

## Fair Work Commission

*Fair Work Act 2009*

s.156 4 yearly review of modern awards

**AM 2016/5**

### **Seagoing Industry Award 2010**

#### **WITNESS STATEMENT OF HENNING CHRISTIANSEN**

I, Henning Christiansen, of 52 Buckingham Street Surry Hills, in the State of New South Wales, make the following Statement:

1. I am the Director of Professional Development at the Australian Institute of Marine & Power Engineers ('AIMPE' or 'the Institute'). I have 41 years' experience in the Maritime Industry, having commenced as a BHP Trainee Marine Engineer in 1975 and working as a marine engineer both internationally and on the Australian coast. In 1984 I was elected as Secretary of the Newcastle Branch of the AIMPE and shortly thereafter became a member of the Federal Executive. In late 1985 I commenced working on a trial basis from our Federal office taking over the carriage of all industrial matters when our Federal Industrial Officer resigned. Then in 1986 I was appointed to the newly created position of Federal Secretary and had charge of the negotiation of awards and agreements. In time my role grew to include lobbying of government and regulators in relation to certification and other regulatory and professional matters. I continued as Federal Secretary until I stepped aside from that role in November 2014 to take partial retirement in a part-time role continuing the professional/ training/certification tasks I had progressively become more interested in as the years went by.
2. I am aware of the proposed variation to **Part A [Australian Ships]** of the *Seagoing Industry Award 2010* for the inclusion of Electrician/Electro Technical Officer made by AIMPE.
3. I have read the submission of CSL Australia Pty Ltd in respect of the proposed Electrician/Electro Technical Officer Classifications. I consider their proposal that a 'benchmarking' exercise is necessary in order to properly establish appropriate salary relativities ignores the extensive history of the Electrician/Electrical Engineer classification across the trading-ships sector of the Australian maritime industry as well as the similar history across the offshore oil & gas sector and dredge sector in which universally the Electrician/Electrical Engineer classification is on par, if not

above par, compared with Second Engineer Officer and Second (i.e. deck) Officer salaries.

4. **In my opinion the AIMPE application to insert in Part A [Australian Ships] of the Seagoing Award the classification of Electrician or Electro Technical Officer is not an application to insert a new classification for which there is no reference point or history.**

**Rather it is an application to re-insert a classification wrongly removed from some predecessor awards. It is an application to correct the error made in creation of the original modern award(s) which wrongly omitted an existing classification with continuous history and continuous existing positions going back to the Maritime Industry Seagoing Award of the 1980's.**

In particular see paragraph 11 below dealing with history of the Electrician/Electrical Engineer classification in the trading-ships sector.

5. Except for tugboats and other port-based operations where electrical contractors are easily sourced within the port, the classification of 'Electrician', 'Marine Electrician' or 'Electrical Engineer' [all representing the same thing...a person holding 'Electrical Fitter' Trade or equivalent] has existed for decades across these major sectors of the Australian maritime industry:-

- a. Seagoing trading ships; and
- b. Offshore oil & gas vessels; and
- c. Commercial Dredging

In all three of these sectors the Electrician/Electrical Engineer position has existed continuously and still exists today. However, in respect of the Awards at that time covering Seagoing trading ships the classification was, for political reasons explained in paragraph 11 below, removed from some of the Awards which were predecessors to the current Seagoing Award.

However it continued to exist in research vessels covered by the current Seagoing Award and whilst not specified in the current Seagoing Award the fact is that on passenger ships covered by this Award the classification continued to exist without pause.

6. **Accordingly the classification of 'Electrician' or 'Electrical Engineer' is NOT a new classification to be inserted in Part A [Australian Ships] of the Seagoing Award, but an existing classification with an existing salary relativity.**

7. In the Australian maritime industry the title for the Classification that I (on AIMPE's behalf) preferred to designate as "Electrical Engineer", and that most others [until over the years I gained some success in my re-badging campaign] simply called 'Electrician', has varied over the years:-

- a. Electrician;
- b. Marine Electrician;
- c. Electrical Engineer ( this was not ever to be confused with the holder of a *Electrical Engineer Diploma/Degree*, rather it was a terminology

AIMPE used and preferred others to use when describing ship's Electricians because we wanted to strengthen the association of the Electrician as being part of the engineering team, responsible directly to the Chief Engineer and absorbing the strong work-ethic that AIMPE fosters in its members.)

- d. Rig Electrician
- e. In-Lec (i.e. Instrument Electrician)

Except for the last two (whose presence is limited to the offshore oil & gas sector and whose history is dealt with at paragraph 12 ) **the qualification required for the above position, however titled, has always been the same: possession of an Electrical Trade issued or recognised by one of the Australian States** (originally 'Electrical Fitter' in most States but the names of Trades in each State has altered much since then).

7.1 Through the (then) new process of Enterprise Agreement Agreement ('EBA') negotiations which emerged in the 1990's I undertook a campaign to re-badge 'Electricians' as 'Electrical Engineers'.

The passenger ships in the Melbourne to Tasmania trade were the only vessels under the Seagoing Award (apart from Research Vessels) to continue to carry Electricians/Electrical Engineers with ASP SHIP MANAGEMENT as employer. As an example (that I have ready access to in computerised records ) the "ASP SHIP MANAGEMENT ENGINEER OFFICERS ENTERPRISE AGREEMENT 1998" refers:-

### 3. DEFINITIONS

|  |  |
|--|--|
| "AIMPE"                                  | means The Australian Institute of Marine and Power Engineers ( "the union" )   |
| "ASPSM"                                  | means ASP Ship Management Pty Ltd ("the company" )   |
| "Commission"                             | has the same meaning as in the Workplace Relations Act 1996 (as amended from time to time), "the Act".   |
| "competent performance salary rate"      | means level 2 of the salary scales.  |
| "graded rate"                            | means the salary (inclusive of relevant service step) for the rank to which the employee has been confirmed. For Chief Engineers and First Engineers the "graded" rate includes the Tanker differential and <u>for Electricians on a Passenger vessel</u> includes the Spirit of Tasmania differential. For all other Engineer Officers the "graded" rate would be the dry cargo salary rate.  |
| "day"                                    | means the 24 hours from midnight to midnight.  |
| "employee"                               | means a person, eligible to be a member of the AIMPE, employed by ASPSM and, for the purposes of clause 17 only, includes a Cadet or Tradesperson who is undertaking training to become a marine engineer.   |
| "home port"                              | means the port at which the employee is originally engaged or the port mutually agreed upon between the master of the vessel and the employee concerned and inserted in the vessel's articles of Agreement. In the event of any disagreement it shall be the port determined by the Commission. In the event of a vessel changing articles an employee shall have the right to retain his/her original home port as his/her home port in the new articles. |
| "MISA"                                   | means the Maritime Industry Seagoing Award 1998  |
| "officer"                                | means a person engaged or employed by the company in the classification or capacity of Chief Engineer Officer, Engineer Officer, <u>Electrical Engineer Officer</u> .  |
| "salary"                                 | means annual salary.   |
| "superior performance salary rate"       | means level 3 of the salary scales.  |
| "tanker differential"                    | means the difference between the Dry Cargo and Tanker salary rates.  |
| "unsatisfactory performance salary rate" | means level 1 of the salary scales.  |
| "vessel"                                 | means any Australian registered and / or Australian manned vessel within the ASPSM fleet.  |

See entirety of clause 3 above: my underlining.

Note that even in the Definitions the company and I have interchangeably used BOTH titles when speaking about the same position.

Below, see a true copy of the entirety of clause 4 APPLICATION however I have added the underlining:-

**4 . APPLICATION:**

This agreement is made between the AIMPE and ASPSM and covers the Chief Engineer Officers, Engineer Officers and Electrical Engineer Officers who are, or are eligible to be, members of AIMPE and employed by ASPSM on vessels manned, managed or operated by ASPSM pursuant to the provisions of MISA.

Classifications and salaries in the 1998 ASPSM EBA can be readily discerned at clause 12.17 SALARY SCALES as set out below:

**12.17.1 Effective August 1, 1998**

|                    | Dry Cargo | Passenger | Tanker  |
|--------------------|-----------|-----------|---------|
| Chief Engineer     | 91,195    | 96,667    | 103,143 |
| First Engineer     | 74,573    | 79,048    | 85,597  |
| First Electrician  | 70,099    | 74,305    | 81,123  |
| Second Engineer    | 66,679    | 70,680    | 78,236  |
| Second Electrician | 66,679    | 70,680    | 78,236  |
| Third Engineer     | 61,294    | 64,972    | 71,526  |

**There is no separate salary for ‘Electrical Engineer’ as opposed to ‘Electrician’ : whilst the language of this EBA speaks interchangeably about ‘Electrician’ and ‘Electrical Engineer’ it is clear they are one and the same thing.**

7.2 There is only one exception, and it really does not relate to the classifications used in the Australian maritime industry at all. Rather, it relates to designations used on Foreign Ships.

Several years ago when faced with rulings that the Seagoing Award was enforceable upon Foreign-Flagged ships for the period that they might operate on the Australian coast (as part of round-the-world trading) Canadian Steamships Ltd (‘CSL’) made application to amend the Seagoing Award to include a new ‘Part B’ whose application was limited to foreign ships.

CSL had made arrangements with the Maritime Union of Australia (‘MUA’) to operate a number of such foreign vessels with MUA ratings and with Ukrainian or Filipino deck officers and engineer officers. They applied to those ships the

principles they had first adopted on the MV Iron Chieftain and the MV ANL Bass Trader, the first 2 vessels they operated with Australian ratings but without Australian deck and engineer officers. Their method was to employ less Engineers/Electricians and instead employed a Fitter and an Electrician and (in a total denial of the entire history of Electricians as Officers within the Australian context) CSL offered the MUA coverage of the Fitter and an Electrician and dropped their salary to be in the same vicinity as the MUA's 'Chief Integrated Rating'.

AIMPE could have little or no influence on the content of the new 'Part B' of the Seagoing Award, as it dealt with foreign ships and foreign crews who were not members of AIMPE.

**Accordingly CSL succeeded, but only insofar as foreign ships under Part B are concerned, in creating an artificial distinction between the 'Electrician' that they wanted to hold down to a Rating-level salary and the Electrician for whom they would designate an Officer and adopt the AIMPE-preferred terminology of 'Electrical Engineer' and pay a salary the same as for the Second Engineer and Second Officer.**

**However I understand that Electricians under both designations held the same Trade qualification, and the only difference between the two categories of Electrician is that the MUA-Electrician became absorbed in the work-avoidance culture of the MUA whilst the Electrician designated as an officer and given the title 'Electrical Engineer' escaped the MUA culture and accepted personal accountability and responsibility.**

7.3 In my opinion the Commission should pay little regard for the submissions of CSL proposing benchmarking with metal trades ashore.

- a. Firstly in terms of academic or trade training there is no similarity at all: the Integrated Rating attends classes but there is no knowledge component tested by any form of examination...to the best of my knowledge no trainee Integrated Rating has ever been 'failed' in any subject matter whatsoever.

The maritime training package units for 'Integrated Ratings' do not adopt/teach any metals-industry trade training modules. Nor do they teach the trade-training components within the marine engineer training units of competency.

- b. Secondly, a more fitting 'benchmarking' of 'Integrated Ratings' would be the Trades-Assistant from the metal industry, a role that supports/assists the Tradesperson who is actually the one who performs the work. This contention is supported by the provisions of the STCW Convention which describes the role and function of Ratings to ASSIST operations and

ASSIST maintenance procedures to be performed by competent officers. The STCW Convention formalises this by describing the functions at different Levels as follows:-

- Engineers holding a Class 1 or Class 2 *Certificate of Competency* perform operations and maintenance at MANAGEMENT LEVEL; and
- Engineers holding a WatchKeeper *Certificate of Competency* perform operations and maintenance at OPERATIONAL LEVEL; and
- Ratings holding an Engine-Rating or Deck-Rating *Certificate of Proficiency* assist in the performance of operations and maintenance at the SUPPORT LEVEL.

c. Thirdly, CSL's reference to previous Commission proceedings in which the industry supported the concept of a link between an 'Integrated Rating' as somehow equivalent to a tradesperson ashore came at a time when we were all still hoping to get the MUA's members to live up to the ambitious promises of an 'Integrated Rating' who was supposed to work both on deck and in the engineroom and increase their diligence and hours of work to align with those of deck and engineer officers. Unfortunately those promises were never delivered.

In almost all cases the previous 'Greasers' [engine-Ratings with considerable experience and dedication to working alongside Engineers] took redundancy leaving us with the already work-shy deck-Ratings who retrained as 'Integrated Ratings' but do not want to enter the engineroom and most refuse to work even half the daily hours of an officer.

d. However it is easy to see why CSL would make such a submission, for the purpose of generating an outcome for Australian ships under Part A of the Seagoing Award to align with the political decision CSL took on Foreign ships under Part B to re-classify Electricians and Fitters as non-officer classifications so that they could offer the MUA coverage of those positions.

To do this CSL needed to pay a salary no greater than that of the MUA's Chief Integrated Rating.

