celestial Navigation Training

Every applicant for a Master, Chief Mate or OICNW ocean-going certificate must complete approved education and training in celestial navigation.

2.15.5.12 Master/Mate Greater Than 500 Gross Tonnes Training

Every applicant for a Master or Chief Mate greater than 500 gross tonnes certificate must submit proof of completion of approved education and training course in Master/Mate greater than 500 gross tonnes.

2.15.5.13 Master/Mate Less Than 500 Gross Tonnes Training

Every applicant for a Master or Chief Mate less than 500 gross tonnes certificate must submit proof of completion of approved education and training course in Master/Mate less than 500 gross tonnes.

2.15.5.14 OICNW Greater Than 500 Gross Tonnes Training

Every applicant for an OICNW greater than 500 gross tonnes certificate must submit proof of completion of approved education and training course in OICNW greater than 500 gross tonnes.

2.15.5.15 OICNW Less Than 500 Gross Tonnes Training

Every applicant for an OICNW less than 500 gross tonnes certificate must submit proof of completion of approved education and training course in OICNW less than 500 gross tonnes.

2.15.5.16 Chief Engineer 3000 kW Training

Every applicant for a Chief Engineer certificate for service on board vessels of 3000 kW propulsion power or greater must submit proof of completion of an approved education and training course in Chief Engineer 3000 kW.

2.15.5.17 2nd Engineer 3000 kW Training

Every applicant for a 2nd Engineer certificate for service on board vessels of 3000 kW propulsion power or greater must submit proof of completion of an approved education and training course in 2nd Engineer 3000 kW.

2.15.5.18 Chief Engineer 750 kW to 3000 kW Training

Every applicant for a Chief Engineer certificate for service on board vessels of 750 kW to 3000 kW propulsion power must submit proof of completion of an approved education and training course in Chief Engineer 750 kW to 3000 kW.

2.15.5.19 2nd Engineer 750 kW to 3000 kW Training

Every applicant for a 2nd Engineer certificate for service on board vessels of 750 kW to 3000 kW propulsion power must submit proof of completion of an approved education and training course 2nd Engineer 750 kW to 3000 kW.

2.15.5.20 Electro-Technical Officer Training

Every applicant for an Electro-Technical Officer certificate must submit proof of completion of an approved education and training Eleetro-Technical Officer course.

2.15.5.21 Electro-Technical Rating Training

Every applicant for an Electro-Technical Rating certificate must submit proof of completion of approved education and training Electro-Technical Rating course.

2.15.5.22 Rating Forming Part of a Navigation Watch (RFPNW) Training

Every applicant for a RFPNW certificate must submit proof of completion of approved education and training course in RFPNW.

2.15.5.23 Rating Forming Part of an Engineering Watch (RFPEW) Training

Every applicant for a RFPEW certificate must submit proof of completion of approved education and training course in RFPEW.

2.15.6 Proof of Experience

2.15.6.1 Every applicant for a Master, Chief Mate, or OICNW certificate and every applicant for an engineer officer's certificate on vessels of over 750 kW propulsion power must document the required sea service within a discharge book or acquire sea time letters documenting the time.

2.15.6.2 An applicant who is certificated by a foreign government whose certification system is acceptable to the Administration and whose national COC bears the endorsement specified by STCW, will not be required to document sea service, nautical training or physical examination as specified under this Part, provided the national certificate is issued within one (1) year of application for an Dominica certificate. If the national certificate is valid, but is not issued within one (1) year of application for a Dominica certificate, the applicant must submit a physical examination taken within two (2) years of application for the Dominica certificate and document one (1) year of sea service within the last five (5) years.

3.0 CERTIFICATES BASED UPON EQUIVALENT CERTIFICATION

3.1 Eligibility

3.1.1 Duly Certificated

An applicant who is eligible in all other respects may be issued an endorsement certificate without further examination, provided he/she is currently duly certificated by another government whose certification system is in compliance with STCW, and is acceptable to the Administration.

3.1.2 Acceptable Certificates for Endorsement

- .1 No other government's certificate shall be accepted as the basis for obtaining a Commonwealth of Dominica Endorsement Certificate unless it is proved that such certificate was obtained in full compliance with the rules and regulations of the issuing government, including successful completion of a comprehensive examination administered by the proper authority of said government.
- .2 Such foreign certificates must be current and valid in all respects, contain the specified STCW endorsement and will not be accepted if revoked, expired, altered, illegible or otherwise indicative of non-validity.
- .3 No certificate shall be accepted for endorsement unless the certificate issuing country has been placed on the IMO's "White List" of acceptable countries in compliance with the provisions of STCW, and only when the certificate issuing country maintains a valid undertaking with the Deputy Maritime Administrator for recognition of certificates pursuant to Regulation I/10 of the STCW convention.

3.1.3 Determining Equivalent Grade

When evaluating the holder's eligibility for a Commonwealth of Dominica Endorsement Certificate, the Administration may decline to accept another government's certificate in the same grade and capacity if the standards and requirements for obtaining such certificate are lower than those prescribed by the Administration for issuance of a Commonwealth of Dominica certificate by examination, or if the Administration determines that such certificate is equivalent to a lower grade of a Commonwealth of Dominica Endorsement Certificate.

3.1.4 Experience

Another government's certificate that authorizes the holder to serve in more than one (1) grade will be considered equivalent to that Commonwealth of Dominica Endorsement Certificate grade that reflects the applicant's actual experience.

3.1.5 Restrictions

Any endorsement certificate that is issued based upon an equivalent certificate may be similarly limited to any restriction that is applicable to such certificate, depending upon the applicant's actual experience.

3.2 Additional Requirements

3.2.1 Proof of Experience

Each applicant for an endorsement certificate, in addition to complying with the general requirements of paragraph 2.15 above, must provide evidence of at least one (1) year of total actual sea service during the five (5) years immediately preceding the date of application except as provided in paragraph 2.15.6 above.

.1 Acceptable Documentation

Seafarer's books, certificates of service, forms of discharge and other documents that certify the amount and character of experience and identify the vessels upon which served shall be examined as to their authenticity. Any indication of unauthorized alteration or other invalidity shall render such documents unacceptable. Proof of sea service can be satisfactorily established by providing a copy of the applicant's official Seafarer's (discharge) book or a certified transcript of sea service from the seafarer's employer(s). For certification of service aboard Commonwealth of Dominica flagged vessels, the applicant must provide a copy of the applicant's SIB, or a certificate of service.

.2 Originals or Copies

An applicant who files in person may exhibit original proofs of service or experience, which will be returned to the applicant after copies are made. All others must submit copies of their discharge books or certificates of service in lieu of the original documents.

3.2.2 Verification of Foreign COC

- .1 A person applying for an endorsement certificate without further examination is required to submit with his application proof of his foreign COC. Such proof should be a certified copy of the original nationally issued certificate.
- .2 Applicants should be aware that all such certificates are subject to verification by the Administration with the relevant authority of the country of issue in accordance with STCW Regulation I/10. The implied country of issue will be notified of any certificate determined to have been obtained through fraudulent means.

