

# **Merchant Shipping (Training, Certification and Manning) Regulations**

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**Legislative History**

MERCHANT SHIPPING ACT  
(CHAPTER 179, SECTIONS 47, 100 AND 216)

MERCHANT SHIPPING (TRAINING, CERTIFICATION AND MANNING)  
REGULATIONS

Rg 1

G.N. No. S 89/1998

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PART I

PRELIMINARY

**Citation**

1. These Regulations may be cited as the Merchant Shipping (Training, Certification and Manning) Regulations.

**Definitions**

2. In these Regulations, unless the context otherwise requires —

“certificate of competency” means —

- (a) a certificate of competency issued by the Director under these Regulations and in accordance with the STCW Code; or
- (b) a certificate which is treated as equivalent to such a certificate by

virtue of regulation 8,

but does not include a certificate of competency issued by a foreign maritime administration;

“certificate of proficiency in survival craft and rescue boats” means a certificate of proficiency in survival craft and rescue boats issued by the Director under regulation 19 and in accordance with the STCW Code;

“certificate of service” means a certificate of service issued by the Director under regulation 5(2) of the Merchant Shipping (Deck Officers) Regulations (Rg 13, 1990 Ed.), or under regulation 5(2) of the Merchant Shipping (Marine Engineer Officers) Regulations (Rg 14, 1990 Ed.), which were in force immediately before 1st June 1994;

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

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

“Constitution and Convention of the International Telecommunication Union” means the Constitution and Convention of the International Telecommunication Union signed at Geneva in 1992 and includes every revision or modification thereof to which the Government of Singapore is a party;

“Convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended on 7th July 1995 and any amendment thereto which has come into force and has been accepted by the Government;

“DSC Code” means the Code of Safety for Dynamically Supported Craft adopted by the IMO by resolution A.373(X) as may be amended by the IMO and accepted by the Government;

“foreign-going ship” includes every ship employed in trading or going between some place or places in Singapore and some place or places situated beyond the limits prescribed for home-trade ships;

“home-trade” means the area within the following limits: an imaginary line drawn from a position in the Gulf of Martaban in latitude 16° 15' north, longitude 96° east in a south-easterly direction to a position in latitude 15° north, longitude 97° east, thence due south to a position in latitude 9° north, longitude 97° east,

thence in a south-westerly direction to a position in latitude 6° north, longitude 94° east, thence due south to a position in latitude 4° north, longitude 94° east, thence in a south-easterly direction to a position in latitude 8° south, longitude 104° east, thence in an easterly direction to a position in latitude 10° south, longitude 120° east, thence due east to a position in latitude 10° south, longitude 125° east, thence due north to a position in latitude 8° north, longitude 125° east, thence due west to a position in latitude 8° north, longitude 110° east, thence in a 315° direction (N.W. true) to the coast of Vietnam, thence initially westward following the coasts of Vietnam, Cambodia, Thailand, the Malay Peninsular and Myanmar to the starting point;

“home-trade ship” means a ship plying solely within the home-trade;

“HSC Code” means the International Code of Safety for High-Speed Craft adopted by the Maritime Safety Committee of the IMO by resolution MSC.36(63) as may be amended by the IMO and accepted by the Government;

“IMO” means the International Maritime Organization;

“International Convention for the Safety of Life at Sea” means the International Convention signed at London on 1st November 1974, and includes the Regulations annexed thereto, or a subsequent International Convention relating to the safety of life at sea to which Singapore is a party and every regulation which may be annexed thereto;

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

“power”, in relation to a ship, means the brake or shaft power as shown in the ship’s register, that is to say, the total continuous rated brake or shaft power of all the propulsion engines, irrespective of whether some of the power may be diverted from the propulsion shafts or whether all the power is normally used;

“qualified deck officer” means an officer of the deck department who is qualified in accordance with regulation 4(3);

“qualified marine engineer officer” means a marine engineer officer who is qualified in accordance with regulation 4(3);

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

“revoked Regulations” means the Merchant Shipping (Deck Officers) Regulations (Rg 13, 1997 Ed.), Merchant Shipping (Marine Engineer Officers) Regulations (Rg 14, 1997 Ed.) or Merchant Shipping (Proficiency in Survival Craft) Regulations (Rg 15, 1990 Ed.), which were in force immediately before 1st