**CSL could get away with this on Foreign Ships because the STCW Convention contemplates electrical work being done both at the OPERATIONAL LEVEL by an Electro Technical Officer and at the SUPPORT LEVEL by an Electro Technical Rating.**

**However Australia did not endorse/adopt the Electro Technical Rating thus no such non-officer position can exist on an Australian ship.**

This is further explored at paragraph 14

- e. The CSL submission to reduce the Electrician/Electrical Engineer salary in Part A [Australian Ships] of the Seagoing Award from its traditional relativity to the Second Engineer Officer and the Second Mate/Second Officer is self-serving and has two major problems:-
  - i. It is unwarranted given the extensive salary history of the already existing Electrician/Electrical Engineer classification under Part A [Australian Ships] of the Seagoing Award, and the history of the already existing Electrician/Electrical Engineer classification in the other Australian maritime Awards; and
  - ii. **In respect of Australian ships Marine Orders 72 and 73 provide that the performance of electrical work is NOT at the Rating/SUPPORT LEVEL but only at the Officer/OPERATIONAL LEVEL. Thus any position on an Australian ship as Electrician [now Electro Technical Officer] cannot be a Rating position.**

This is further explored at paragraph 14

- 8. In all other sectors of the maritime industry the existence of this Electrician/Electrical Engineer classification, and its existing network of salary relativities, is not controversial.

The classification exists and has a salary relativity to the Second Engineer and Second Officer, although in some instances the Electrician is actually paid more than that minimum relativity (see paragraphs below dealing with the history of Electrician in each sector).

- 9. AIMPE can provide copies of each relevant Award if required, however I have had prepared a table showing in each case the 'Electrical Engineer'/'Electrician' Classifications and their salary Relativities in those other sectors as applies in 2016. The table is attached and marked "HC 1".

9.1 Part A of the Seagoing *Industry Award 2010* deals with classifications and salaries for Australian trading ships.

HC 1 demonstrates that in the Research Vessels schedule of Part A of the Seagoing *Industry Award 2010* at clause 13.1(g) **the classification of Electrical Engineer (i.e. Electrician) already exists in this award.**

**It also demonstrates the existing salary relativity of the 'Electrical Engineer'/'Electrician'** being the same salary-level as Second Mate and Second Engineer.

9.2 HC 1 also demonstrates that the current *Seagoing Industry Award 2010* at **Part B [Foreign Ships]** contains a classification of Electrical Engineer at the same salary-level as Second Mate and Second Engineer.

9.3 For the reasons set out in paragraph 7.2 above, HC 1 shows that the current *Seagoing Industry Award 2010* at **Part B [Foreign Ships]** also contains a non-officer classification of Electrician whose salary is set at a similar level as the MUA's Chief Integrated Rating. This is an aberration for Foreign Ships created by CSL and has no relevance to Part A [Australian Ships] of the Seagoing Award.

Further, as explained at paragraph 14, what CSL did in Part B [Foreign Ships] is not permissible on Australian Ships, so cannot apply in Part A [Australian Ships] of the Seagoing Award.

9.4 HC 1 also demonstrates that in the Maritime Offshore Oil and Gas Award (Exposure Draft) 2015 **the classification of Electrical Engineer (i.e. Electrician) already exists in this award.**

**It also demonstrates the existing salary relativity of the 'Electrical Engineer'/'Electrician'** being the same salary-level as Second Mate and Second Engineer.

9.5 HC 1 also demonstrates that in the Dredging Industry Award 2010 **the classification of Electrical Engineer (i.e. Electrician) already exists in this award.** **It also demonstrates the existing salary relativity of the 'Electrical Engineer'/'Electrician'** being the same salary-level as Second Mate and Second Engineer.

#### **BASIS OF ELECTRICIAN RELATIVITY TO SECOND ENGINEER & SECOND MATE**

**10.** In all of these Awards, including the Seagoing Award, the salary relationships between other Engineer Officers ( and the linked Deck Officers) and the Electrician/Electrical Engineer is **not** based on any formal assessment of the roles of ship's Electricians nor the academic/VET equivalence or otherwise of their qualifications compared to those held by Second Engineers, First Engineers or Chief Engineers.

a. The fact that the Electrician/Electrical Engineer was NOT a member of the ships' complement for the purposes of the Navigation Act, NOT covered by Marine Orders and therefore technically NOT a responsible officer was



ignored by AIMPE and by employers throughout all sectors of the Australian maritime industry.

What was important to the employer and to AIMPE was that the Electrician/Electrical Engineer:-

- held an Electrical Trade; and
  - was a company employee [particularly at a time when all Ratings were industry-employed]; and
  - therefore could be held responsible by the company for his/her actions; and
  - adopted the same strong work-ethic as the rest of the engineer officers; and
- b. it is important to note that when I first went to sea as an Engineer Officer I did not hold a Certificate of Competency either, having at that time completed only the academic subjects for Part 'A' of Engineer Second Class and not having sat any AMSA Orals exam at all (in those pre-AMSA days it was Department of Transport). Despite this I was treated by the employer and the rest of the industry (including overseas when I worked in international shipping for a Hong Kong based company) as if I were a responsible officer under the regulations.
- c. Indeed **many Engineers were at sea for years without even this partial Certificate simply on the strength of their Trade** as Fitter & Turner. Despite this the 'Junior-Engineer-without-Part-A' was treated by the employer and the rest of the industry (including in the pay scales for the Maritime Industry Seagoing Award ) as if they were a responsible officer under the regulations.
- d. It is in the above context that it should come as no surprise that the Electrician/Electrical Engineer was treated by the entire industry as if they were a responsible officer under the regulations.
- e. The salary history of ship's Electricians is set out in the passages 11, 12 and 13 following: **in each case it reflects a long-standing perception by practitioners in the industry** ( both serving Engineers/Electricians on the one hand and shipping operators/managers on the other hand) **that from the moment the Electrician steps onboard he/she is the most qualified in their specialist field and despite managerial oversight by the Chief Engineer the Electrician carries more responsibility than the newly-qualified Engineer Officer serving as Third Engineer, this responsibility roughly equating to that carried by a Second Engineer<sup>1</sup>.**
- By contrast, the newly-qualified Engineer Officer will join a ship as Third Engineer and be the junior-most part of an operational & maintenance team in which they have many other more senior engineers above them to instruct and guide them.

- f. This perception has prevailed over all sectors of the Australian maritime industry and this salary relativity convention has been in place for many decades.
- g. **As a result, in every case, the Electrician is paid a salary no less than that of the Second Engineer....**but in some instances around the Australian maritime industry the Electrician/Electrical Engineer is paid higher than that at either 94 to 95% of the First Engineer salary in some cases and in others 100% of the First Engineer salary.
- h. The change from an un-regulated Marine Electrician who until 2016 was NOT covered by the STCW Convention<sup>ii</sup> or Marine Orders, to an officer formally recognised as such in the Marine Orders and requiring possession of a certificate of competency as *Electro Technical Officer* initially appears very significant.
- A Marine Electrician in addition to their Electrical Trade must now obtain additional courses in order to acquire from the Australian Maritime Safety Authority a Certificate of Competency as Electro Technical Officer ('ETO'). Possession of the ETO Certificate of Competency gives formal/regulatory recognition that the ETO is a responsible officer under the regulations.

However the employers, the Captains and Chief Engineers and the AIMPE always treated the Electrician/Electrical Engineer in every way as if they WERE a responsible officer under the regulations....including that they were already paid as such.

So the fact that the STCW and Marine Orders have now formalised this in the ETO Certificate of Competency is no change at all in terms of the workplace responsibility that the industry always expected the Electrician to bear.

## **ELECTRICIAN HISTORY IN TRADING SHIPS**

**11.** The historical context of Electrical Engineer salary rates on trading-ships is as follows:-

- 11.1 Until the government-initiated reforms of 1985 (the 'Maritime Industry Development Committee' or 'MIDC') almost all Australian trading-ships carried an Electrician/Electrical Engineer as part of the vessel's complement. However the MIDC took a decision that the ship's complement must be reduced by several Ratings positions in order to improve cost-competitiveness of Australian shipping. As the union then representing

Ratings, the Seamen's Union of Australia (a precursor to the MUA), would not accept cuts that affected only the lesser-skilled workforce, the MIDC took a political decision to also remove from trading-ships the officer-classifications of 'Shipwright', 'Radio Officer' and 'Electrician'.

11.2 In 1985 one of the first tasks I undertook federally was to seek a legal way to prevent the removal of the Electrician/Electrical Engineer from Australian trading-ships. I found that at that time there were no federal Acts/Regulations governing electrical work, so the default regulatory-position was that whatever was acceptable to the States would suffice for an Australian trading-ship. In short I was unable at that time to find a legal impediment to the removal of ship's Electricians/Electrical Engineers.

11.3 However the MIDC decision did not have universal effect:-

- a. The MIDC reductions, and cash-incentives to comply, did not apply to the offshore oil and gas sector; and
- b. The MIDC reductions, and cash-incentives to comply, did not apply to the Dredge sector; and
- c. Electrician/Electrical Engineer The MIDC reductions, and cash-incentives to comply, did not apply to the Research vessel sector, which at that time was not a part of the Maritime Industry Seagoing Award; and
- d. Though the MIDC reductions did apply to passenger vessels, the operator of those passenger vessels chose to forego the cash-incentives and retain a First Electrician and a Second Electrician on such vessels.

11.4 This latter position about passenger vessels was not immediately clear when the *Maritime Industry Seagoing Award* (which did contain Electrician/Electrical Engineer classifications and salary relativities) was replaced with the *Maritime Industry Modern Ships Award*.

**In this politically-charged environment the MIDC-compliant *Maritime Industry Modern Ships Award* did NOT contain Electrician/Electrical Engineer classifications and salary relativities, despite the fact that on the passenger vessels engaged in the Melbourne to Tasmania trade Electrician/Electrical Engineer classifications continued to exist and continues today to carry forward the salary relativity history of that classification.**

11.5 In due course the MIDC-compliant *Maritime Industry Modern Ships Award* was overtaken by Award-rationalisation processes and became a 'Modern Award' **absorbing the previously free-standing *Research Vessels***

**Award which continued to carry the Electrician/Electrical Engineer classifications and salary relativities and brought those into the new Seagoing Award as exists in 2016.**

11.6 The salary-parity between respective officer designations and the Classification of Electrical Engineer goes back to prior to the 1985 MIDC reforms when I recollect that the long-standing conventions as to Officer designations and salary relationships in the *Maritime Industry Seagoing Award 1983* were as follows:

|  |  |   |            |
|--|--|---|------------|
| Master   | Chief Engineer Officer<br>(98% of ship Master's rate)  |   |            |
| First Mate<br>(same as Second Engineer)        | Second Engineer Officer<br>(same as First Mate)        |   |            |
| <b>Second Mate</b><br>(same as Third Engineer) | <b>Third Engineer Officer</b><br>(same as Second Mate) | <b>First</b> (or sole) <b>Electrician</b><br>(same as Third Engineer & Second Mate) |            |
| Third Mate<br>(same as Fourth Engineer)        | Fourth Engineer Officer<br>(same as Third Mate)        |   |            |
|  |  |   | Shipwright |
|  | Junior Engineer Officer                                |   |            |

11.7 By 1990 the union representing deck officers had prevailed upon operators of trading-ships to amend the titles for deck officers from First Mate to First Officer, Second Mate to Second Officer, and from Third Mate to Third Officer.

11.8 In a similar timeframe on AIMPE's behalf I reached agreement with operators of trading-ships to amend the titles for engineer officers from Second Engineer to First Engineer, Third Engineer to Second Engineer, and from Fourth Engineer to Third Engineer.

11.9 As a result of both these negotiated changes the conventions as to Officer designations and salary relationships were thereafter as follows:

|  |  |   |            |
|--|--|---|------------|
| Master   | Chief Engineer Officer<br>(98% of ship Master's rate)      |   |            |
| First Officer<br>(same as First Engineer)          | First Engineer Officer<br>(same as First Officer)          |   |            |
| <b>Second Officer</b><br>(same as Second Engineer) | <b>Second Engineer Officer</b><br>(same as Second Officer) | <b>First</b> (or sole) <b>Electrician</b><br>(same as Second Engineer & Second Officer) |            |
| Third Officer<br>(same as Third Engineer)          | Third Engineer Officer<br>(same as Third Officer)          |   |            |
|  |  |   | Shipwright |

- 11.10 It was about that time that Shipwrights were removed from Australian trading-ships and shortly thereafter most Electrician positions were removed from most trading ships.
- 11.11 The exception was passenger ships which at the decision of the vessel operator continued to employ 2 Electricians on each vessel: a First Electrician and a Second Electrician.
- 11.12 When these passenger ships were replaced by the vessels MV Spirit of Tasmania I and the MV Spirit of Tasmania II in 2002 then based on that established practice the operator of these vessels employing Electricians should have employed the First Electrician on the same salary as the Second Engineer/Second Officer whilst the Second Electrician should have been on about 94% of the salary for the First Electrician.
- 11.13 However the operator of those passenger vessels chose to pay salaries greater than those established relativities. They applied the parity with the Second Engineer/Second Officer instead at the level of the Second Electrician, and paid the First Electrician HIGHER than that parity.....paying the First Electrician 94% of the First Engineer's salary.  
See **HC2** which is the 2004 salary tables from the "ASP Ship Management / AIMPE Engineers Enterprise Agreement 2004" which covered the employment of engineer officers on those passenger vessels.

## **ELECTRICIAN HISTORY IN OFFSHORE OIL & GAS VESSELS**

**12.** The historical context of Electrical Engineer salary rates on offshore oil & gas vessels is as follows:-

- 12.1 Electricians were not generally carried on oil & gas Supply Vessels, but one and sometimes two Electricians were carried as part of the complement on Seismic Survey Vessels, DrillShips, Dive Support Vessels, Accommodation Vessels, Pipe Lay Barges and Floating Production Storage and Offtake (FPSO) Facilities.
- 12.2 After the government-initiated reforms of 1985 (the 'Maritime Industry Development Committee') in respect of Australian trading-ships, the operators of oil & gas industry vessels met with me to propose that a similar retrenchment of all Electricians should occur, so that operators could access the associated financial incentives and funding of redundancy packages. After comparing the differing needs of carrying cargo from one port to another, where electrical contractors were on hand, with the needs of the oil & gas vessels who in a 'production' situation needing Electricians always on hand,

we agreed that Marine Electricians should not only be retained but should be upskilled.