3.3 COE TYPES

3.3.1 Deck/Navigational Officer

.1 All Grades

Every officer serving aboard a Commonwealth of Dominica registered seagoing vessel shall hold a valid COC issued by a recognized administration. Equivalent endorsement certificates issued under the provisions of STCW, as amended, will be issued for the unexpired term of the national certificate that has been recognized. The following COEs will be issued:

- Master
- Chief Mate
- OICNW

.2 Limitations

Certificates issued pursuant to paragraph 3.3.1 may be limited by endorsement to service on vessels as indicated on the certificate of competency being endorsed. Such certificates may be further limited according to the candidate's actual experience and qualifications as appropriate.

3.3.2 Engineer Officer

.1 All Grades

Every officer serving aboard a Commonwealth of Dominica registered seagoing vessel shall hold a COC issued by a recognized administration. Equivalent endorsement certificates issued under the provisions of STCW, as amended, will be issued for the unexpired term of the national certificate which has been recognized. The following COEs will be issued:

- Chief Engineer
- Second Engineer Officer
- OICEW
- Electro-Technical Officer (ETO)

.2 Limitations

A certificate issued pursuant to paragraph 3.3.2 may be limited as to tonnage or power rating

of main propulsion machinery, or both as appropriate.

3.3.3 Global Maritime Distress and Safety System (GMDSS)

.1 Restricted Operator

Previous service is not required. The candidate must successfully complete an approved GMDSS training program complying with STCW Code Section A-IV/2, paragraph 4.

.2 General Operator

The candidate must successfully complete an approved GMDSS training program complying with STCW Code Section A-IV/2, paragraph 4.

4.0 SIB

References made in paragraphs 4.0 and 5.0 are to Regulations of STCW and sections of the STCW Code (unless otherwise noted).

4.1 General Information

4.1.1 National Requirement

Each person employed on board a Commonwealth of Dominica flagged vessel as a seafarer, including cadets, persons such as certain hotel staff personnel on passenger vessels, oil production workers on FPSOs and MODUs and other non-maritime personnel who are regularly assigned or required to perform shipboard safety, security and environmental protection related duties, shall have in his or her possession an official Commonwealth of Dominica SIB containing all certificates of special qualification issued to the holder by the Administration.

4.1.2 Persons Eligible

An officer, rating, or cadet presently serving aboard any Commonwealth of Dominica flagged vessel, a holder of a valid seafarer's identity document issued by another maritime state, or an applicant with a letter of commitment for employment from a shipping company for service aboard a Commonwealth of Dominica flagged vessel, or any other individual seeking their first seafarer identification and record book for employment opportunities, is eligible to apply for an SIB who meets the minimum requirements below.

4.1.3 Basic Training Pre-requisite

.1 Basic Safety Training Elements

Seafarers applying for an original SIB must show evidence of having received appropriate approved "Basic Safety Training" or instruction in:

- Personal survival techniques,
- Fire prevention and firefighting,
- Elementary first aid, and
- Personal safety and social responsibilities.

This training will be reflected by the insertion of the appropriate Special Qualification Certificate into the SIB (reference: STCW Code Section A-VI/1).

.2 Basic Security Related Training

Seafarers applying for an original SIB must show evidence of having received appropriate basic “Security Awareness Training” (reference: STCW Code Section A-VI/6).

.3 Transitional Provision

On 1 January 2014 the requirement for mandatory minimum security related basic training entered into force. Seafarers who commenced approved seagoing service prior to this date may fall under the transitional provision as specified in paragraph 5.10.2.

4.1.4 Passenger Vessels

The Basic Training requirements are limited to those seafarers who are regularly assigned or required to perform routine ship safety and pollution prevention related duties. Therefore, those certain hotel staff personnel not so assigned will not be required to comply with these requirements.

4.2 How to Apply

4.2.1 Application

Each application must be submitted on the form relevant to the license they are seeking to the Office of Maritime Affairs or an Authorized Agent who will review the documents submitted. Detailed instructions are set forth in the application. A copy of this application shall be retained by the seafarer as evidence that the application is being processed.

4.2.2 Complete Application

To establish eligibility for a Commonwealth of Dominica SIB each applicant must submit all necessary documents, letters and/or proofs, as specified in the application, with each properly completed application form, and the appropriate fees.

4.2.3 Physical Examination

Every applicant for a Certificate shall be required to submit satisfactory evidence of a physical examination completed within the 12 months immediately preceding application. See paragraph 2.15.3 above for details.

Submitting the application without the necessary supporting documentation will result in delay and possible rejection of the application.

4.3 Uses

4.3.1 Identification

The SIB is issued under the authority of Chapter 1 Section 11 of the Dominica Maritime Act, Dominica Maritime Regulation 6 and in conformity with the provisions of ILO Convention No. 185 (the Seafarer's Identity Documents Convention, 2003). It is a document issued to personnel serving aboard Commonwealth of Dominica flagged vessels for the purposes of providing the holder with identity papers for travel to or from an assigned vessel. It is not a passport; it is issued without prejudice to and in no way affects the national status of the holder. It remains the property of the Commonwealth of Dominica, and can be withdrawn at any time.

4.3.2 Service Time

- .1 The SIB is also a means by which a record of the holder's sea service and special qualifications are maintained.
- .2 Once the SIB has expired, the holder should retain possession of it for proof of sea service. Sea service pages remain valid as proof even though the book itself has expired. The expired SIB should not be sent with an application for a new book.

4.4 Period of Validity

4.4.1 Expiration Date

An original SIB may be valid for a period of up to five (5) years from the date of issue, unless otherwise indicated in the SIB.

4.5 Replacement Issues

4.5.1 Replacement

Replacement SIBs for stolen, lost or destroyed books will be issued with the same date of expiry as the original SIB.

4.5.2 Filled or Damaged

If any book becomes filled with entries, requires alteration or is damaged, application for a replacement book should be made immediately.

4.5.3 Stolen, Lost or Destroyed

If the book is stolen, lost or accidentally destroyed, notification should be given immediately to the Office of Maritime Affairs followed by an application for a replacement book.

4.5.4 Lost in Mail

Books mailed by the Administration that are not received by the seafarer or Authorized Agent will be replaced at no additional charge. However, such replacement books will be sent by courier and the seafarer or Authorized Agent may be responsible for the courier charges.

4.6 Renewal

An application for renewal of a SIB should be made at least three (3) months, but no more than

one (1) year, before the expiration date of the book. SIBs that have expired within a year of application will be renewed. All other applications will be considered to be for new SIBs.

5.0 TRAINING REQUIREMENTS FOR PERSONNEL

5.1 Standards of Competence for Officers

- 5.1.1 II/1 Officer in charge of navigational watch on ships of 500 gross tonnage or more
- 5.1.1.1 Every candidate for certification shall be required to demonstrate the competence to undertake, at the operational level, the tasks duties and responsibilities listed in column 1 of table A-II/1 of the STCW convention. Candidate must at least hold the appropriate certificate for performing VHF radio communications in accordance with the requirements of the Radio Regulations. Also, if designated to have primary responsibility for radio communications during distress incidents, hold the appropriate certificate issued or recognized under the provisions of the radio regulations.
- 5.1.1.2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/1 of the STCW convention.
- 5.1.1.3 The level of knowledge of the subjects listed in column 2 of table A-II/1 of the STCW convention shall be sufficient for officers of the watch to carry out their watchkeeping duties.
- 5.1.1.4 Training and experience to achieve the necessary level of theoretical knowledge understanding and proficiency shall be based on section A-VIII/2, part 4-1 Principles to be observed in keeping a navigational watch-keeping and shall also take into account the relevant requirements of this part and the guidance given in part B of the Code.
- 5.1.1.5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of the table A-II/1 of the STCW Convention.
- 5.1.2 II/2 Master and chief mate on ships of 500 gross tonnage or more
- 5.1.2.1 Every candidate for certification as master or chief mate of ships of 500 gross tonnage or more shall be required to demonstrate the competence to undertake, at the management level, the tasks duties and responsibilities listed in column 1 of table A-II/2 of the STCW Convention.
- 5.1.2.2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/2 of the STCW Convention.
- 5.1.2.3 Bearing in mind the master has ultimate responsibility for the safety and security of the ship, the passengers, crew and cargo, and for the protection of the mariner environment against pollution by the ship, and that a chief mate shall be in a position to assume that responsibility at any time, assessment in these subjects shall be designed to test their ability to assimilate all available information that affects the safety and security of the ship, its passengers, crew or cargo, or the protection of the mariner environment.
- 5.1.2.4 The level of knowledge of the subjects listed in column 2 of table II/2 of the STCW Convention shall be sufficient to enable the candidate to serve in the capacity of master or chief mate.