12.3 operators agreed to supply extra training to Rig Electricians and accordingly on Drillships and Semi-Submersible Drill Vessels the Rig Electrician's salary was increased: instead of parity with the Second Engineer/Second Officer the Rig Electrician was paid 94.9% of the First Engineer/First Officer's salary.

12.4 FPSO operators took the view that Marine Electricians would continue to be paid the same as the Second Engineer/Second Officer, but that for those Marine Electricians who would retrain to acquire an additional 'Instrument-Technician' qualification a higher salary would apply.

12.5 In 1994 BHP operated 3 FPSOs, more than any other Australian operator. BHP entered into a review of salaries and competencies/training and re-structured FPSO salaries as follows:-

**BHP Petroleum Pay Rates - First E.B.A. October 1994**

| Classification   | Job Level | Hay Points | Relativity | Base rate |     | Facility Allow. |     | TOTAL   |     |
|------------------|-----------|------------|------------|-----------|-----|-----------------|-----|---------|-----|
|                  |           |            |            | rate      | %   |                 | %   |         | %   |
| Supervisor       |           |            |            | 64,200    | 100 | 38,000          | 100 | 102,200 | 100 |
| Specialist/Inlec |           |            |            | 51,500    | 80  | 34,000          | 89  | 85,500  | 84  |
| Technician/Elec  |           |            |            | 43,000    | 67  | 33,000          | 87  | 76,000  | 74  |

12.6 The Chief Engineer, Master and head of Production were all classed as 'Supervisor'. First Engineers and First Officers were reclassified as 'Specialists' whilst Second Engineers were reclassified as 'Technicians'. From the 'Elec' reference above it can be seen that the traditional Electrician was reclassified as a Technician the same as the Second Engineers and Second Officers. **However, those with an additional 'Instrument-Technician' qualification were renamed as 'In-Lec' and reclassified as 'Specialists' and attracted that higher salary along with the First Engineers and First Officers.**

12.7 Over the next several years the main principles of this salary system was adopted by most other FPSO operators: InLecs are paid no less than the First Engineer (or equivalent, however designated).

12.8 For other Marine Electricians in the offshore oil & gas sector the salary relativity of the Electrician did not increase to 94.9% of the First Engineer but remained the same as the Second Engineer/Second Officer, unchanged.

## ELECTRICIAN HISTORY IN DREDGE VESSELS

13. The historical context of Electrical Engineer salary rates on Dredge vessels is as follows:-

13.1 Electricians are generally carried on all larger trailing arm hopper dredge vessels and on larger cutter-suction dredges.

13.2 The salary-parity between respective officer designations and the Classification of Electrical Engineer on dredges was traditionally as follows:

|   |  |   |  |
|---|--|---|--|
| Master/Dredgemaster   | Chief Engineer Officer<br>(100% of ship Master's rate)         |   |  |
| First Mate<br>(same as Senior Second Engineer)                  | Senior Second Engineer Officer<br>(same as First Mate)         | <b>Electrician</b><br>(same as Senior Second Engineer & First Mate) |  |
| <b>Second Mate</b><br>(same as Junior Second Engineer Officer ) | <b>Junior Second Engineer Officer</b><br>(same as Second Mate) |   |  |

13.3 I have not been involved for several years in detail of salary negotiations in the Dredge sector, but understand most of the operators have now replaced the designation 'Senior Second Engineer Officer' with 'First Engineer Officer' and replaced the designation 'Junior Second Engineer Officer' with 'Second Engineer Officer'

## REGULATIONS : ELECTRO TECHNICAL FUNCTIONS ON AUSTRALIAN SHIPS

14. The 2010 'Manila Amendments' to the STCW Convention introduced a Certificate of Competency for Electrical work, at the OPERATIONAL LEVEL as Electro-Technical Officer.

The Convention also introduced a Certificate of Proficiency for Electrical work, at the SUPPORT LEVEL by an Electro Technical Rating.

**However Australia did not endorse/adopt the Electro Technical Rating into Australian Regulations and as a consequence no such non-officer Electro Technical Rating position can exist on an Australian ship.**

The relevant Australian Regulations in respect of Australian ships are *Marine Order 72 (Engineer Officers)* and *Marine Order 73 (Ratings)*.

Together these Marine Orders **provide that the performance of electrical work is permitted only in the terms expressly set out in Marine Order 72, i.e. at the Officer/OPERATIONAL LEVEL.**

**Thus any position on an Australian ship as Electrician [now Electro Technical Officer] cannot be a Rating position.**

Because these Marine Orders make it an offence for anyone not holding the relevant Certificate of Competency to perform those duties, Marine Order 72 and 73 prohibit such an outcome.

14.1 Attached marked '**HC 3**' please find a true copy of Marine Order 72 (Engineer Officers) and note that:-

- a. Section 4 *Definitions* defines the duties of an Electro Technical Officer: there is no definition of duties for an Electro Technical Rating; and
- b. Section 7 *Grades of Certificate – Permitted Duties or Functions* prevents any seafarer from undertaking the duties of an Electro Technical Officer unless they hold the relevant certificate of competency; and
- c. Schedule 1 *Grades of Certificate – Permitted Duties or Functions* permits the holder of a certificate of competency as Electro Technical Officer to perform electrical work and also to perform the work of an engine rating; and
- d. Schedule 2 *Eligibility Requirements for Certificates* sets out the requirements for issue of a certificate of competency as Electro Technical Officer.

14.2 Attached marked '**HC 4**' please find a true copy of Marine Order 73 (Ratings) and note that:-

- e. Section 4 *Definitions* defines the duties permitted by a Rating: they do NOT include any electro technical duties or functions; and
- f. Section 7 *Grades of Certificate – Permitted Duties or Functions* prevents any seafarer from undertaking the duties of an Electro Technical Officer unless they hold the relevant certificate of competency; and
- g. Schedule 1 *Grades of Certificate – Permitted Duties or Functions* permits the holder of a certificate of proficiency as a Rating to only perform Rating duties: these do NOT include any electro technical duties or functions.



15. The existing position of Electrician/Electrical Engineer was not regulated by Marine Orders, as the predecessor to Marine Order 72 (Engineer Officers) and Marine Order 73 (Ratings) made no reference to electrical work at all.
16. AIMPE members employed as Electrician/Electrical Engineer hold an Electrical Trade (or equivalent) issued/accepted by an Australian State and in order to be on an Australian ship they must have done the courses for issue of a Certificate of Safety Training (CoST). I understand the constituent elements of the CoST to be as follows:-
- a. personal survival techniques (that complies with STCW Code Table A-VI/1-1);  
and
  - b. fire prevention and fire fighting (that complies with STCW Code Table A-VI/1-2);  
and
  - c. elementary first aid (that complies with STCW Code Table A-VI/1-3);  
and
  - d. personal safety and social responsibilities (that complies with STCW Code Table A-VI/1-4).
17. AIMPE members employed as Electrician/Electrical Engineer have until the 1<sup>st</sup> January 2017 to upgrade their qualifications and to be issued with the Certificate of Competency as *Electro Technical Officer*.
18. To do this I understand that in addition to the courses at paragraph 16 the Electrician/Electrical Engineer must complete:-
- e. training in advanced fire fighting (that complies with STCW Code section A-VI/3);
  - f. training in medical first aid (that complies with STCW Code section A-VI/4 paragraphs 1 to 3);
  - g. security awareness training (that complies with STCW Code section A-VI/6 paragraph 4);
  - h. hold a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code section A-VI/2 paragraphs 1 to 4);
  - i. and have passed a final assessment by the Australian Maritime Safety Authority
19. on paper AIMPE could make an argument that the above changes, from the previous situation described at paragraph 10, constitutes a basis for AIMPE to seek to set the Seagoing Award Part A [Australian Ships] salary for *Electro Technical Officer* at a rate higher than the traditional parity of Electrician/Electrical Engineer with Second Engineer Officer and Second Mate/Officer.

However in my view that is not warranted, nor desirable.

20. As set out in paragraph 10 the traditional parity of Electrician/Electrical Engineer with Second Engineer Officer and Second Mate/Officer was arrived at by reference

to the work that the Electrician does and the fact that in every way the Electrician/Electrical Engineer has worked and been treated as if he/she was already a responsible officer under the regulations.

Accordingly the fact that it took until 2016 for the regulations to catch up to this workplace reality is insufficient reason to disturb the existing long-standing salary relativity of Electrician/Electrical Engineer with Second Engineer Officer and Second Mate/Officer.

21. The adoption of certification requirements for Electro Technical Officers by the International Maritime Organisation (IMO) in the STCW Convention comes as many new technically advanced ships are not propelled by mechanical drive from a diesel engine but are instead propelled by diesel electric systems controlled by modern electronics. Many of these employ high voltages ( many more than 6,000 Volts ) and complex power distribution control systems. As a result there are many instances ( in addition to that in paragraph 11.13 ) where an employer will choose to pay an Electro Technical Officer MORE than the traditional relativity with Second Engineer and Second Mate/Officer.

- a. An example of such a modern vessel is the CSIRO's *RV Investigator*. The electricians on-board the *RV Investigator* are remunerated via an Enterprise Agreement at the level of First Electrical Engineer which is a higher classification and base rate of pay than a Second Engineer.

22. However I do not consider that the Award needs to dictate this higher outcome and am satisfied that when circumstances warrant an employer will pay a salary as high as that of First Engineer, even if the Award provides merely the traditional relativity with Second Engineer and Second Mate/Officer.

23. For all of the above reasons I believe the appropriate course of action is for Part A [Australian Ships] of the Seagoing Award to include a designation of *Electro Technical Officer* to apply where a vessel has a person onboard performing such work, with salary at parity with that of Second Engineer Officer and Second Mate/Officer.

.....  
Henning Christiansen

---

<sup>i</sup> Where that Second Engineer has above them a First Engineer and a Chief Engineer.

<sup>ii</sup> IMO Convention on Standards of Training Certification and Watchkeeping 1978, as amended by the 2010 "Manila Amendments"

## Maritime Award Comparison – Electrical Engineers

| Award  | Electrician        | Electrical Engineer        | 2 <sup>nd</sup> Engineer       | 2 <sup>nd</sup> Mate                                   | 1 <sup>st</sup> Engineer       | Chief Engineer        |
|--|--------------------|----------------------------|--------------------------------|--|--------------------------------|-----------------------|
| <b>Seagoing Industry Award 2010 Part A</b><br>[Australian Ships]<br>[CI 13.1 (g) Research Vessels] |                    | \$64,430                   | \$64,430                       | \$64,430   | \$70,424                       | \$82,678              |
| <b>Seagoing Industry Award 2010 Part B</b><br>[Foreign Ships]                                      | \$921.40           | \$1016.10                  | \$1016.10                      | \$1016.10  | \$1097.70                      | \$1,266.10            |
| <b>Dredging Industry Award 2010</b>  | <b>Electrician</b> | <b>Electrical Engineer</b> | <b>2<sup>nd</sup> Engineer</b> | <b>Trailer Mate/<br/>2<sup>nd</sup> Operator</b>       | <b>1<sup>st</sup> Engineer</b> | <b>Chief Engineer</b> |
| CI 14.1 Non Propelled  | \$823.20           |                            | \$799.50                       | \$799.50   | \$874.10                       | \$892.00              |
| CI 14.2 Propelled Non Operational  |                    | \$847.60                   | \$847.60                       | \$847.60   | \$921.80                       | \$948.10              |
| CI 14. 3 Propelled Full Operational  |                    | \$2024.00                  | \$2024.00                      | \$2024.00  | \$2285.50                      | \$2366.80             |
| <b>Maritime Offshore Oil &amp; Gas Award 2015*^</b><br>[Exposure Draft]                            |                    | <b>Electrical Engineer</b> | <b>2<sup>nd</sup> Engineer</b> | <b>2<sup>nd</sup> Mate/<br/>2<sup>nd</sup> Officer</b> | <b>1<sup>st</sup> Engineer</b> | <b>Chief Engineer</b> |
| CI 9.1 (a) Facilities  |                    | \$95,128                   | \$95,128                       | \$87,890   | \$99,045                       | \$114,969             |
| CI 9.1 (e) Self-Propelled Drill Ships  |                    | \$80,309                   | \$80,309                       | \$80,309   | \$88,280                       | \$96,251              |
| CI 9.1 (e) Drill Ships   |                    | \$84,560                   | \$84,560                       | \$84,560   | \$93,012                       | \$101,459             |

\*In the Maritime Offshore Oil & Gas Award an Electrical Engineer is referred to as a Marine Electrician

^The Classifications and rates of pay are based on the Maritime Offshore Oil & Gas Award 2015 Exposure Draft. The Classifications in the exposure draft are different from the existing 2010 Award. Refer Full Bench Decision [2015]FWCFB 7236. This Decision refers to the change of 2<sup>nd</sup> Engineer → 1<sup>st</sup> Engineer and 3<sup>rd</sup> Engineer → 2<sup>nd</sup> Engineer in line with Industry practise.

**Extract from 2004 Enterprise Agreement covering the two passenger vessels “*Spirit of Tasmania*” I & II**

**CHIEF Engineer Officers Rates of Pay, Effective 1 August 2004**

| Years<br>in<br>Rank | Base (Dry Cargo) |         | Passenger |         | Tanker  |         | FSO<br>Allowance |
|---------------------|------------------|---------|-----------|---------|---------|---------|------------------|
|                     | 1.035            | 1.035   | 1.035     | 1.035   | 1.035   | 1.035   |                  |
|                     | Level 1          | Level 2 | Level 1   | Level 2 | Level 1 | Level 2 |                  |
| 0                   | 115,244          | 119,837 | 122,135   | 127,004 | 131,547 | 136,792 | 18,094           |
| 1                   | 116,393          | 121,032 | 123,352   | 128,270 | 132,858 | 138,156 | 18,275           |
| 2                   | 117,541          | 122,226 | 124,570   | 129,536 | 134,169 | 139,520 | 18,456           |
| 3                   | 118,689          | 123,420 | 125,787   | 130,802 | 135,481 | 140,883 | 18,637           |
| 4                   | 119,837          | 124,614 | 127,004   | 132,068 | 136,792 | 142,247 | 18,818           |
| 5                   | 120,986          | 125,809 | 128,221   | 133,334 | 138,103 | 143,611 | 18,999           |
| 6                   | 122,134          | 127,003 | 129,438   | 134,599 | 139,415 | 144,975 | 19,180           |
| 7                   | 123,282          | 128,197 | 130,656   | 135,865 | 140,726 | 146,339 | 19,361           |
| 8                   | 124,431          | 129,391 | 131,873   | 137,131 | 142,037 | 147,702 | 19,542           |
| 9                   | 125,579          | 130,586 | 133,090   | 138,397 | 143,349 | 149,066 | 19,723           |
| 10                  | 126,727          | 131,780 | 134,307   | 139,663 | 144,660 | 150,430 | 19,904           |
| 11                  | 127,876          | 132,974 | 135,525   | 140,929 | 145,971 | 151,794 | 20,084           |
| 12                  | 129,024          | 134,168 | 136,742   | 142,195 | 147,283 | 153,157 | 20,265           |
| 13                  | 130,172          | 135,362 | 137,959   | 143,461 | 148,594 | 154,521 | 20,446           |
| 14                  | 131,320          | 136,557 | 139,176   | 144,727 | 149,905 | 155,885 | 20,627           |
| 15                  | 132,469          | 137,751 | 140,393   | 145,993 | 151,217 | 157,249 | 20,808           |

**FIRST Engineer Officers Rates of Pay, Effective 1 August 2004**

| Years<br>in<br>Rank | Base (Dry Cargo) |         | Passenger |         | Tanker  |         | FSO<br>Allowance |
|---------------------|------------------|---------|-----------|---------|---------|---------|------------------|
|                     | 1.035            | 1.035   | 1.035     | 1.035   | 1.035   | 1.035   |                  |
|                     | Level 1          | Level 2 | Level 1   | Level 2 | Level 1 | Level 2 |                  |
| 0                   | 94,315           | 97,132  | 99,950    | 102,936 | 109,240 | 112,505 | 14,512           |

|    |         |         |         |         |         |         |        |
|----|---------|---------|---------|---------|---------|---------|--------|
| 1  | 95,254  | 98,099  | 100,945 | 103,961 | 110,328 | 113,625 | 14,657 |
| 2  | 96,193  | 99,066  | 101,940 | 104,986 | 111,416 | 114,746 | 14,803 |
| 3  | 97,132  | 100,033 | 102,936 | 106,011 | 112,505 | 115,867 | 14,948 |
| 4  | 98,071  | 101,000 | 103,931 | 107,037 | 113,593 | 116,988 | 15,093 |
| 5  | 99,010  | 101,968 | 104,926 | 108,062 | 114,681 | 118,109 | 15,239 |
| 6  | 99,949  | 102,935 | 105,922 | 109,087 | 115,769 | 119,230 | 15,384 |
| 7  | 100,888 | 103,902 | 106,917 | 110,112 | 116,858 | 120,351 | 15,529 |
| 8  | 101,827 | 104,869 | 107,913 | 111,137 | 117,946 | 121,472 | 15,674 |
| 9  | 102,766 | 105,836 | 108,908 | 112,163 | 119,034 | 122,593 | 15,820 |
| 10 | 103,705 | 106,803 | 109,903 | 113,188 | 120,122 | 123,714 | 15,965 |

**FIRST ELECTRICAL Engineer Officers Rates of Pay, Effective 1 August 2004**

| Years<br>in<br>Rank | Base (Dry Cargo) |         | Passenger |         | Tanker  |         |
|---------------------|------------------|---------|-----------|---------|---------|---------|
|                     | Level 1          | Level 2 | Level 1   | Level 2 | Level 1 | Level 2 |
| 0                   | 88,681           | 90,446  | 93,978    | 95,849  | 103,551 | 105,754 |
| 1                   | 89,563           | 91,346  | 94,913    | 96,803  | 104,583 | 106,807 |
| 2                   | 90,446           | 92,247  | 95,849    | 97,757  | 105,614 | 107,861 |
| 3                   | 91,329           | 93,147  | 96,784    | 98,712  | 106,645 | 108,914 |
| 4                   | 92,211           | 94,047  | 97,720    | 99,666  | 107,677 | 109,968 |
| 5                   | 93,094           | 94,948  | 98,656    | 100,621 | 108,708 | 111,021 |
| 6                   | 93,977           | 95,848  | 99,591    | 101,575 | 109,739 | 112,074 |
| 7                   | 94,859           | 96,748  | 100,527   | 102,529 | 110,771 | 113,128 |
| 8                   | 95,742           | 97,649  | 101,463   | 103,484 | 111,802 | 114,181 |
| 9                   | 96,625           | 98,549  | 102,398   | 104,438 | 112,833 | 115,235 |
| 10                  | 97,507           | 99,449  | 103,334   | 105,392 | 113,865 | 116,288 |
| 11                  | 98,390           | 100,349 | 104,270   | 106,347 | 114,896 | 117,341 |
| 12                  | 99,273           | 101,250 | 105,205   | 107,301 | 115,928 | 118,395 |
| 13                  | 100,155          | 102,150 | 106,141   | 108,255 | 116,959 | 119,448 |
| 14                  | 101,038          | 103,050 | 107,076   | 109,210 | 117,990 | 120,502 |
| 15                  | 101,921          | 103,951 | 108,012   | 110,164 | 119,022 | 121,555 |

**SECOND Engineer Officers Rates of Pay, Effective 1 August 2004**

| Years<br>in<br>Rank | Base (Dry Cargo) |         | Passenger |         | Tanker  |         | FSO<br>Allowance |
|---------------------|------------------|---------|-----------|---------|---------|---------|------------------|
|                     | 1.035            | 1.035   | 1.035     | 1.035   | 1.035   | 1.035   |                  |
|                     | Level 1          | Level 2 | Level 1   | Level 2 | Level 1 | Level 2 |                  |
| 0                   | 84,375           | 86,054  | 89,413    | 91,193  | 99,881  | 101,871 | 12,448           |
| 1                   | 85,214           | 86,910  | 90,303    | 92,101  | 100,876 | 102,885 | 12,572           |
| 2                   | 86,054           | 87,767  | 91,193    | 93,009  | 101,871 | 103,900 | 12,697           |
| 3                   | 86,894           | 88,623  | 92,083    | 93,917  | 102,865 | 104,914 | 12,821           |
| 4                   | 87,733           | 89,480  | 92,973    | 94,824  | 103,860 | 105,929 | 12,945           |
| 5                   | 88,573           | 90,336  | 93,863    | 95,732  | 104,855 | 106,943 | 13,070           |
| 6                   | 89,412           | 91,192  | 94,753    | 96,640  | 105,849 | 107,958 | 13,194           |
| 7                   | 90,252           | 92,049  | 95,643    | 97,548  | 106,844 | 108,972 | 13,319           |
| 8                   | 91,092           | 92,905  | 96,533    | 98,456  | 107,839 | 109,987 | 13,443           |

**SECOND ELECTRICAL Engineer Officers Rates of Pay, Effective 1 August 2004**

| Years<br>in<br>Rank | Base (Dry Cargo) |         | Passenger |         | Tanker  |         |
|---------------------|------------------|---------|-----------|---------|---------|---------|
|                     | 1.035            | 1.035   | 1.035     | 1.035   | 1.035   | 1.035   |
|                     | Level 1          | Level 2 | Level 1   | Level 2 | Level 1 | Level 2 |
| 0                   | 84,375           | 86,054  | 89,413    | 91,193  | 99,881  | 101,871 |
| 1                   | 85,214           | 86,910  | 90,303    | 92,101  | 100,876 | 102,885 |
| 2                   | 86,054           | 87,767  | 91,193    | 93,009  | 101,871 | 103,900 |
| 3                   | 86,894           | 88,623  | 92,083    | 93,917  | 102,865 | 104,914 |
| 4                   | 87,733           | 89,480  | 92,973    | 94,824  | 103,860 | 105,929 |
| 5                   | 88,573           | 90,336  | 93,863    | 95,732  | 104,855 | 106,943 |
| 6                   | 89,412           | 91,192  | 94,753    | 96,640  | 105,849 | 107,958 |
| 7                   | 90,252           | 92,049  | 95,643    | 97,548  | 106,844 | 108,972 |
| 8                   | 91,092           | 92,905  | 96,533    | 98,456  | 107,839 | 109,987 |
| 9                   | 91,931           | 93,762  | 97,423    | 99,363  | 108,833 | 111,002 |
| 10                  | 92,771           | 94,618  | 98,313    | 100,271 | 109,828 | 112,016 |

**THIRD Engineer Officers Rates of Pay, Effective 1 August 2004**

| Years<br>in<br>Rank | Base (Dry Cargo) |                  | Passenger        |                  | Tanker           |                  | FSO<br>Allowance |
|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                     | 1.035<br>Level 1 | 1.035<br>Level 2 | 1.035<br>Level 1 | 1.035<br>Level 2 | 1.035<br>Level 1 | 1.035<br>Level 2 |                  |
| 0                   | 77,594           | 79,137           | 82,225           | 83,861           | 91,350           | 93,169           | 12,609           |
| 1                   | 78,365           | 79,925           | 83,043           | 84,696           | 92,259           | 94,096           | 12,735           |
| 2                   | 79,137           | 80,712           | 83,861           | 85,530           | 93,169           | 95,024           | 12,861           |
| 3                   | 79,909           | 81,499           | 84,680           | 86,365           | 94,078           | 95,951           | 12,988           |
| 4                   | 80,681           | 82,286           | 85,498           | 87,199           | 94,987           | 96,879           | 13,114           |
| 5                   | 81,453           | 83,073           | 86,316           | 88,034           | 95,897           | 97,806           | 13,240           |
| 6                   | 82,225           | 83,862           | 87,135           | 88,869           | 96,807           | 98,735           | 13,366           |



**Australian Government**  
**Australian Maritime Safety Authority**

---

AMSA MO 2014/4

**Marine Order 72 (Engineer officers) 2014**

---

I, Graham Peachey, Chief Executive Officer of the Australian Maritime Safety Authority, make this Order under subsection 342(1) of the *Navigation Act 2012*.

21 February 2014

**Graham Peachey**  
Chief Executive Officer



|   | Page      |
|---|-----------|
| <b>Division 1 Preliminary.....</b>  | <b>3</b>  |
| 1 Name of Order .....   | 3         |
| 1A Commencement.....  | 3         |
| 2 Purpose.....  | 3         |
| 3 Power .....   | 3         |
| 4 Definitions .....   | 4         |
| 5 Application .....   | 6         |
| 6 Certification taken to be qualification to perform duties.....              | 6         |
| 7 Grades of certificate — permitted duties or functions.....                  | 6         |
| <b>Division 2 Requirements .....</b>  | <b>6</b>  |
| 8 Propulsion power .....  | 6         |
| 9 General requirements .....  | 7         |
| 10 Qualifying seagoing service requirements.....                              | 7         |
| 11 Revalidation requirements .....  | 7         |
| <b>Division 3 Transitional arrangements .....</b>                             | <b>7</b>  |
| 12 Expiry of previously issued certificates .....                             | 7         |
| 13 Current engineering certificate holders.....                               | 7         |
| <b>Schedule 1 Grades of certificate — permitted duties or functions .....</b> | <b>8</b>  |
| <b>Schedule 2 Eligibility requirements for certificates.....</b>              | <b>9</b>  |
| <b>Schedule 3 Qualifying seagoing service requirements for certificates .</b> | <b>15</b> |
| <b>Schedule 4 Requirements for revalidation of certificates .....</b>         | <b>16</b> |

---

## Division 1 Preliminary

### 1 Name of Order

This Order is *Marine Order 72 (Engineer officers) 2014*.

### 1A Commencement

This Order commences on 1 April 2014.

### 2 Purpose

- (1) This Order:
  - (a) specifies standards of competence to be attained and other conditions to be satisfied by a person to be a qualified engineer officer under the Navigation Act; and
  - (b) gives effect to the STCW Convention.

*Note* The 2011 edition of the STCW Convention and the STCW Code (including the amendments to the annex of the Convention known as the 2010 Manila Amendments) can be purchased from the International Maritime Organization. See the IMO website at <http://www.imo.org/publications>.

- (2) This Order is to be read with *Marine Order 70 (Seafarer certification) 2014*.