- 5.1.2.5 The level of theoretical knowledge, understanding and proficiency required under the different sections in column 2 of table A-II/2 of the STCW Convention may be varied according to whether the certificate is to be valid for ships of 3,000 gross tonnage or more or ships of between 500 gross tonnage and 3,000 gross tonnage.
- 5.1.2.6 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence tabulated in columns 3 and 4 of table A-II/2 of the STCW Convention.
- 5.1.3 II/3 Master and officer in charge of a navigational watch on ships of less than 500 gross tons engaged on near costal voyages
- 5.1.3.1 Candidates for certification shall be required to demonstrate the competence to undertake, at operational level, the tasks, duties and responsibilities listed in column 1 of table A-II/3 of the STCW Convention. Candidate must at least hold the appropriate certificate for performing VHF radio communications in accordance with the requirements of the Radio Regulations. Also, if designated to have primary responsibility for radio communications during distress incidents, hold the appropriate certificate issued or recognized under the provisions of the radio regulations.
- 5.1.3.2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/3 of the STCW Convention.
- 5.1.3.3 The level of knowledge of the subjects listed in column 2 of table A-II/3 of the STCW Convention shall be sufficient for officers of the watch to carry out their watchkeeping duties.
- 5.1.3.4 Training and experience to achieve the necessary level of theoretical knowledge understanding and proficiency shall be based on section A-VIII/2, part 4-1 Principles to be observed in keeping a navigational watch and shall also take into account the relevant requirements of this part and the guidance given in part B of the Code.
- 5.1.3.5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of the table A-II/3 of the STCW Convention.
- 5.1.3.6 Every Candidate for certification as a master on ships of less than 500 gross tonnage, engaged on near-coastal costal voyages, shall meet the requirements for an officer in charge of a navigational watch, and in addition shall be required to provide evidence of knowledge and ability to carry out all the duties of such a master.
- 5.1.4 III/1 Officers in charge of an engineering watch in a manned engine room or as designated duty engineers in a periodically unmanned engine room
- 5.1.4.1 Every candidate for certification as officer in charge of an engineering watch in a manned engine room or as designated duty engineer in a periodically unmanned engine room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate ability to undertake, at the operational level, the tasks, duties, and responsibilities listed in column 1 of table A-III/1 of the STCW Convention.

- 5.1.4.2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/1 of the STCW Convention.
- 5.1.4.3 The level of knowledge of the material listed in column 2 of table A-III/1 of the STCW Convention shall be sufficient for engineer officers to carry out their watchkeeping duties.
- 5.1.4.4 Candidates for certification for service in ships in which steam boilers do not form part of their machinery may omit the relevant requirements of table A-III/1 of the STCW Convention. A certificate awarded on such a basis shall not be valid for service on ships in which steam boilers form part of a ship's machinery until the engineer officer meets the standard of competence in the items omitted from table III/1 of the STCW Convention. Any such limitation shall be stated on the certificate and in the endorsement.
- 5.1.4.5 Dominica Maritime 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. A certification awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.
- 5.1.4.6 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/1 of the STCW Convention.
- 5.1.5 III/2 Chief engineer officers and second engineer officers on ships powered by main propulsion power machinery of 3,000 kW or more
- 5.1.5.1 Every candidate for certification as Chief engineer officers and second engineer officers on ships powered by main propulsion power machinery of 3,000 kW or more shall be required to demonstrate ability to undertake, at the operational level, the tasks, duties, and responsibilities listed in column 1 of table A-III/2 of the STCW Convention.
- 5.1.5.2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/2 of the STCW Convention.
- 5.1.5.3 Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate's ability to assimilate all available information that affects the safe operation of the ship's machinery and the protection of the marine environment.
- 5.1.5.4 The level of knowledge of the material listed in column 2 of table A-III/2 of the STCW Convention shall be sufficient to enable the candidate to serve in the capacity of chief engineer or second engineer officer.
- 5.1.5.5 Training and experience to achieve necessary theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of the STCW Code.

- 5.1.5.6 Our 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. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.
- 5.1.5.7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table III/2 of the STCW Convention.
- 5.1.6 III/3 Chief engineer officers and second engineer officers on ships powered by main propulsion machinery of between 750 kW and 3000 kW propulsion power.
- 5.1.6.1 Every candidate for certification as Chief engineer officers and second engineer officers on ships powered ships powered by main propulsion machinery of between 750 kW and 3000 kW propulsion power shall be required to demonstrate ability to undertake, at the operational level, the tasks, duties, and responsibilities listed in column 1 of table A-III/2 of the STCW Convention.
- 5.1.6.2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/2 of the STCW Convention. This incorporates, expands, and extends in depth the subjects listed in column 2 of table A-III/1 for officers in charge of an engineering watch in a manned engine room or designated duty engineers in a periodically unmanned engine room.
- 5.1.6.3 Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate's ability to assimilate all available information that affects the safe operation of the ship's machinery and the protection of the marine environment.
- 5.1.6.4 The level of knowledge of the material listed in column 2 of table A-III/2 of the STCW Convention may be lowered but shall be sufficient to enable the candidate to serve in a capacity of chief engineer officer or second engineer officer at the range of propulsion power specified in this section.
- 5.1.6.5 Training and experience to achieve necessary theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of the STCW Code.
- 5.1.6.6 Our 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. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.
- 5.1.6.7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/2 of the STCW Convention.