### 3 Power

- (1) The following provisions of the Navigation Act provide for this Order to be made:
  - (a) section 28 which provides that regulations may provide for seafarer certificates and give effect to the STCW Convention;
  - (b) subsection 29(1) which provides that regulations may prescribe different classes of seafarer certificates and require an individual to hold a seafarer certificate of a particular kind to undertake particular duties, or perform particular functions, as a seafarer;
  - (c) subsection 29(2) which provides that the regulations may prescribe, for seafarer certificates, proficiencies, competencies and standards, qualifications, experience, minimum age, character, health, nationality, citizenship or residence;
  - (d) subsection 29(3) which provides that the regulations may provide for:
    - (i) how the attainment of proficiencies, competencies and standards is to be evidenced (including the gaining of sea service and other experience); and
    - (ii) the instruction, training and examination of seafarers (including the conduct of exams etc); and
    - (iii) the recognition of certificates and other documents granted or issued to or for masters, officers and seafarers under the national law, the law of a State, a Territory or a foreign country; and
    - (iv) conditions to which seafarer certificates are subject;
  - (e) subsection 314(1) which provides that regulations may provide for the following matters for certificates: the persons who may apply, the forms for applying, the way of applying, the information to be included in applications and the documents to accompany applications;

---

**Section 4**

---

- (f) subsection 314(3) which provides that the regulations may provide, for certificates, criteria to be satisfied for their issue, variation or revocation, the time limits for the determination of applications, information to be included in certificates, the person in whose name a certificate is to be issued, conditions to which certificates are subject and conditions that may be imposed on certificates by issuing bodies, the time certificates, variation of certificates and revocations of certificates come into force, the time certificates cease to be in force and ways of replacing certificates;
  - (g) subsection 314(4) which provides that criteria and conditions may relate to compliance with specified standards;
  - (h) subsection 314(5) which provides that regulations may provide for the renewal, suspension, transfer and surrender of certificates, and reports and declarations of issuing bodies, inspectors or other persons;
  - (i) subsection 342(1) which provides for the making of Marine Orders for any matter for which provision must or may be made by the regulations.
- (2) Subsection 339(1) of the Navigation Act also provides a general regulation making power for matters required or permitted to be prescribed by the Navigation Act, or that are necessary or convenient to be prescribed for carrying out or giving effect to the Act.

*Note* The Navigation Act includes a number of offences relating to seafarer certificates — see Chapter 2, Part 2, Division 3 of the Act. Offences include falsely representing that a person holds a kind of certificate (section 34), performing duties or functions without the appropriate seafarer certificate (section 35) and breaching a condition of a seafarer certificate (section 37).

**4 Definitions**

- (1) In this Order:

***chief engineer duties or functions*** means the tasks, duties and responsibilities of a chief engineer officer that are specified as competencies in STCW Code Table A- III/2, column 1.

***electro-technical officer duties or functions*** means the tasks, duties and responsibilities of an electro-technical officer that are specified as competencies in STCW Code Table A-III/6, column 1.

***Engineer Class 3 NC*** means a certificate of competency of that name mentioned in NSCV Part D that is issued by the National Regulator under *Marine Order 505 (Certificates of competency — national law) 2013*.

***engineer training program short courses*** means the following courses:

- (a) training in advanced fire fighting (that complies with STCW Code Table A-VI/3);
- (b) training in medical first aid (that complies with STCW Code Table A-VI/4 paragraphs 1 to 3);
- (c) basic safety training that includes:
  - (i) personal survival techniques (that complies with STCW Code Table A-VI/1-1); and
  - (ii) fire prevention and fire fighting (that complies with STCW Code Table A-VI/1-2); and
  - (iii) elementary first aid (that complies with STCW Code Table A-VI/1-3); and

---

**Section 4**

- (iv) personal safety and social responsibilities (that complies with STCW Code Table A-VI/1-4); and
- (v) security awareness training (that complies with STCW Code section A-VI/6 paragraph 4).

***engineer watchkeeper duties or functions*** means the tasks, duties and responsibilities of an officer in charge of an engineering watch specified by STCW Code, Table A-III/1, column 1.

***Marine Engine Driver Grade 1 NC certificate of competency*** means a certificate of competency of that name mentioned in NSCV Part D that is issued by the National Regulator under *Marine Order 505 (Certificates of competency — national law) 2013*.

***qualification that is not workshop skills equivalent*** means any of the following:

- (a) an advanced diploma of mechanical engineering, electrical engineering or electronics;
- (b) an approved engineering qualification.

***second engineer duties or functions*** means the tasks, duties and responsibilities of a second engineer officer specified by STCW Code Table A-III/2, column 1.

*Note* In the Australian maritime industry, the engineer officer who performs the functions of a Second engineer specified by the STCW Code is generally referred to as the First engineer.

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

- (a) Trade certificate in Fitter and turner/machinist;
  - (b) Trade certificate as Diesel Fitter;
  - (c) Trade certificate as Electrical Fitter;
  - (d) Certificate III in Engineering/mechanical trade;
  - (e) Certificate III in Automotive/mechanical — diesel fitter;
  - (f) Certificate III in Automotive/mechanical — heavy vehicle Road Transport;
  - (g) Certificate III in Automotive mechanical — heavy vehicle mobile equipment, plant/earthmoving/agriculture;
  - (h) Certificate III in Marine mechanics;
  - (i) Certificate III in Automotive mechanical — engine reconditioning;
  - (j) Certificate III in ESI generation electrical/electronic;
  - (k) Certificate III in ESI generation mechanical;
  - (l) any other approved qualification that includes workshop skills.
- (2) Terms defined in *Marine Order 70 (Seafarer qualifications) 2014* and used in this Order have the meaning given by that Order.

*Note 1* For information on obtaining copies of IMO documents mentioned in this Order see AMSA's website at <http://www.amsa.gov.au> or email [international.relations@amsa.gov.au](mailto:international.relations@amsa.gov.au).

*Note 2* Some terms used in this Order are defined in *Marine Order 1 (Administration) 2013* including:

- AMSA Act
- IMO
- Navigation Act
- NSCV
- SOLAS

## Section 5

---

- STCW Code.

*Note 3* Other terms used in this Order have the same meaning that they have in the Navigation Act, including:

- AMSA
- Government vessel
- master
- officer
- owner
- regulated Australian vessel
- seafarer
- seafarer certificate
- STCW Convention.

*Note 4* For delegation of AMSA's powers under this Order — see the AMSA website at <http://www.amsa.gov.au>.

### 5 Application

This Order applies to the following persons:

- (a) a person performing or intending to perform, duties or functions as an engineer officer on a regulated Australian vessel;
- (b) a person who holds a seafarer certificate as an engineer officer.

### 6 Certification taken to be qualification to perform duties

For section 35 of the Navigation Act, a person is qualified to perform the duties or functions of an engineer officer for a regulated Australian vessel if:

- (a) the person holds a seafarer certificate that this Order requires the person to hold to perform those duties or functions; and
- (b) the certificate permits the person to perform duties or functions mentioned in Schedule 1 for the grade of certificate.

*Note* A seafarer certificate issued under the Navigation Act, including a certificate of recognition, may include endorsements permitting the certificate holder to perform stated duties or functions — see section 8 of *Marine Order 70 (Seafarer certification) 2014*.

### 7 Grades of certificate — permitted duties or functions

For paragraph 35(1)(a) of the Navigation Act, a person must hold a seafarer certificate of a grade mentioned in Schedule 1 to perform the permitted duties or functions mentioned in Schedule 1 for the grade of certificate.

*Note* A certificate of recognition is a kind of seafarer certificate — see subsection 7(2) of *Marine Order 70 (Seafarer certification) 2014*.

## Division 2 Requirements

### 8 Propulsion power

A seafarer certificate to which this Order applies must include the kind of propulsion power to which the certificate applies.

*Note* **kind**, for propulsion of a vessel, means steam or motor — see section 4 of *Marine Order 70 (Seafarer certification) 2014*.

---

**Section 13**

---

**9 General requirements**

For paragraph 31(1)(b) of the Navigation Act, the criteria for the issue by AMSA to a person of a seafarer certificate as an engineer officer are as follows:

- (a) the person is familiar enough with the English language that the person can fully understand directions and documents relating to the performance of the duties permitted under the certificate;
- (b) the person satisfies the eligibility requirements for the certificate that are mentioned in Schedule 2.

**10 Qualifying seagoing service requirements**

The qualifying seagoing service requirements are those mentioned in Schedule 3.

**11 Revalidation requirements**

- (1) AMSA may revalidate a seafarer certificate so that it expires before 1 January 2017 if satisfied that:
  - (a) the certificate is not suspended, cancelled or revoked; and
  - (b) the applicant satisfies the revalidation requirements mentioned in clauses 4.1 and 4.2 and paragraph 4.3(c) of Schedule 4.
- (2) AMSA may revalidate a seafarer certificate or a certificate of recognition so that it expires after 31 December 2016 if satisfied that:
  - (a) the certificate is not suspended, cancelled or revoked; and
  - (b) the applicant satisfies the revalidation requirements mentioned in Schedule 4.

**Division 3 Transitional arrangements****12 Expiry of previously issued certificates**

A certificate of competency as engineer officer that is in force on 31 March 2014, and any endorsement of it, expires on the earlier of:

- (a) the day determined by AMSA for expiry of the certificate; or
- (b) 1 January 2017.

**13 Current engineering certificate holders**

A person holding a certificate of competency as engineer officer that was issued under *Marine Order 3 (Seagoing qualifications) 2004* is taken to hold a seafarer certificate that is a certificate of competency as engineer officer.

*Note* **seafarer certificate** means a certificate issued under s 31 of the Navigation Act — see s14 of the Navigation Act.

## Schedule 1 Grades of certificate — permitted duties or functions

(section 7)

| Grade of certificate      | Permitted duties or functions   |
|---------------------------|---|
| Electro-technical officer | <ul style="list-style-type: none"> <li>(a) Electro-technical officer duties or functions on a vessel powered by main propulsion machinery of any propulsion power in any operating area.</li> <li>(b) Able seafarer — engine rating duties or functions</li> </ul>  |
| Engineer Watchkeeper      | <ul style="list-style-type: none"> <li>(a) Engineer watchkeeper duties or functions on a seagoing vessel powered by main propulsion machinery of any propulsion power, of the kind stated on the certificate, in any operating area; and</li> <li>(b) <b>if endorsed</b>, second engineer duties or functions on vessels &lt;3000 kW propulsion power in any operating area; and</li> <li>(c) <b>if endorsed</b>, chief engineer duties or functions on vessels &lt;3000 kW propulsion power operating in near-coastal waters; and</li> <li>(d) electrical, electronic and control engineering duties</li> <li>(e) Able seafarer — engine rating duties or functions</li> </ul> |
| Engineer Class 2          | <ul style="list-style-type: none"> <li>(a) Second engineer or engineer watchkeeper duties or functions on a vessel powered by main propulsion machinery of any propulsion power, of the kind stated on the certificate, in any operating area; and</li> <li>(b) Chief engineer duties or functions on a vessel powered by main propulsion machinery &lt;3000 kW propulsion power in any operating area; and</li> <li>(c) electrical, electronic and control engineering duties</li> <li>(d) Able seafarer — engine rating duties or functions</li> </ul>  |
| Engineer Class 1          | <ul style="list-style-type: none"> <li>(a) Chief engineer, second engineer or engineer watchkeeper duties or functions on a vessel powered by main propulsion machinery of any propulsion power, of the kind stated on the certificate, in any operating area; and</li> <li>(b) electrical, electronic and control engineering duties</li> <li>(c) Able seafarer — engine rating duties or functions</li> </ul>   |

## Schedule 2 Eligibility requirements for certificates

(subparagraph 9(b))

| Grade of certificate      | Eligibility requirements  |
|---------------------------|---|
| Electro-technical officer | <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) be at least 18 years old; and</li> <li>(b) have completed an approved training course that:               <ul style="list-style-type: none"> <li>(i) includes a program of workshop skills training; and</li> <li>(ii) complies with STCW Code section A-III/6 and includes the following:                   <ul style="list-style-type: none"> <li>(A) training in advanced fire fighting (that complies with STCW Code section A-VI/3);</li> <li>(B) training in medical first aid (that complies with STCW Code section A-VI/4 paragraphs 1 to 3);</li> <li>(C) security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and</li> </ul> </li> </ul> </li> <li>(c) have completed at least 6 months documented qualifying seagoing service on vessels with a total installed electrical generation capacity of <math>\geq 750</math> kW as part of an approved training program; and</li> <li>(d) have completed an approved course of basic safety training (that complies with STCW Code section A-VI/1 paragraph 2); and</li> <li>(e) hold a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code section A-VI/2 paragraphs 1 to 4); and</li> <li>(f) hold a certificate of medical fitness; and</li> <li>(g) have passed a final assessment</li> </ul> |
| Engineer Watchkeeper      | <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) be at least 18 years old; and</li> <li>(b) have completed at least 1 of the following engineer training programs:               <ul style="list-style-type: none"> <li>(i) an engineer cadet program;</li> <li>(ii) a trainee engineer program;</li> <li>(iii) an engineering experience training program; and</li> </ul> </li> <li>(c) if the person has only completed the engineering experience training program — hold or have held for at least 12 months an Engineer Class 3 NC certificate of competency or an unrestricted Engineer Class 3 certificate of competency issued by a State before 1 July 2013;</li> </ul> <p>An <i>engineer cadet program</i> of at least 3 years duration consists of:</p>  |



---

**Grade of certificate**
**Eligibility requirements**


---

- (a) an approved training course that complies with STCW Code section A-III/1 and includes a program of workshop skills training of at least 36 weeks duration in the following competencies specified in STCW Code Table A-III/1 column 1:
  - (i) maintenance and repair of electrical and electronic equipment;
  - (ii) appropriate use of hand tools, machine tools and measuring instruments for fabrication and repair on board;
  - (iii) maintenance and repair of shipboard machinery and equipment; and
- (b) qualifying seagoing service that is:
  - (i) of at least 36 weeks on vessels  $\geq 750$  kW propulsion power, under the supervision of an engineer officer, of which (except for the holder of a certificate as Engineer Class 1, Engineer Class 2 or Engineer Watchkeeper of the other kind) at least 16 weeks was on a vessel using propulsion of the kind to which the certificate relates; and
  - (ii) documented in an approved Training Record Book; and
- (c) the engineer training program short courses; and
- (d) holding a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code section A-VI/2 paragraphs 1 to 4); and
- (e) holding a certificate of medical fitness; and
- (f) passing a final assessment

A **trainee engineer program** consists of:

- (a) an approved training course that:
  - (i) complies with STCW Code section A-III/1; and
  - (ii) either:
    - (A) if the person holds a workshop skills equivalent qualification — does not include a program of workshop skills training; or
    - (B) if the person holds a qualification that is not workshop skills equivalent — includes a program of workshop skills training, as determined by the seafarer training organisation providing the course taking into account any relevant education, skills or practical experience of the person, in the following competencies mentioned in STCW Code Table A-III/1 column 1:
      - (I) maintenance and repair of electrical and electronic equipment;
      - (II) use of appropriate hand tools, machine tools and measuring instruments for fabrication and repair on

---

**Grade of certificate**
**Eligibility requirements**


---

board;

(III) maintenance and repair of shipboard machinery and equipment; and

(b) qualifying seagoing service that is:

(i) of at least 36 weeks on vessels  $\geq 750$  kW propulsion power, under the supervision of an engineer officer, of which (except for the holder of a certificate as Engineer Class 1, Engineer Class 2 or Engineer Watchkeeper of the other kind) at least 16 weeks was on a vessel using propulsion of the kind to which the certificate relates; and

(ii) documented in an approved Training Record Book; and

(c) the engineer training program short courses; and

(d) holding a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code section A-VI/2 paragraphs 1 to 4); and

(e) holding a certificate of medical fitness; and

(f) passing a final assessment

An *engineering experience training program*, for a person with a State unrestricted Engineer Class 3 certificate of competency or an Engineer Class 3 NC certificate of competency, consists of:

(a) an approved training course that:

(i) complies with STCW Code section A-III/1; and

(ii) includes a program of workshop skills training, as determined by the seafarer training organisation providing the course taking into account any relevant education, skills or practical experience of the person, in the following competencies specified in STCW Code Table A-III/1 column 1:

(A) maintenance and repair of electrical and electronic equipment;

(B) use of appropriate hand tools, machine tools and measuring instruments for fabrication and repair on board;

(C) maintenance and repair of shipboard machinery and equipment; and

(b) qualifying seagoing service that is:

(i) of at least 26 weeks while holding a State unrestricted Engineer Class 3 certificate of competency or an Engineer Class 3 NC certificate of competency on vessels  $\geq 750$  kW propulsion power, of which (except for the holder of a certificate as Engineer Class 1, Engineer Class 2 or Engineer Watchkeeper of the other kind) at least 16 weeks was on a vessel using propulsion of the kind to which the certificate relates; and

| Grade of certificate | Eligibility requirements  |
|----------------------|---|
| Engineer Class 2     | <ul style="list-style-type: none"> <li>(ii) documented in an approved Training Record Book; and</li> <li>(c) the engineer training program short courses; and</li> <li>(d) holding a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code section A-VI/2 paragraphs 1 to 4); and</li> <li>(e) holding a certificate of medical fitness and</li> <li>(f) passing a final assessment</li> </ul> <p><b>For endorsement</b> as Second Engineer (&lt;3000 kW), the holder of the certificate must:</p> <ul style="list-style-type: none"> <li>(a) have at least 12 months documented qualifying seagoing service in vessels <math>\geq 750</math> kW propulsion power; and</li> <li>(b) have completed training in engineering management (that complies with STCW Code section A-III/3)</li> </ul> <p><b>For endorsement</b> as Chief Engineer Near-coastal (&lt;3000 kW), the holder of the certificate must:</p> <ul style="list-style-type: none"> <li>(a) have at least 24 months qualifying seagoing service on vessels <math>\geq 375</math> kW propulsion power of which at least 12 months was while holding a Marine Engine Driver Grade 1 NC certificate of competency or an unrestricted Marine Engine Driver Grade 1 certificate of competency issued by a State before 1 July 2013; and</li> <li>(b) have completed training in engineering management (that complies with STCW Code section A-III/3)</li> </ul> <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) hold or have held any of the following certificates: <ul style="list-style-type: none"> <li>(i) an Engineer Watchkeeper certificate of competency;</li> <li>(ii) any other certificate AMSA considers to be at least equivalent to an Engineer Watchkeeper certificate of competency;</li> <li>(iii) an Engineer Class 3 NC of competency;</li> <li>(iv) an unrestricted Engineer Class 3 certificate of competency issued by a State before 1 July 2013; and</li> </ul> </li> <li>(b) have completed the following documented qualifying seagoing service: <ul style="list-style-type: none"> <li>(i) if holding a certificate mentioned in subparagraph (a)(i) or (ii) — at least 12 months qualifying seagoing service on vessels <math>\geq 750</math> kW propulsion power while holding an Engineer Watchkeeper certificate or its equivalent of which at least 9 months was on vessels using propulsion of the kind to which the certificate relates; or</li> <li>(ii) if holding only a certificate mentioned in subparagraph (a)(iii) or (iv) — at least 24 months qualifying</li> </ul> </li> </ul> |

| Grade of certificate | Eligibility requirements  |
|----------------------|---|
| Engineer Class 1     | <p>seagoing service on vessels <math>\geq 750</math> kW propulsion power while holding the certificate of competency, of which at least 9 months was on vessels using propulsion of the kind to which the certificate relates; and</p> <p>(c) have completed an approved program of study appropriate for the certificate that meets the standards specified in STCW Code sections A-III/1 and A-III/2 and includes the following:</p> <ul style="list-style-type: none"> <li>(i) training in advanced fire fighting (that complies with STCW Code A-VI/3);</li> <li>(ii) training in medical first aid (that complies with STCW Code section A-VI/4 paragraphs 1 to 3);</li> <li>(iii) security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and</li> </ul> <p>(d) if holding only the certificate mentioned in subparagraph (a)(iii) or (a)(iv) — have completed the engineering training program short courses; and</p> <p>(e) hold a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code section A-VI/2 paragraphs 1 to 4); and</p> <p>(f) hold a certificate of medical fitness; and</p> <p>(g) have passed a final assessment</p> <p>Person must:</p> <p>(a) hold or have held any of the following certificates:</p> <ul style="list-style-type: none"> <li>(i) an Engineer Class 2 certificate;</li> <li>(ii) any other certificate AMSA considers to be at least equivalent to an Engineer Class 2 certificate; and</li> </ul> <p>(b) have completed the following documented qualifying seagoing service:</p> <ul style="list-style-type: none"> <li>(i) qualifying seagoing service that is: <ul style="list-style-type: none"> <li>(A) at least 36 months in charge of an engine room watch on vessels <math>\geq 750</math> kW propulsion power while holding either an Engineer Watchkeeper or Engineer Class 2 certificate of competency, of which at least 12 months was served on vessels <math>\geq 3000</math> kW using propulsion of the kind to which the certificate relates; and</li> <li>(B) at least 12 months while holding a certificate of competency as Engineer Class 2; or</li> </ul> </li> <li>(ii) at least 24 months in charge of an engine room watch on vessels <math>\geq 750</math> kW propulsion power of which at least 12 months was served as first engineer on vessels <math>\geq 3000</math> kW propulsion power using propulsion of the kind to which the certificate relates while holding an Engineer Class 2</li> </ul> |

---

**Grade of certificate****Eligibility requirements**

---

- certificate of competency; or
- (iii) at least 42 months in charge of an engine room watch on vessels  $\geq 750$  kW propulsion power of which at least 18 months was served on vessels  $\geq 3000$  kW propulsion power using propulsion of the kind to which the certificate relates while holding an Engineer Class 2 certificate of competency and at least 24 months was served while holding an Engineer Class 3 NC certificate of competency or an unrestricted Engineer Class 3 certificate of competency issued by a State before 1 July 2013; and
  - (c) have completed an approved program of study appropriate for the certificate that meets the standards specified in STCW Code sections A-III/1 and A-III/2 and includes the following:
    - (i) training in advanced fire fighting (STCW Code A-VI/3);
    - (ii) training in medical first aid (STCW Code A-VI/4 paragraphs 1 to 3);
    - (iii) security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and
  - (d) hold a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (STCW Code section A-VI/2 paragraphs 1 to 4); and
  - (e) hold a certificate of medical fitness; and
  - (f) have passed a final assessment
-

---

## Schedule 3 Qualifying seagoing service requirements for certificates

(section 10)

- 3.1 Service must have been performed as an engineer, trainee engineer or engineer cadet, or in an equivalent capacity regularly engaged in engine-room watchkeeping, which may include service on call in periodically unattended machinery spaces on vessels with a propulsion power of  $\geq 750$  kW.
- 3.2 Qualifying seagoing service is calculated as follows:
- (a) if the machinery is in use or immediately available for use for at least 8 hours in a 24 hour period and the person is on duty or on call for that period, the sea service is taken to be served as a whole day; and
  - (b) if the machinery is in use or immediately available for use for less than 8 hours in a 24 hour period and the seafarer is on duty or on call for that period, the sea service is taken to be the actual period the machinery is in use or available for use plus 25% of that time.
- 3.3 For clause 3.2, seagoing service calculated to be at least 8 hours in any 24 hour period is taken to be served as a whole day and no more than a whole day.
- 3.4 Qualifying seagoing service that forms part of eligibility requirements and is served on an offshore industry mobile unit that is not self propelled, on a dredge that is not capable of self propulsion while conducting dredging operations or on auxiliary machinery run independently of the main propulsion machinery is subject to the following restrictions:
- (a) for an Engineer Watchkeeper certificate of competency, the maximum amount of seagoing service that can be credited is 20 weeks;
  - (b) for an Engineer Class 2 certificate of competency, the maximum amount of seagoing service that can be credited is 6 months;
  - (c) for an Engineer Class 1 certificate of competency, the maximum amount of seagoing service that can be credited is 12 months.
- 3.5 The restrictions mentioned in clause 3.4 do not apply to qualifying seagoing service requirements for revalidation of a seafarer certificate.
- Note* For qualifying seagoing service requirements for revalidation of a certificate — see Schedule 4.
- 3.6 In this clause:
- machinery*** means:
- (a) propulsion machinery on propelled vessels; or
  - (b) generator prime movers and drilling prime movers on:
    - (i) off shore industry mobile units that are not self propelled; or
    - (ii) floating production, storage or off-take facilities; or
    - (iii) facilities similar to those mentioned in subparagraphs (i) and (ii); or
  - (c) dredging machinery, including dredging machinery contained in machinery spaces on board the dredge but not including portable dredging equipment such as a backhoe.

## Schedule 4 Requirements for revalidation of certificates

(paragraphs 11(1)(b) and (2)(b))

- 4.1 The person must have at least 1 of the following:
- (a) documented qualifying seagoing service on vessels with auxiliary machinery or a propulsion power  $\geq 750$  kW of any kind calculated in the same way as required for the issue of the certificate to be revalidated, of:
    - (i) 12 months in the 5 years before the application for revalidation; or
    - (ii) 3 months in the 6 months before the application for revalidation;
  - (b) completed, within the 12 months before the date of applying for revalidation of the certificate, an approved revalidation course appropriate for the grade of certificate to be revalidated;
  - (c) performed duties and completed approved courses appropriate for the grade of certificate to be revalidated that together AMSA considers at least equivalent to the service mentioned in paragraph (a);
  - (d) within the 12 months before the date of applying for revalidation of the certificate:
    - (i) completed approved short courses appropriate for the grade of certificate; and
    - (ii) have passed a final assessment.
- 4.2 The person must also hold a certificate of medical fitness.
- 4.3 The person must also have maintained the STCW Code required standard of competence in:
- (a) proficiency in survival craft and rescue boats other than fast rescue boats (as specified in STCW Code Table A-VI/2-1); and
  - (b) advanced fire fighting (as specified in STCW Code Table A-VI/3); and
  - (c) security awareness training (that complies with STCW Code Table A-VI/6-1).

---

### Note

1. All legislative instruments and compilations are registered on the Federal Register of Legislative Instruments kept under the *Legislative Instruments Act 2003*. See <http://www.frli.gov.au>.



**Australian Government**  
**Australian Maritime Safety Authority**

---

**Marine Order 73 (Ratings) 2014**

**made under the *Navigation Act 2012***

---

Compilation number 1

Compilation date: 10 June 2016

This compilation was prepared on 16 June 2016 taking into account amendments up to *Marine Order 75 (Seafarer certification amendment) 2016*.

Prepared by the Office of Legislative Drafting, Australian Maritime Safety Authority



---

|   | Page      |
|---|-----------|
| <b>Division 1 Preliminary.....</b>  | <b>3</b>  |
| 1 Name of Order.....  | 3         |
| 2 Purpose .....   | 3         |
| 3 Power .....   | 3         |
| 4 Definitions.....  | 4         |
| 5 Application.....  | 5         |
| 6 Certification taken to be qualification to perform duties .....             | 5         |
| 7 Grades of certificate — permitted duties or functions .....                 | 6         |
| <b>Division 2 Requirements.....</b>   | <b>6</b>  |
| 8 General requirements.....   | 6         |
| 9 Qualifying seagoing service — general requirements.....                     | 6         |
| 10 Revalidation requirements.....   | 6         |
| <b>Division 3 Transitional arrangements .....</b>                             | <b>7</b>  |
| 12 Expiry of previously issued certificates .....                             | 7         |
| 13 Current certificates of proficiency as ratings holders .....               | 7         |
| <b>Schedule 1 Grades of certificate — permitted duties or functions .....</b> | <b>8</b>  |
| <b>Schedule 2 Eligibility requirements for certificates.....</b>              | <b>9</b>  |
| <b>Schedule 3 Qualifying seagoing service — general requirements .....</b>    | <b>13</b> |
| <b>Schedule 4 Requirements for revalidation of certificates.....</b>          | <b>14</b> |
| <b>Schedule 5 Transitional arrangements for certificates .....</b>            | <b>16</b> |

---

## Division 1 Preliminary

### 1 Name of Order

This Order is *Marine Order 73 (Ratings) 2014*.