- 5.1.7 III/6 Electro technical officers
 - 5.1.7.1 Every candidate for certification as electro-technical officer shall be required to demonstrate the ability to undertake the tasks, duties and responsibilities listed in column 1 of table A-III/6 of the STCW Convention.
 - 5.1.7.2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/6 of the STCW Code, and it shall take into account the guidance given in part B of the STCW Convention.
 - 5.1.7.3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence tabulated in columns 3 and 4 of table A-III/6 of the STCW Convention.
- 5.2 Requirements for Officer Certificates of Competency
 - 5.2.1 Seagoing (sea time) requirements
 - 5.2.1.1 Officer in charge of a navigational watch on vessels of 500 gross tonnage or more, II/1

Each applicant, to be qualified to serve as an officer in charge of a navigation watch on vessels of 500 gross tonnage or more, must provide evidence of having approved seagoing service of not less than 12 months, as part of an approved training program which includes on board training that meets the requirements of section A-II/1 of the STCW Code and is documented in approved training record book, or otherwise have approved seagoing service of not less than 36 months.
 - 5.2.1.2 Master and chief mate on ships of 3,000 gross tonnage or more, II/2
 - 5.2.1.2.1 Each applicant for chief mate, while qualified to serve as an officer in charge of a navigational watch on vessels of 500 gross tonnage or more, must provide evidence of having approved seagoing service in that capacity of not less than 12 months.
 - 5.2.1.2.2 For certification as master, each applicant must provide evidence of sea service of not less than 36 months; however this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate.
 - 5.2.1.3 Master and chief mate on ships of between 500 and 3000 gross tonnage, II/2
 - 5.2.1.3.1 Each applicant for chief mate, while qualified to serve as an officer in charge of a navigational watch on vessels of 500 gross tonnage or more, must provide evidence of having approved seagoing service in that capacity of not less than 12 months.
 - 5.2.1.3.2 For certification as master, each applicant must provide evidence of sea service of not less than 36 months; however this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate
 - 5.2.1.4 Officer in charge of a navigational watch and masters on ships less than 500 gross tonnage, II/3

- 5.2.1.4.1 Each applicant to be qualified to serve as an officer in charge of a navigation watch on vessels of 500 gross tonnage or less must hold approved seagoing service in the deck department of not less than 36 months.
- 5.2.1.4.2 For certification as master on vessels of less than 500 gross tonnage, the applicant must have approved seagoing service of not less than 12 months serving as an officer in charge of a navigational watch.
- 5.2.1.5 Officer in charge of an engineering watch in a manned engine-room or designated duty engineer in a periodically unmanned engine-room, III/1

Each applicant to be qualified to serve as an officer in charge of an engineering watch in a manned engine-room or designated duty engineer in a periodically unmanned engine-room must have approved seagoing service of not less than 12 months as a part of an approved training program which included onboard training that meets the requirements of section A-III/1 of the STCW Code and is documented in an approved training record book, or otherwise have completed combined workshop skills training and an approved seagoing service of not less than 36 months of which not less than 30 months shall be seagoing service in the engine department.

- 5.2.1.6 Chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more, III/2
- 5.2.1.6.1 Each applicant for second engineer officer on ships powered by main propulsion machinery of 3,000 kW or more, while qualified to serve as an officer in charge of an engineering watch, must provide evidence of having approved seagoing service in that capacity of not less than 12 months.
- 5.2.1.6.2 For certification as chief engineer officer on ships powered by main propulsion machinery of 3,000 kW or more, each applicant must provide evidence of sea service of not less than 36 months; however this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as second engineer officer.
- 5.2.1.7 Chief engineer officers and second engineer officers on ships powered by main propulsion machinery of between 750 and 3,000 kW propulsion power, III/3
- 5.2.1.7.1 Each applicant for second engineer officer on ships powered by main propulsion machinery of between 750 and 3,000 kW, while qualified to serve as an officer in charge of an engineering watch, must provide evidence of having approved seagoing service in that capacity of not less than 12 months.
- 5.2.1.7.2 For certification as chief engineer officer on ships powered by main propulsion machinery of between 750 and 3,000 kW, each applicant must provide evidence of sea service of not less than 36 months; however this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as second engineer officer.
- 5.2.1.8 Electro-technical officers, III/6

Each application for certification as electro technical officer must have completed not less than 6 months approved seagoing service as part of an approved training program combined with not less than 12 months' workshop skills training that meets the requirements of section A-III/6 of the STCW Code and is documented in an approved training record book. Otherwise, not less than 36

months of combined workshop skills training and approved seagoing service of which not less than 30 months shall be seagoing service in the engine department.

5.2.2 Age

No certificate shall be issued to any person under 18 years of age. A candidate shall be required to submit satisfactory proof of age by means of a passport, birth certificate, certificate of naturalization or other acceptable proof of birth date.

5.2.3 Citizenship

A candidate for any certificate may be of any nationality and need not be a citizen or resident of the Commonwealth of Dominica.

5.2.4 Physical Examination

Every candidate for a Certificate shall be required to submit satisfactory evidence of a physical examination completed within the 12 months immediately preceding application. The report of examination shall establish that the candidate is in good physical condition and in possession of all body faculties necessary to fulfill the requirements of the seafaring profession. The report and certificate of physical examination is to be completed either on the official Physical Examination Report/Certificate, Form CDMP-3033a. The report shall specifically indicate that the candidate was examined as to hearing, vision and general physical condition. The following minimum requirements shall apply:

- .1 Hearing - Every candidate must have hearing unimpaired for normal sounds and be capable of hearing a whispered voice in the better ear at 15 feet and in the poorer ear at five (5) feet.
- .2 Eyesight -Deck/ Navigational Officer - A candidate must have (either with or without glasses) at least 20/20 vision in one eye and at least 20/40 in the other. If the candidate wears glasses, he must have vision without glasses of at least 20/160 in both eyes. The candidate must also have normal color perception, and be capable of distinguishing the colors red, green, blue and yellow.

Engineer or Radio Officer - A candidate must have (either with or without glasses) at least 20/30 vision in one eye and at least 20/50 in the other. If the candidate wears glasses, he must have vision without glasses of at least 20/200 in both eyes. An engineer or radio officer candidate shall be examined only as to perception of the colors red, yellow and green.
- .3 Blood Pressure - A candidate's blood pressure must fall within a range average for his age.
- .4 Symptoms - A candidate exhibiting symptoms likely to indicate any of the following diseases or conditions shall be prima facie disqualified: epilepsy, acute mental illness or other lack of mental capacity or stability, tuberculosis, acute venereal disease or neurosyphilis, AIDS, abuse of alcohol and/or the use of narcotic substances whether or not prescribed by a physician.
- .5 Speech - A deck/navigational or radio officer candidate must have speech unimpaired for normal voice communication.

Willful concealment by a candidate of any medical history or mental or physical disability that might render him unfit for service shall be cause for the immediate revocation of any certificate that may

have been issued to him.

5.3 Standards of Competence for Deck and Engine Ratings

5.3.1 II/4 Rating Forming Part of a Navigational Watch

5.3.1.1 Every rating forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more shall be required to demonstrate the competence to perform the navigation function at the support level, as specified in column 1 of table A-II/4 of the STCW Convention.

5.3.1.2 The minimum knowledge, understanding and proficiency required of ratings forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more is listed in column 2 of table A-II/4 of the STCW Convention.

5.3.1.3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of the table A-II/4 of the STCW Convention. The reference to “practical test” in column 3 may include approved shore-based training in which the trainees undergo practical testing.

5.3.1.4 Where there are no tables of competence for the support level with respect to certain functions, it remains the responsibility of the Administration to determine the appropriate training, assessment and certification requirements to be applied to personnel designated to perform those functions at the support level.

5.3.2 II/5 Able seafarer deck

5.3.2.1 Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be required to demonstrate the competence to perform the functions at the support level as specified in column 1 of table A-II/5 of the STCW Convention.

5.3.2.2 The minimum knowledge, understanding and proficiency required of an able seafarer deck serving on a seagoing ship of 500 gross tonnage or more is listed in column 2 of table A-II/5 of the STCW Convention.

5.3.2.3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluation competence specified in columns 3 and 4 of table A-II/5 of the STCW Convention.

5.3.3 III/4 Rating forming part of an engineering watch

5.2.3.1 Every rating forming part of an engineering watch on a seagoing ship shall be required to demonstrate the competence to perform the mariner engineering function at the support level as specified in column 1 of table A-III/4 of the STCW Convention.

5.2.3.2 The minimum knowledge, understanding and proficiency required of ratings forming part of an engineering room watch is listed in column 2 of table III/4 of the STCW Convention.

- 5.2.3.3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/4 of the STCW Convention. The reference to “practical test” in column 3 may include approved shore-based training in which the students undergo practical testing.
- 5.2.3.4 Where there are no tables of competence for the support level with respect to certain functions, it remains the responsibility of the Administration to determine the appropriate training, assessment and certification requirements to be applied to personnel designated to perform those functions at the support level.
- 5.3.4 III/5 Able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room
- 5.3.4.1 Every able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate the competence to perform the functions at the support level, as specified in column 1 of table A-III/5 of the STCW Convention.
- 5.3.4.2 The minimum knowledge, understanding and proficiency required of an able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more is listed in column 2 of table A-III/5 of the STCW Convention.
- 5.3.4.3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table III/5 of the STCW Convention.
- 5.3.5 Electro-technical rating
- 5.3.5.1.1 Every electro technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate the competence to perform the functions at the support level as specified in column 1 of table A-III/7.
- 5.3.5.1.2 The minimum knowledge, understanding, and proficiency required of an electro-technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more is listed in column 2 of table A-III/7.
- 5.3.5.1.3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table III/7.
- 5.4 Requirements for Navigational Watch Certification and other Deck Department Ratings**
(Reference: STCW Regulations II/4 and II/5 and Sections A-II/4, 5)
- 5.4.1 Required Deck/Navigation Ratings
- “Able Seafarer Deck II/5,” “Ordinary Seafarer II/4,” “General Purpose-1 (GP-1),” and “General Purpose-2 (GP-2)” are required Deck/Navigational Ratings. All others are optional.

5.4.2 Seagoing service (sea time) Requirements

5.4.2.1 Able Seafarer – Deck, II/5 (ASD)

Each applicant, while qualified to serve as a rating forming part of a navigation watch, must provide evidence of having approved seagoing service in the deck department of 18 months. Six (6) months of this service may be replaced by successful completion of a training course approved by the Administration. The symbol “II/5” will appear after the designation to indicate that the seafarer’s function at the support level is that of a qualified Able Seafarer - Deck in accordance with STCW Regulation II/5.

5.4.2.2 Able Seafarer, MODU (ASM)

5.4.2.2.1 An applicant for ASM must provide evidence of three (3) years of service aboard MODUs in the capacity of roustabout or above, which is creditable for a certificate as Able Seafarer limited to MODUs.

5.4.2.2.2 While the Administration does not require a 12-hour workday, calendar year service is acceptable for MODU-limited certification if the applicant has worked 30 days on and 30 days off (or equivalent) and a 12-hour day.

5.4.2.2.3 Note: MODU certification permits service aboard any offshore drilling unit that is not considered to be a drillship underway, non-self propelled support barge, and non-self propelled floating load facility. MODU certification is not valid for service on board ships.

5.4.2.3 Rating forming part of a navigational watch, II/4 (RFPNW)

An applicant for RFPNW must provide evidence of possessing an STCW Regulation II/4 navigational watch-standing certificate and six (6) months of service in the deck department on ocean-going vessels, three (3) months of which must have been on vessels over 500 gross tons. Three (3) months of this service may be replaced by successful completion of a training course approved by the Administration. The symbol “II/4” will appear after the designation to indicate that the seafarer’s function at the support level is that of a qualified rating forming part of a Navigational Watch in accordance with STCW Regulation II/4.

5.4.2.4 Ordinary Seafarer, MODU (OSM)

5.4.2.4.1 An applicant for OSM must provide evidence of having six (6) months of service aboard MODUs as a roustabout or higher capacity, which is creditable for an endorsement as Ordinary Seafarer limited to MODUs.

5.4.2.4.2 While the Administration does not require a 12-hour workday, calendar year service is acceptable for MODU-limited certification if the applicant has worked 30 days on and 30 days off (or equivalent) and a 12-hour day.

5.4.2.4.3 Note: MODU certification permits service aboard any offshore drilling unit that is not considered to be a drillship underway, non-self propelled support barge, and non-self propelled floating load facility. MODU certification is not valid for service on board ships.

5.4.2.5 Bosun (BO)

An applicant for a BO SQC must qualify as an AS and provide evidence of three (3) years of service in the deck department on ocean-going vessels, two (2) years of which must have been on vessels over 500 gross tons. One (1) year of this service may be replaced by successful completion of a training course approved by the Administration. In addition, the applicant must show either three (3) months service as a BO, or a letter from the vessel operator or crew supplier stating appointment as BO. This is an optional certification.

5.4.2.6 GP-1

GP-1 certification will be issued to applicants who fulfill all the requirements for both “ASD” and “Able Seafarer – Engine III/4 (ASE).”

5.4.2.7 GP-2

GP-2 certification will be issued to applicants who fulfill all requirements for “OS” and “Able Seafarers - Engine III/4.”

5.4.2.8 Junior Ordinary Seafarer (JOS)

Anyone who qualifies as in 5.4.3 and 5.4.4 below may apply for this rating without any sea time. If application is made at the time of applying for an SIRB there is no charge for this rating. If application is submitted at a later date, then an issuance fee is due. This is an optional rating that is not required by regulation.

5.4.2.9 Deck Cadets

Anyone who qualifies as in paragraph 5.4.3 and 5.4.4 below may apply for an SIRB. Upon request they can be issued a JOS SQC as above in paragraph 5.4.2.8. No sea service is required. All cadets must have a letter of appointment to a Commonwealth of Dominica flagged vessel.

5.4.3 Age Requirements

An applicant for JOS, OS or Cadet must be at least 16 years of age. An applicant for Able Seafarer certification must be at least 18 years of age. An applicant for BO certification must be at least 21 years of age.

5.4.4 Physical Requirements

- .1 Applicants for ASD II/5, GP-1, GP-2, BO, OS II/4 and Cadet must meet the physical examination requirements as in paragraph 2.15.3 above.
- .2 A physical examination with the results noted on Form CDMP-3033a or equivalent must be completed within the 24 months immediately preceding application.

5.4.5 Endorsement Attesting Recognition of a National Certificate

An applicant who presents certification as ASD, ASE, GP-1, GP-2, OS, BO or equivalent, issued by a foreign government whose rating system is accepted by the Maritime Safety Committee

of the IMO, may be issued an equivalent endorsement attesting the recognition of that certificate provided there is compliance with the relevant provisions of sub-paragraphs 5.4.2, 5.4.3 and 5.4.4.

5.4.6 Revalidation Requirements

Ratings are not required to revalidate watch standing certification. However, all seafarers must have in their possession a “Fit for Duty” Physical Examination form completed by a physician within the past 24 months.

5.5 Requirements for Engine Room Watch Certification and other “Engine Room” Ratings. (Reference: STCW Regulations III/4 and III/5 and Sections A-III/4 and A-III/5)

5.5.1 Required Engine Room Watchstanding Ratings

“Oiler/Motor rating, III/4,” “Able Seafarer Engine, III/5,” “Fire/Watertender, III/4,” “GP-1” and “GP-2” are required engine room watchstanding ratings. Others are optional.