### 2 Purpose

- (1) This Order:
  - (a) specifies standards of competence to be attained and other conditions to be satisfied by a person to be a qualified rating under the Navigation Act; and
  - (b) gives effect to the STCW Convention.

*Note* The 2011 edition of the STCW Convention and the STCW Code (including the amendments to the annex of the Convention known as the 2010 Manila Amendments) can be purchased from the International Maritime Organization. A December 2015 Supplement is also available. See the IMO website at <http://www.imo.org/publications>. The STCW Convention (ATS series number [1984] ATS 7) and STCW Code (ATS series number [1997] ATS 33) including any amendments in force are in the Australian Treaties Series accessible from the Australian Treaties Library on the AustLII website at <http://www.austlii.edu.au>.

- (2) This Order is to be read with *Marine Order 70 (Seafarer certification) 2014*.

### 3 Power

- (1) The following provisions of the Navigation Act provide for this Order to be made:
  - (a) section 28 which provides that regulations may provide for seafarer certificates and give effect to the STCW Convention;
  - (b) subsection 29(1) which provides that regulations may prescribe different classes of seafarer certificates and require an individual to hold a seafarer certificate of a particular kind to undertake particular duties, or perform particular functions, as a seafarer;
  - (c) subsection 29(2) which provides that the regulations may prescribe, for seafarer certificates, proficiencies, competencies and standards, qualifications, experience, minimum age, character, health, nationality, citizenship or residence;
  - (d) subsection 29(3) which provides that the regulations may provide for:
    - (i) how the attainment of proficiencies, competencies and standards is to be evidenced (including the gaining of sea service and other experience); and
    - (ii) the instruction, training and examination of seafarers (including the conduct of exams etc); and
    - (iii) the recognition of certificates and other documents granted or issued to or for masters, officers and seafarers under the national law, the law of a State, a Territory or a foreign country; and
    - (iv) conditions to which seafarer certificates are subject;
  - (e) subsection 314(1) which provides that regulations may provide for the following matters for certificates: the persons who may apply, the forms for applying, the way of applying, the information to be included in applications and the documents to accompany applications;

---

**Section 4**

---

- (f) subsection 314(3) which provides that the regulations may provide, for certificates, criteria to be satisfied for their issue, variation or revocation, the time limits for the determination of applications, information to be included in certificates, the person in whose name a certificate is to be issued, conditions to which certificates are subject and conditions that may be imposed on certificates by issuing bodies, the time certificates, variation of certificates and revocations of certificates come into force, the time certificates cease to be in force and ways of replacing certificates;
  - (g) subsection 314(4) which provides that criteria and conditions may relate to compliance with specified standards;
  - (h) subsection 314(5) which provides that regulations may provide for the renewal, suspension, transfer and surrender of certificates, and reports and declarations of issuing bodies, inspectors or other persons;
  - (i) subsection 342(1) which provides for the making of Marine Orders for any matter for which provision must or may be made by the regulations.
- (2) Subsection 339(1) of the Navigation Act also provides a general regulation making power for matters required or permitted to be prescribed by the Navigation Act, or that are necessary or convenient to be prescribed for carrying out or giving effect to the Act.

*Note* The Navigation Act includes a number of offences relating to seafarer certificates — see Chapter 2, Part 2, Division 3 of the Act. Offences include falsely representing that a person holds a kind of certificate (section 34), performing duties or functions without the appropriate seafarer certificate (section 35) and breaching a condition of a seafarer certificate (section 37).

**4 Definitions**

- (1) In this Order:

***able seafarer — deck rating duties or functions*** means the tasks, duties and responsibilities of an able seafarer — deck that are specified as competencies in STCW Code Table A-II/5, column 1.

***able seafarer — engine rating duties or functions*** means the tasks, duties and responsibilities of an able seafarer — engine that are specified as competencies in STCW Code Table A-III/5, column 1.

***appropriate vessel*** means a vessel AMSA considers appropriate for the vocational training required for the certificate.

***chief integrated rating duties or functions*** means senior duties comprising able seafarer — deck rating duties or functions and able seafarer — engine rating duties or functions.

***engine room watch rating duties or functions*** means the tasks, duties and responsibilities of a rating forming part of an engineering watch that are specified as competencies in STCW Code Table A-II/4, column 1.

***integrated rating duties or functions*** means duties comprising able seafarer — deck rating duties or functions and able seafarer — engine rating duties or functions.

***length***, for a vessel, means the overall length of the vessel.

***navigational watch rating duties or functions*** means the tasks, duties and responsibilities of a rating forming part of a navigational watch that are specified as competencies in STCW Code Table A-II/4, column 1.

**Section 6**

***steering certificate*** means a certificate issued:

- (a) by a master to a person who has satisfactorily completed, in the opinion of the master, 10 hours steering a vessel at least 24 metres long, which must include at least 4 hours steering while the vessel is being conned; or
  - (b) by an approved seafarer training organisation to a person who has satisfactorily completed an approved training course covering:
    - (i) instruction in steering principles and procedures; and
    - (ii) 2 hours practical training in steering a vessel at least 24 metres long while the vessel is being conned, plus 8 hours on a steering simulator.
- (2) Terms defined in *Marine Order 70 (Seafarer qualifications) 2014* and used in this Order have the meaning given by that Order.

*Note 1* For information on obtaining copies of IMO documents mentioned in this Order see AMSA's website at <http://www.amsa.gov.au> or email [international.relations@amsa.gov.au](mailto:international.relations@amsa.gov.au).

*Note 2* Some terms used in this Order are defined in *Marine Order 1 (Administration) 2013* including:

- AMSA Act
- IMO
- Navigation Act
- NSCV
- SOLAS
- STCW Code.

*Note 3* *Other* terms used in this Order have the same meaning that they have in the Navigation Act, including:

- AMSA
- Government vessel
- master
- officer
- owner
- regulated Australian vessel
- seafarer
- seafarer certificate
- STCW Convention.

*Note 4* For delegation of AMSA's powers under this Order — see the AMSA website at <http://www.amsa.gov.au>.

## **5 Application**

This Order applies to the following persons:

- (a) a person performing or intending to perform, duties or functions as a rating on a regulated Australian vessel;
- (b) a person who holds a seafarer certificate as a rating.

## **6 Certification taken to be qualification to perform duties**

For section 35 of the Navigation Act, a person is qualified to perform the duties or functions of a rating for a regulated Australian vessel if:

- (a) the person holds a seafarer certificate that this Order requires the person to hold to perform those duties or functions; and

**Section 7**

---

- (b) the certificate permits the person to perform duties or functions mentioned in Schedule 1 for the grade of certificate.

*Note* A seafarer certificate issued under the Navigation Act, including a certificate of recognition, may include endorsements permitting the certificate holder to perform stated duties or functions.

**7 Grades of certificate — permitted duties or functions**

For paragraph 35(1)(a) of the Navigation Act, a person must hold a seafarer certificate of a grade mentioned in Schedule 1 to perform the permitted duties or functions mentioned in Schedule 1 for the grade of certificate.

*Note* A certificate of recognition is a kind of seafarer certificate — see subsection 7(2) of *Marine Order 70 (Seafarer certification) 2014*.

**Division 2 Requirements****8 General requirements**

- (1) For paragraph 31(1)(b) of the Navigation Act, the criteria for the issue by AMSA to a person of a seafarer certificate as a rating are as follows:
- (a) the person is familiar enough with the English language that the person can fully understand directions and documents relating to the performance of the duties permitted under the certificate;
  - (b) the person satisfies the eligibility requirements for the certificate that are mentioned in Schedule 2.
- (2) For paragraph 31(1)(b) of the Navigation Act, the criterion for the issue by AMSA to a person of a seafarer certificate as a rating under the transitional arrangements in Division 3 is that the person satisfies the eligibility requirements for the certificate under Schedule 5.

**9 Qualifying seagoing service — general requirements**

- (1) A qualifying seagoing service eligibility requirement mentioned in Schedule 2 for a certificate must comply with Schedule 3.
- (2) A qualifying seagoing service revalidation requirement mentioned in Schedule 4 for a certificate must comply with Schedule 3.

*Note* See also Subdivision 3.1 of *Marine Order 70 (Seafarer certification) 2014* for the general rules for the calculation of qualifying seagoing service.

**10 Revalidation requirements**

- (1) AMSA may revalidate a seafarer certificate as a rating so that it expires before 1 January 2017 if satisfied that:
- (a) the certificate is not suspended, cancelled or revoked; and
  - (b) the person has maintained the STCW Code required standard of competence in security awareness (as specified in STCW Code Table A-VI/6-1).

**Section 13**

- (2) AMSA may revalidate a seafarer certificate as a rating, or a certificate of recognition of that kind of certificate, so that it expires after 31 December 2016 if satisfied that:
- (a) the certificate is not suspended, cancelled or revoked; and
  - (b) the applicant satisfies the revalidation requirements mentioned in Schedule 4.

**Division 3 Transitional arrangements****12 Expiry of previously issued certificates**

Each of the following certificates issued under *Marine Order 3 (Seagoing qualifications) 2004* or any previous issue of that Order that is in force on 31 March 2014, and any endorsement of it, expires on 1 January 2017:

- (a) a certificate of proficiency as Chief Integrated Rating;
- (b) a certificate of proficiency as Integrated Rating;
- (c) a certificate of rating as Deck Rating;
- (d) a certificate of rating as Able Seaman;
- (e) a certificate of rating as Engine Room Rating;
- (f) a certificate of safety training.

**13 Current certificates of proficiency as ratings holders**

- (1) A person holding a certificate of proficiency as rating or a certificate of rating that was issued under *Marine Order 3 (Seagoing qualifications) 2004* is taken to hold a seafarer certificate that is a certificate of proficiency as rating.

*Note 1 seafarer certificate* means a certificate issued under s 31 of the Navigation Act — see s 10 of the Navigation Act.

*Note 2* Ratings certificates issued under *Marine Order 3 (Seagoing qualifications) 2004* expire on 1 January 2017 — see s 12.

- (2) A person holding an AMSA certificate that is mentioned in an item in Schedule 5 may be issued with a certificate of the grade next mentioned in the item if the person satisfies the eligibility requirements mentioned in the item.
- (3) However, AMSA may require a person holding an AMSA certificate issued under *Marine Order 3 (Seagoing qualifications) 2004* or any previous issue of that Order to undertake further training appropriate for the grade of certificate to be issued before issuing the new certificate.

---

## **Schedule 1 Grades of certificate — permitted duties or functions**

(section 7)

| <b>Grade of certificate</b> | <b>Permitted duties or functions</b>   |
|-----------------------------|--|
| Navigational Watch Rating   | Navigational watch rating duties or functions on vessels of any size in any operating area                     |
| Engine Room Watch Rating    | Engine room watch rating duties or functions on vessels of any size in any operating area                      |
| Able Seafarer — Deck        | Able seafarer — deck rating duties or functions on vessels of any size in any operating area                   |
| Able Seafarer — Engine      | Able seafarer — engine rating duties or functions on vessels of any size in any operating area                 |
| Integrated Rating           | Integrated rating duties or functions on vessels of any size in any operating area                             |
| Chief Integrated Rating     | Chief integrated rating and integrated rating duties or functions on vessels of any size in any operating area |