5.5.2 Seagoing Service (Sea Time) Requirements

5.5.2.1 Oiler/Motor Rating, III/4 (OM)

An applicant for OM must provide evidence of 12 months of service in the engine department of steam or motor vessels, six (6) months of which must have been on vessels of over 750 KW propulsion power. Six (6) months of the one (1) year of service may be replaced by successful completion of a training course approved by the Administration. The symbol “III/4” will appear after the designation to indicate that the seafarer’s function at the Support Level is that of a qualified rating forming part of an engine room watch in accordance with STCW Regulation III/4.

5.5.2.2 Fire/Watertender, III/4 (FWT)

An applicant for FWT must provide evidence of 12 months of engine room watchstanding service aboard steam powered vessels, six (6) months of which must have been on vessels of over 750 KW propulsion power is required. Six (6) months of the one (1) year of service may be replaced by successful completion of a training course approved by the Administration.

5.5.2.3 Able Seafarer Engine, III/5 (ASE)

An applicant for ASE must provide evidence of approved seagoing service in the engine department of 12 months while being qualified to serve as a rating forming part of a watch in a manned engine room or designated to perform duties in a periodically unmanned engine room. Six (6) months of this service may be replaced by successful completion of a training course approved by the Administration. The symbol “III/5” will appear after the designation to indicate that the seafarer’s function at the support level is that of a qualified Able Seafarer – Engine in accordance with STCW Regulation III/5.

5.5.2.4 General Purpose 1 (GP-1)

GP-1 certification will be issued to applicants who fulfill all the requirements for both “ASD” and “ASE.”

5.5.2.5 General Purpose 2 (GP-2)

GP-2 certification will be issued to applicants who fulfill all requirements for “OS” and “Engine Rating III/4.” A total of nine (9) months sea service as a “General Purpose- Trainee” may be substituted for the combined sea service required for “OS” and “Engine Rating III/4.”

5.5.2.6 Oiler/Motor rating, MODU (OMM)

5.5.2.6.1 An applicant for OMM must provide evidence of 12 months of service aboard MODUs in an engineering capacity, which is creditable for certification as an Oiler/Motor rating, limited to MODUs. Six (6) months of this service may be replaced by successful completion of a training course approved by the Administration.

5.5.2.6.2 While the Administration does not require a 12-hour workday, calendar year service is acceptable for MODU certification if the applicant has worked 30 days on and 30 days off (or equivalent) and a 12-hour day.

5.5.2.6.3 Note: MODU certification permits service aboard any offshore drilling unit that is not considered to be a drillship underway, non-self propelled support barge, and non-self propelled floating load facility. MODU certification is not valid for service on board ships.

5.5.2.7 Pump Technician (PM)

This is an optional rating. Applicants must meet the same service and other requirements as those for a rating forming part of a deck or engine watch (II/4 or III/4) in order to be so certificated. Additionally, 12 months of service aboard tank vessels is required. Three (3) months of this service may be replaced by the successful completion of a training course approved by the Administration. Any limitations indicated on the applicant’s national certificate (either navigation or engineering) will apply to their SQC.

5.5.2.8 Fitter (FTR)

This is an optional rating. Applicants must meet the same service and other requirements as those for a rating forming part of a deck or engine watch (II/4 or III/4) in order to be so certificated. Additionally, the applicant must have at least 12 months of experience as an ASD, ASE, FTR, Welder or Fitter Trainee. Any limitations indicated on the applicant’s national certificate (either navigation or engineering) will apply to their SQC.

5.5.2.9 Electro - Technical Rating, III/7 (ETR)

This is an optional rating and is not equivalent to a watch standing rating.

.1 Complete 12 months of approved sea going service in the engine department of steam or motor vessels. Six (6) months of this service may be replaced by successful completion of a training course approved by the Administration; and

- .2 Must have completed approved education and training and meet the standards of competence specified in section A-III/7 of the STCW Code.

The symbol “III/7” will appear after the designation to indicate that the seafarer’s function at the Support Level is that of a rating qualified in accordance with STCW Regulation III/7.

5.5.2.10 Wiper

Anyone who qualifies as in 5.9.3 and 5.9.4 below may apply for this rating without any sea time. If application is made at the time of applying for an SIB there is no charge for this rating. If application for WIP is submitted at a later date, then an issuance fee is due. This is an optional rating that is not required by regulation.

5.5.2.11 Engine Cadets

Anyone who qualifies as in 5.5.3 and 5.5.4 below may apply for an SIB. Upon request they can be issue a WIP SQC as above in 5.8.10. No sea service is required. All cadets must have a letter of appointment to a Commonwealth of Dominica flagged vessel.

5.5.3 Age Requirements

Applicants must be at least 17 years of age, except for applicants for WIP and cadet certification who must be 16 years of age.

5.5.4 Physical Requirements

Applicant must meet the physical examination in paragraph 2.15.3. Examination should be completed within the 24 months immediately preceding application with the results noted on a Physical Examination Report/Certificate Form CDMP-3033a.

5.5.5 Endorsement Attesting Recognition of a National Certificate

An applicant who presents certification as OM, FWT, GP-1, GP-2, PM, Electrician, or equivalent, issued by a foreign government whose rating system is accepted by the Maritime Safety Committee of the IMO and the Administration, may be issued an equivalent endorsement attesting the recognition of that certificate provided there is compliance with the relevant provisions of paragraphs 5.9.5, 5.9.6 and 5.9.

5.5.6 Revalidation Requirements

Ratings are not required to revalidate watch standing certification. However, all seafarer’s must always possess a “Fit for Duty” Physical Examination form completed by a physician within the past two (2) years.

5.6 Certification for “Basic Training”

Refer to sub-paragraph 4.1.3 above under requirements for the issuance of a Seafarers’ Identification and Record Book.

5.7 Special Qualifications Certificate

5.7.1 Persons Eligible

.1 Watchstanders

Certain ratings forming part of the navigational or engineering watches, and all officers and ratings participating in cargo loading or discharge operations aboard oil tankers, chemical tankers or liquefied gas tankers, must meet the requirements of paragraph 5.0 above and be certificated by the Administration as qualified to serve in such capacities. (Reference: STCW Regulation V)

.2 Valid Certification

An applicant who provides proof of a current and valid certificate issued by a foreign government, whose system of evaluation of education, training, examination, competency assessment and certification policies are acceptable to the Maritime Safety Committee of the IMO and the Administration, may be eligible for an equivalent Commonwealth of Dominica Special Qualification Certificate.

5.7.2 Date of Expiry of Special Qualification Certificates

- .1** Ratings will be issued SQCs with no date of expiry. Most officers' SQCs will be issued with dates of expiry.
- .2** Certification based on evaluation by examination, training certificates, or renewal requiring an expiry date will only be valid for five (5) years.
- .3** Initial endorsement certification based on "equivalency" requiring an expiry date will be valid only for the period of validity remaining on the equivalent (base) certificate. Upon expiry, standard revalidation requirements will be followed. (See sub-paragraph 5.4.6, "Revalidation Requirements.")

5.7.3 Record

SQCs are issued by the Administration for entry in the Commonwealth of Dominica SIB.

5.8 Familiarization Training

5.8.1 Requirement

All persons employed or engaged aboard Commonwealth of Dominica flagged seagoing vessels shall receive "Familiarization Training." This training shall be the responsibility of and be accomplished by the ship owner/operator in accordance with the guidelines in STCW Regulations VI/1 and VI/6, and Sections A-VI/1 and A-VI/6. It is the intent that the training be completed after a seafarer is assigned to a vessel and prior to the seafarer assuming routine duties aboard that vessel.

5.8.2 Certification

Since familiarization training is primarily intended to be vessel specific, no certificate will be issued to the seafarer by the Administration attesting to the completion of this training. The training shall be documented by shipboard log entry or other acceptable written verification available for review by proper authorities and ISM Code auditors.

5.9 Certification for “Tanker Qualification”

(Reference: STCW Reg. V/1, Code Section A-V/1-1 & Section A-V/1-2)

5.9.1 General Requirements

Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on oil or chemical tankers shall hold a certificate in basic training for oil *and* chemical tanker cargo operations. Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on liquefied gas tankers shall hold a certificate in basic training for liquefied gas tanker cargo operations.

5.9.2 Levels of Responsibility

Tanker qualifications are issued at one of three (3) functional “levels of responsibility”:

.1 Management Level

For senior officers serving as Master, Chief Mate (First Officer), Chief Engineer, and First Assistant Engineer (Second Engineer Officer);

.2 Operational Level

For other certificated officers, serving under the direction of an officer at the management level;

.3 Support Level

For ratings (capacities), uncertificated crew performing cargo transfer tasks under the direction of an individual serving in the operational or management level.

5.9.3 Types of Tanker Qualification Certification

.1 Tanker Qualification (Oil and Chemical)

This certification will be issued to seafarers with cargo handling duties aboard vessels carrying petroleum products in bulk, and/or liquid chemicals in bulk, that cannot be considered liquefied gases.

.2 Tanker Qualification (Liquefied Gas)

This certification will be issued to seafarers with cargo handling duties aboard liquefied gas carrying vessels.

Note: Officer SQCs for this certification will have an expiration date and must be revalidated.

SQCs issued to ratings for this certification will not have an expiration date. They are required to be renewed when the SIB is renewed.

5.9.4 General Requirements for All Tanker Qualification Certificates

.1 Physical Examination Report

All applications must include a copy of a physical examination conducted within the previous 24 months. Results of such examination must be noted on Physical Examination Report/Certificate Form CDMP-3033a/b or acceptable equivalent. Deck/Navigational Officers must meet the physical standards for Deck/Navigational Officers' certificates of competency. All others must meet physical standards for engineer officers.

.2 Specialized Training

Senior officers and any person with immediate responsibility for loading, discharging, care in transit, handling cargo, or cargo handling equipment shall hold a certificate in advanced training relating to specific duties aboard oil/chemical tankers or liquefied gas carriers as appropriate to the certification sought. A copy of an appropriate training course certificate must be included with the application.

5.9.5 Sea Service Requirements for Tanker Qualification SQCs

.1 Senior Officers

Masters, Chief Mates (First Officers), Chief Engineers, and First Assistant Engineers (Second Engineer Officers) seeking certification at the Management Level, must provide evidence of at least three (3) months of service in the past five (5) years aboard the same type of tank vessel to which they are being assigned or present an endorsement from their National Administration of a management level tanker qualification for the same type tanker. If the other requirements are met and the tank vessel sea time requirement is not met, the certificate will be issued at the Operational Level.

.2 Junior Officers

OICNW (Second Mates), OICNW (Third Mates), OICEW (Second Assistant Engineers or Third Engineer Officers), or OICEW (Third Assistant Engineers or Fourth Engineer Officers) seeking certification at the Operational Level, must provide evidence of familiarization training and at least three (3) months sea service aboard the type of tanker upon which they will serve within the past five (5) years. If all other requirements are met but the tank vessel sea time requirement is not met, the certificate will be issued at the Support Level. An operational level SQC will also be issued upon providing evidence the officer has completed the specialized tanker training as defined in sub-paragraph 5.9.5.1 above for the type of tanker to which he/she will be assigned.

.3 Ratings

Applicants are required to have a minimum of three (3) months service aboard the type of tanker upon which they will serve, or approved tanker familiarization training for that type of

tanker. Applicants with sea service only, must be capable of meeting the standard of competence outlined in Section A-V/1-1, paragraph 1 of the STCW Code. Both the sea service and the training shall be appropriate to the type of certification sought.

5.9.6 SQCs Based on Nationally Issued Endorsements and Certificates

An applicant for junior officer who presents a “Tanker Qualification” certificate or endorsement issued by the administration that issued the officer’s COC may be issued an SQC provided sufficient evidence is presented to confirm the required conditions in 5.9.5 above are met. An applicant for senior officer who presents a management level tanker qualification endorsement or specialized tanker training certificate issued by the administration that issued the officer’s COC may be issued a management level SQC for that type of tanker.

5.9.7 Revalidation Requirements (Reference: STCW Reg. I/11)

.1 Officers

Certificated Deck/Navigation and Engineer Officers are required to renew their Management and Operational Level “Tanker Qualification” certification at five (5) year intervals. Applicants must show one (1) year (Management Level) or three (3) months (Operational Level) of sea service in the past five (5) years aboard the type of tank vessel appropriate to the certification.

.2 Equivalent Service

In lieu of the required sea service, the applicant may qualify by completing an approved refresher or updating training course appropriate to the certification sought. Such course should include instruction in the changes in relevant regulations concerning safety of life at sea and the protection of the marine environment. Applicant may also qualify having completed approved seagoing service, performing functions appropriate to the certificate held for a period of not less than three (3) months in a supernumerary capacity, or in a lower officer rank than that for which the certificate is valid. Equivalent service may be accepted on a case-by-case basis.

5.10 **Mandatory Minimum Security-Related Training**

5.10.1 STCW Regulation VI/6

.1 Familiarization training

All persons employed or engaged on board a Commonwealth of Dominica seagoing vessel that is required to comply with the provisions of the ISPS Code on the business of that ship shall receive approved security-related familiarization training as set out in STCW Section A-VI/6. It is the intent that the training be completed after a seafarer is assigned to a vessel and prior to the seafarer assuming routine duties aboard that vessel. Security related familiarization training shall be conducted by the SSO or an equally qualified person.

.2 Security awareness training

Seafarers who are assigned Commonwealth of Dominica vessels must be trained in security awareness as set forth in STCW Section A-VI/6.

.3 Designated security duties

Seafarers designated to perform security duties, including anti-piracy and anti-armed robbery, shall meet the standards of training set forth in STCW Section A-VI/6, paragraphs 6 to 8.

5.10.2 Certification for Security Awareness Training and Training for Seafarers with Designated Security Duties

Effective as from 1 January 2014, the Administration will require the following as evidence a seafarer has been appropriately trained for security awareness:

- .1 A training certificate for security awareness from a facility whose course is approved by the Maritime Administration of a nation that is on the IMO white list as compliant with the provisions of STCW; or
- .2 A training certificate for Ship Security Officer or training for those with designated security duties from a facility whose course is approved by the Maritime Administrator of a nation that is on the IMO white list as compliant with the provisions of STCW; or
- .3 A letter on the letterhead of a vessel operator (does not have to be of Commonwealth of Dominica vessels) that the named seafarer served on board a vessel that had an approved and active SSP during the seafarer's assignment. The sea service must accrue to a minimum total of six (6) months. The letter must, at a minimum, state the name of the seafarer, assigned capacity, time of service on board, vessel name, IMO number, that he/she had received ship board security familiarization training, and that the vessel's SSP was approved and active during this time.