---

## Schedule 2 Eligibility requirements for certificates

(paragraph 8(1)(b))

| Certificate grade         | Eligibility requirements   |
|---------------------------|--|
| Navigational Watch Rating | <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) be at least 18 years old; and</li> <li>(b) have completed:               <ul style="list-style-type: none"> <li>(i) both:                   <ul style="list-style-type: none"> <li>(A) an approved program of study, that includes vocational training (that complies with STCW Code section A-II/4); and</li> <li>(B) at least 2 months documented qualifying seagoing service; or</li> </ul> </li> <li>(ii) at least 6 months qualifying sea service that includes vocational training (that complies with STCW Code section A-II/4); and</li> </ul> </li> <li>(c) have completed an approved course of basic safety training (that complies with STCW Code section A-VI/1 paragraph 2); and</li> <li>(d) have completed security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and</li> <li>(e) hold the following certificates:               <ul style="list-style-type: none"> <li>(i) an approved steering certificate;</li> <li>(ii) a certificate of medical fitness.</li> </ul> </li> </ul> |
| Engine Room Watch Rating  | <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) be at least 18 years old; and</li> <li>(b) have completed:               <ul style="list-style-type: none"> <li>(i) both:                   <ul style="list-style-type: none"> <li>(A) an approved program of study, that includes vocational training (that complies with STCW Code section A-III/4); and</li> <li>(B) at least 2 months documented qualifying seagoing service; or</li> </ul> </li> <li>(ii) at least 6 months documented qualifying sea service that includes vocational training (that complies with STCW Code section A-III/4); and</li> </ul> </li> <li>(c) have completed an approved course of basic safety training (that complies with STCW Code section A-VI/1 paragraph 2); and</li> <li>(d) have completed security awareness training (that complies with STCW Code section A-VI/6</li> </ul>   |



| Certificate grade         | Eligibility requirements  |
|---------------------------|---|
| Able Seafarer —<br>Deck   | <p style="text-align: center;">paragraph 4); and</p> <p style="text-align: center;">(e) hold a certificate of medical fitness.</p> <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) be at least 18 years old; and</li> <li>(b) have completed an approved program of study that includes vocational training (that complies with STCW Code section A-II/4 and A-II/5); and</li> <li>(c) have completed at least 12 months documented qualifying seagoing service while qualified to serve as a rating forming part of a navigational watch; and</li> <li>(d) have completed an approved course of basic safety training (that complies with STCW Code section A-VI/1 paragraph 2); and</li> <li>(e) have completed security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and</li> <li>(f) hold the following certificates: <ul style="list-style-type: none"> <li>(i) a certificate in proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code Table A-VI/2-1);</li> <li>(ii) a steering certificate;</li> <li>(iii) a certificate of medical fitness</li> </ul> </li> </ul> |
| Able Seafarer —<br>Engine | <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) be at least 18 years old; and</li> <li>(b) have completed an approved program of study that includes vocational training (that complies with STCW Code sections A-III/4 and A-III/5); and</li> <li>(c) have completed at least 6 months documented qualifying seagoing service while qualified to serve as a rating forming part of an engine-room watch on an appropriate vessel; and</li> <li>(d) have completed an approved course of basic safety training (that complies with STCW Code section A-VI/1 paragraph 2); and</li> <li>(e) have completed security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and</li> <li>(f) hold the following certificates: <ul style="list-style-type: none"> <li>(i) a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code Table A-VI/2-1);</li> <li>(ii) a certificate of medical fitness</li> </ul> </li> </ul>  |
| Integrated Rating         | <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) be at least 18 years old; and</li> </ul>   |

| Certificate grade       | Eligibility requirements   |
|-------------------------|--|
| Chief Integrated Rating | <p>(b) have completed an approved program of study (that complies with STCW Code sections A-II/4, A-II/5, A-III/4 and A-III/5) that includes vocational training; and</p> <p>(c) have:</p> <ul style="list-style-type: none"> <li>(i) completed 9 months documented qualifying seagoing service of which at least 5 months was served as a rating forming part of a navigational watch and engine-room watch on an appropriate vessel; or</li> <li>(ii) while holding a certificate of proficiency as Able Seafarer — Deck — completed at least 6 months documented qualifying seagoing service on an appropriate vessel in the engine department as a trainee engine room rating; or</li> <li>(iii) while holding a certificate of proficiency as Able Seafarer — Engine — completed at least 6 months documented qualifying seagoing service on an appropriate vessel in the deck department as a trainee deck rating and obtained a steering certificate; and</li> </ul> <p>(d) have completed an approved course of basic safety training (that complies with STCW Code section A-VI/1 paragraph 2); and</p> <p>(e) have completed security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and</p> <p>(f) hold the following certificates:</p> <ul style="list-style-type: none"> <li>(i) a certificate in proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code Table A-VI/2-1);</li> <li>(ii) a steering certificate;</li> <li>(iii) a certificate of medical fitness</li> </ul> <p>Person must:</p> <ul style="list-style-type: none"> <li>(a) hold a certificate of proficiency as Integrated Rating; and</li> <li>(b) have completed at least 24 months documented qualifying seagoing service as a qualified integrated rating; and</li> <li>(c) have completed an approved program of study appropriate for the grade of certificate that includes the following subject matter-: <ul style="list-style-type: none"> <li>(i) supervision training, covering: <ul style="list-style-type: none"> <li>(A) supervision of personnel;</li> <li>(B) personal communications;</li> <li>(C) human relations;</li> <li>(D) inter-personal relations and counselling;</li> <li>(E) leadership;</li> </ul> </li> </ul> </li> </ul> |

**Certificate grade****Eligibility requirements**

---

- (ii) vessel maintenance, covering:
    - (A) theory of corrosion and cathodic protection;
    - (B) lubrication and lubricant storage and handling;
    - (C) cleaning materials and storage and handling of such materials;
    - (D) health hazards associated with maintenance procedures;
    - (E) use and care of personal safety equipment;
  - (iii) storekeeping competencies, covering:
    - (A) inventory control of stores and spare parts;
    - (B) costing; and
  - (d) have completed training in advanced fire fighting (that complies with STCW Code Table A-VI/3); and
  - (e) have completed security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and
  - (f) hold a certificate of medical fitness
-

---

## **Schedule 3    Qualifying seagoing service — general requirements**

(section 9)

- 3.1      Service must have been performed as a deck rating or deck trainee rating on vessels  $\geq 24$  m or performed as an engine room rating or trainee engine room rating, or in an equivalent capacity regularly engaged in engine-room watchkeeping, which may include service on call in periodically unattended machinery spaces on vessels with a propulsion power of  $\geq 750$  kW.
- 3.2      Qualifying seagoing service is calculated as follows:
- (a)      if the person is undertaking rating or trainee rating duties or functions for at least 8 hours in a 24 hour period, the sea service is taken to be served as a whole day;
  - (b)      if the person is undertaking rating or trainee rating duties or functions for less than 8 hours in a 24 hour period, the sea service is taken to be for the actual hours served plus 25% of that time.
- 3.3      For clause 3.2, seagoing service calculated to be at least 8 hours in any 24 hour period is taken to be served as a whole day and no more than a whole day.

## Schedule 4 Requirements for revalidation of certificates

(paragraph 10(2)(b))

### Option 1

- (1) The person must have documented qualifying seagoing service of:
  - (a) 12 months in the 5 years before the application for revalidation; or
  - (b) 3 months in the 6 months before the application for revalidation.
- (2) For revalidation of a certificate of proficiency as rating other than as Chief Integrated Rating, the person must:
  - (a) have maintained the STCW Code required standard of competence in:
    - (i) fire prevention and fire fighting (as specified in STCW Code Table A-VI/1-2); and
    - (ii) proficiency in survival craft and rescue boats other than fast rescue boats (as specified in STCW Code Table A-VI/2-1); and
    - (iii) security awareness (as specified in STCW Code Table A-VI/6-1); and
  - (b) hold a certificate of medical fitness.
- (3) For revalidation of a certificate of proficiency as Chief Integrated Rating, the person must:
  - (a) have maintained the STCW Code required standard of competence in:
    - (i) advanced fire fighting (as specified in STCW Code Table A-VI/3); and
    - (ii) proficiency in survival craft and rescue boats other than fast rescue boats (as specified in STCW Code Table A-VI/2-1); and
    - (iii) security awareness (as specified in STCW Code Table A-VI/6-1); and
  - (b) hold a certificate of medical fitness.
- (4) For revalidation of a certificate of safety training, the person must have maintained the STCW Code required standard of competence in:
  - (a) personal survival techniques (as specified in STCW Code Table A-VI/1-1); and
  - (b) fire prevention and fire fighting (as specified in STCW Code Table A-VI/1-2); and
  - (c) security awareness (as specified in STCW Code Table A-VI/6-1).
- (5) For revalidation of a Navigational Watch Rating certificate or an Engine Room Watch Rating certificate, the person must:
  - (a) have maintained the STCW Code required standard of competence in:
    - (i) personal survival techniques (as specified in STCW Code Table A-VI/1-1); and
    - (ii) fire prevention and fire fighting (as specified in STCW Code Table A-VI/1-2); and
    - (iii) security awareness (as specified in STCW Code Table A-VI/6-1); and
  - (b) hold a certificate of medical fitness.

---

## Option 2

- (1) This Option applies if the person does not have the documented qualifying seagoing service mentioned in subclause (1) in Option 1.
- (2) For revalidation of a certificate of proficiency as rating other than as Chief Integrated Rating, the person must:
  - (a) have completed approved courses in the following:
    - (i) fire prevention and fire fighting (as specified in STCW Code Table A-VI/1-2);
    - (ii) proficiency in survival craft and rescue boats other than fast rescue boats (as specified in STCW Code Table A-VI/2-1);
    - (iii) security awareness (as specified in STCW Code Table A-VI/6-1); and
  - (b) hold a certificate of medical fitness.
- (3) For revalidation of a certificate of proficiency as Chief Integrated Rating, the person must:
  - (a) have completed approved courses in the following:
    - (i) advanced fire fighting (as specified in STCW Code Table A-VI/3);
    - (ii) proficiency in survival craft and rescue boats other than fast rescue boats (as specified in STCW Code Table A-VI/2-1);
    - (iii) security awareness (as specified in STCW Code Table A-VI/6-1); and
  - (b) hold a certificate of medical fitness.
- (4) For revalidation of a certificate of safety training, the person must have completed approved courses in the following:
  - (a) personal survival techniques (as specified in STCW Code Table A-VI/1-1);
  - (b) fire prevention and fire fighting (as specified in STCW Code Table A-VI/1-2); and
  - (c) security awareness (as specified in STCW Code Table A-VI/6-1).
- (5) For revalidation of a Navigational Watch Rating certificate or an Engine Room Watch Rating certificate, the person must:
  - (a) have completed approved courses in the following:
    - (i) personal survival techniques (as specified in STCW Code Table A-VI/1-1); and
    - (ii) fire prevention and fire fighting (as specified in STCW Code Table A-VI/1-2); and
    - (iii) security awareness (as specified in STCW Code Table A-VI/6-1); and
  - (b) hold a certificate of medical fitness.
- (6) For this Option, approved courses must be completed within the 5 years before the date of applying for revalidation of the certificate.

## Schedule 5 Transitional arrangements for certificates

(subsections 8(2) and 13(2))

| Item | Grade of AMSA certificate held | Grade of certificate to which holder entitled                                | Eligibility requirements   |
|------|--------------------------------|--|--|
| 1    | Chief Integrated Rating        | Chief Integrated Rating endorsed as STCW regulation II/5 and III/5 compliant | <p>Person must:</p> <p>(a) have completed:</p> <p>(i) at least 12 months documented qualifying seagoing service after 1 January 2007; or</p> <p>(ii) within 12 months before the date of application for revalidation of the certificate — an approved revalidation course appropriate for the grade of certificate to be issued; and</p> <p>(b) hold a certificate of medical fitness</p> |
| 2    | Integrated Rating              | Integrated Rating endorsed as STCW regulation II/5 and III/5 compliant       | <p>Person must:</p> <p>(a) have completed:</p> <p>(i) at least 12 months documented qualifying seagoing service after 1 January 2007; or</p> <p>(ii) within 12 months before the date of application for revalidation of the certificate — an approved revalidation course appropriate for the grade of certificate to be issued; and</p> <p>(b) hold a certificate of medical fitness</p> |
| 3    | Able Seaman                    | Able Seafarer — Deck   | <p>Person must:</p> <p>(a) have completed:</p> <p>(i) at least 12 months documented qualifying seagoing service after 1 January 2007; or</p> <p>(ii) within 12 months before the date of application for revalidation of the certificate — an approved revalidation course appropriate for the grade of certificate to be issued; and</p> <p>(b) hold a certificate of medical fitness</p> |

| Item | Grade of AMSA certificate held | Grade of certificate to which holder entitled | Eligibility requirements   |
|------|--------------------------------|---|--|
| 4    | Deck Rating                    | Able Seafarer — Deck                          | Person must: <ul style="list-style-type: none"> <li>(a) have completed:               <ul style="list-style-type: none"> <li>(i) at least 12 months documented qualifying seagoing service after 1 January 2007; or</li> <li>(ii) within 12 months before the date of application for revalidation of the certificate — an approved revalidation course appropriate for the grade of certificate to be issued; and</li> </ul> </li> <li>(b) hold a certificate of medical fitness</li> </ul> |
| 5    | Engine Room Rating             | Able Seafarer — Engine                        | Person must: <ul style="list-style-type: none"> <li>(a) have completed:               <ul style="list-style-type: none"> <li>(i) at least 12 months documented qualifying seagoing service after 1 January 2007; or</li> <li>(ii) within 12 months before the date of application for revalidation of the certificate — an approved revalidation course appropriate for the grade of certificate to be issued; and</li> </ul> </li> <li>(b) hold a certificate of medical fitness</li> </ul> |



---

## Notes to *Marine Order 73 (Ratings) 2014*

### Note 1

*Marine Order 73 (Ratings) 2014* (in force under subsection 342(1) of the *Navigation Act 2012*) as shown in this compilation comprises *Marine Order 73 (Ratings) 2014* amended as indicated in the following tables.

### Table of Orders

| Year and number   | Registration date | FRLI number | Commencement date | Application, saving or transitional provisions |
|---|-------------------|-------------|-------------------|--|
| <i>Marine Order 73 (Ratings) 2014</i><br>(MO2014/5)                       | 25 February 2014  | F2014L00181 | 1 April 2014      |  |
| <i>Marine Order 75 (Seafarer certification amendment) 2016</i> (MO2016/5) | 9 June 2016       | F2016L01017 | 10 June 2016      | —  |

### Table of amendments

ad. = added or inserted    am. = amended    rep. = repealed    rs. = repealed and substituted

| Provision affected | How affected                             |
|--------------------|--|
| 1A .....           | rep. <i>Legislation Act 2003</i> , s 48D |
| 2.....             | am. MO2016/5                             |
| 4.....             | am. MO2016/5                             |
| 9.....             | rs. MO2016/5                             |
| 10.....            | am. MO2016/5                             |
| 11.....            | rep. MO2016/5                            |
| Schedule 1 .....   | rs. MO2016/5                             |
| Schedule 2.....    | am. MO2016/5                             |
| Schedule 3.....    | am. MO2016/5                             |
| Schedule 4.....    | am. MO2016/5                             |