For those who have designated security duties, he/she should provide documentary evidence similar to the above. A letter should also state his/her stated capacity to perform specific duties on board related to the SSP and what those duties were.

5.11 Certification for "Cook"

5.11.1 General Requirements (in accordance with the Maritime Labour Convention, 2006 (MLC, 2006))

- .1 MLC, 2006 (Ref. Standard A3.2 & Guideline B3.2)

Seafarers who are engaged as ships' cooks must be trained, qualified and found competent for the position.

- .2 Age and Sea Time

Applicants must be not less than 18 years of age and have served at sea for minimum period as prescribed by the Administration taking into account existing relevant qualifications and/or experience.

.3 Medical

Applicants must be certified by the medical examiner to be free of communicable diseases.

.4 Training

Applicants must 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.

5.11.2 Certificate

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.

5.11.3 Documentation of Qualifications

SQCs issued by the Administration to certify these qualifications will be optional. However, possession of the Cook SCQ will be prima facie evidence of compliance with the requirements set forth in MLC, 2006. Vessels are required to have on board documentation attesting to the satisfactory training and qualifications of the Cook or Cooks serving on board.

5.12 **Certification for Personnel assigned to vessels subject to the IGF Code**

Training and certification requirements for personnel assigned to vessels subject to the IGF Code is outlined in STCW Regulation V/3. The training requirements are at two levels, basic and advanced. SQCs for these personnel are required as follows:

- .1 The basic level of training is required for all seafarers responsible for designated safety duties associated with the care, use, or in emergency response to the fuel on board the ships. To qualify for this certificate the seafarer must:
 - .1 have completed approved basic training for service on ships subject to the IGF Code in accordance with STCW Section A-V/3 paragraph 1; or
 - .2 be certificated in accordance with CDP-300, paragraphs 5.9.1 and 5.9.3.2
- .2 The advanced level of training is required for Masters, engineering officers or any other person who has immediate responsibility for the care and use of fuels and fuel systems. To qualify for this certificate the seafarer must:
 - .1 possess the basic certificate in 5.12.1 above; and
 - .2 either complete an approved advanced training program for service on ships subject to the IGF Code in accordance with STCW Section A-V/3 paragraph 2; and
 - .3 complete at least one month of approved seagoing service that includes a minimum of three (3) bunkering operations on board ships subject to the IGF Code. Two (2) of the three (3) bunkering operations may be replaced by approved simulator training on bunkering operations; or

- .4 be certificated in accordance with CDP-300, paragraphs 5.9.1 and 5.9.3.2 plus the requirements of 5.12.1 and 5.12.2.3 and completed at least three (3) months of sea service in the previous 5 years on board ships that are subject to the IGF Code, carry as cargo fuels covered by the IGF Code, or ships that use low flashpoint fuel as fuel.

5.13 **Polar Code**

5.13.1 Training of Officers

As of 01 July 2018, Masters, Chief Mates, and Officers in Charge of a Navigational Watch (OICNW) on board ships operating in polar waters that are required to possess a Polar Ship Certificate and Polar Water Operational Manual (PWOM) must be qualified in accordance with STCW Convention Regulation V/4 and meet the standard of competence for training found in the STCW Code Section A-V/4 and Tables A-V/4-1 and A-V/4-2 for the ships and ice conditions described in part I-A of Chapter 12 of the Polar Code. Every crew member must be familiarized with the procedures and equipment contained or referenced in the PWOM that are relevant to their assigned duties.

5.13.2 Requirements for Qualification

- .1 Transition Period for officers who commenced their careers prior to 01 July 2018:

Evidence for qualifications in polar water navigation during the transition period must be provided in accordance with the STCW Convention Regulation V/4, paragraphs 6 and 7 as follows:

- .1 BASIC TRAINING:

Until 01 July 2020 officers who commenced approved seagoing service in polar waters prior to 01 July 2018 shall provide evidence of their qualifications for basic training for ships operating in polar waters by submitting the following requirements:

- .1 Completion of at least three (3) months of approved sea service on board ships operating in polar waters during the preceding 5 years; or
- .2 Three (3) months of equivalent approved seagoing service during the preceding 5 years; or
- .3 Successful completion of a training course that meets the requirements in the STCW Code Section B-V/g.

- .2 ADVANCED TRAINING:

Until 01 July 2020 seafarers who commenced approved seagoing service in polar waters prior to 01 July 2018 shall provide evidence of their qualifications for advanced training for ships operating in polar waters by submitting the following requirements:

- .1 Completion of at least three (3) months of approved sea service in a management level on board ships operating in polar waters during the preceding 5 years; or

- .2 Three (3) months of equivalent approved seagoing service during the preceding 5 years; or
- .3 Successful completion of a training course that meets the requirements in the STCW Code section B-V/g and have two (2) months of approved seagoing or equivalent approved seagoing service in the preceding 5 years.

.2 Requirements after 01 July 2018:

Evidence for qualifications in polar water navigation from 01 July 2018 onward must be provided in accordance with the STCW Convention Regulation V/4, and STCW Code Section A-V/4, and Tables A-V/4-1 and A-V/4-2 as follows:

- .1 Masters, Chief Mates, and OICNWs on watch on ships operating in polar waters shall hold a certificate in basic training for ships operating in polar waters that meets the standard of competence specified in Section A-V/4, paragraph 1 of the STCW Code;
- .2 Masters and Chief Mates on ships operating shall hold a certificate in advanced training for ships operating in polar waters and have:
 - .1 the certificate required in (1) above; and
 - .2 at least 2 months of approved sea service in the deck department at the management level, or while performing watchstanding duties at the operational level within polar waters; or
 - .3 equivalent approved service; and
 - .4 completed approved advanced training for ships operating in polar waters that meets the standard of competence specified in the STCW Code Section A-V/4, paragraph 2.

5.13.3 Certification Masters, Chief Mates, and OICNWs who have been evaluated as qualified shall receive a notation on their Certificate of Competence that qualifies them for Polar Water service. A separate certificate will not be issued.

6.0 CERTIFICATION BASED ON TRAINING CERTIFICATES

6.1 General Policy

The general policy on the acceptance of Training or SQCs for the issuance of Commonwealth of Dominica certificates is:

6.1.1 Maritime Training Centers

STCW Certificates of Completion issued by maritime training centers will only be accepted by the Administration if the course or program is monitored by a Quality Standards System acceptable to the Administration or is certified by a national government “Reported” by the Maritime Safety Committee of the IMO as giving full force and effect to the Convention.

6.1.2 Administrations

- .1 Certificates of Training or Special Qualification issued by administrations approved by the IMO will be accepted by the Administration for the issuance of equivalent Commonwealth of Dominica certificates. Such certificates which carry an expiry date will be issued only for the time period of the original certificate upon which the Commonwealth of Dominica equivalent is based.
- .2 An administration must be on the Maritime Safety Committee Report of the IMO to be acceptable for the issuance of equivalent Commonwealth of Dominica STCW certification. An Undertaking with the Administration must also be acknowledged.
- .3 In the case of ships' cooks, the Administration will recognize, where appropriate, certificates of qualification issued by other Member States which have ratified the MLC,2006 or the Certification of Ships' Cooks Convention, 1946 (ILO no. 69), or other approved body.