



**THE MASTERS AND MATES (FOREIGN GOING AND
UNRESTRICTED HOME TRADE) EXAMINATION
REGULATIONS 1971, AMENDMENT NO. 2**

—
KEITH HOLYOAKE, Governor-General
ORDER IN COUNCIL

At the Government House at Wellington this 29th day of May 1978

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL PRESIDING IN COUNCIL

PURSUANT to the Shipping and Seamen Act 1952, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

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REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Masters and Mates (Foreign Going and Unrestricted Home Trade) Examination Regulations 1971, Amendment No. 2, and shall be read together with and deemed part of the Masters and Mates (Foreign Going and Unrestricted Home Trade) Examination Regulations 1971* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the 1st day of July 1978.

2. Application for examination—Regulation 10 (1) of the principal regulations is hereby amended by omitting the words “Applications for examination must be made either to a Superintendent of Mercantile Marine or to the Principal Examiner of Masters and Mates, P.O. Box 10142, Wellington, at least 14 days before the date of the examination”, and substituting the words “Except in the case of applications for extra master, applications for examination shall be made either to a Superintendent of Mercantile Marine 21 days before the first day of examination or sent to the Examiner of Masters and Mates, Marine Division, Ministry of Transport, Private Bag, Wellington (or Private Bag, Auckland) to arrive at least 14 days before the first day of examination. Applications for examination for extra master shall be made to the Examiner of Masters and Mates, Wellington, at least 2 months before the first day of examination”.

*S.R. 1971/210

Amendment No. 1: S.R. 1974/71

3. Unsatisfactory conduct—Regulation 14 of the principal regulations is hereby amended by omitting the words “Secretary for Marine”, and substituting the words “Principal Examiner of Masters and Mates”.

4. Ship firefighting certificate—(1) Regulation 19 of the principal regulations is hereby amended by adding, as subclause (2), the following subclause:

“(2) A ship firefighting certificate shall be issued by the Secretary to every person who satisfactorily completes a course approved by the Secretary comprising lectures and demonstrations specified in the syllabus for ship firefighting certificates in the Second Schedule to these regulations.”

(2) The Second Schedule to the principal regulations (as amended by regulation 3 (4) of the Masters and Mates (Foreign Going and Unrestricted Home Trade) Examination Regulations 1971, Amendment No. 1) is hereby further amended by adding the syllabus for the Ship Firefighting Certificate set out in the Schedule to these regulations.

5. Second mate foreign-going and mate home-trade—Regulation 24 of the principal regulations is hereby amended by revoking subclause (2), and substituting the following subclause:

“(2) Except as provided in regulation 39 hereof, a candidate shall have served at sea, in accordance with regulation 31 hereof,—

“(a) In the case of apprentices, cadets, and midshipmen, whether bound by indentures or not, for not less than 2 years 9 months. During the whole period they must have undergone and satisfactorily completed a recognised course of training. A letter from the master or owners shall be produced stating that the service on board ship was performed in a satisfactory manner. This period of 2 years 9 months may be reduced by the remissions granted under regulation 41 hereof, but in no case shall the candidate be admitted to the examination until he has completed a minimum period of 2 years’ sea service:

“(b) In the case of candidates to whom paragraph (a) of this subclause does not apply, for not less than 3 years 9 months. This period may be reduced by remissions granted under regulation 41 hereof, but in no case shall a candidate be admitted to the examination until he has completed a minimum period of 3 years’ sea service.”

6. Tug master home-trade—Regulation 29 of the principal regulations is hereby amended by omitting the words “either master of small home-trade ship or mate of home-trade ship”, and substituting the words “mate of home-trade ship or not less than 2 years at sea, 1 year of which shall be as first watch-keeping officer next in seniority to the master on a home-trade ship solely engaged in towing, while holding a certificate as master of small home-trade ship”.

7. Sea service—Regulation 31 of the principal regulations is hereby amended by inserting, after subclause (3), the following subclause:

“(3A) Except as provided in regulations 32 to 35 hereof, certificates of discharge from ships which have additional crew members signed on for relief purposes shall be accompanied by proof of the actual period spent on board, and sea service shall be assessed thereon.”

8. Remissions—Regulation 41 of the principal regulations is hereby amended—

(a) By omitting the words “shall not exceed 1 year”, and substituting the words “shall not exceed 9 months”:

(b) By revoking paragraph (b):

(c) By omitting from paragraph (c) the word “equivalent” and adding to that paragraph the words “which the Principal Examiner recognises as being equivalent”.

9. Fees—Regulation 43 (3) of the principal regulations (as amended by regulation 6 (1) of the Shipping (Fees) Regulations 1977) is hereby further amended by omitting the words “the fee shall, with the exception of \$5, be returned to him”, and substituting the words “the examination fee, with the exception of the eyesight test fee, shall be returned to him”.

10. Time allotted and marks required—Regulation 44 of the principal regulations is hereby amended by omitting from the part thereof headed “*Communications*” the words, “In the semaphore examination, 2 marks shall be allotted for each word” and also the words “for receiving by each method, i.e., morse flashing and semaphore”.

11. Passes and failures—(1) Regulation 48 (2) of the principal regulations is hereby amended by omitting from paragraph (a) and also from paragraph (e) the words “for a period of 6 months”, and substituting in each case the words “for a period of 12 months”.

(2) Regulation 48 (3) (a) of the principal regulations is hereby amended by omitting the words “2 months shall elapse”, and substituting the words “4 months shall elapse”.

12. Use of books and tables—(1) Regulation 51 (1) of the principal regulations is hereby amended by revoking paragraph (e).

(2) Regulation 51 of the principal regulations is hereby further amended by adding the following subclause:

“(4) In all examinations, except for second mate of foreign-going ship mathematics, candidates may use electronic calculators provided that such calculators cannot be programmed.”

13. Appendices—(1) Appendix A to the principal regulations is hereby amended—

(a) By omitting from the part relating to Auckland the words “Albert Street”, and substituting the words “Quay Street”.

- (b) By omitting from the part relating to Dunedin the words "Royal Exchange House, Liverpool Street", and substituting the words "Ministry of Transport, Cumberland Street".
- (2) Appendix B to the principal regulations is hereby amended—
 - (a) By omitting from Part B all words from and including the words "Candidates for a certificate as second mate":
 - (b) By omitting from Part C the words "Ferry Buildings", and substituting the word "Customhouse":
 - (c) By omitting from Part D the words "Government Building Annexe, Stout Street", and substituting the words "Pearse House, Willis Street".

SCHEDULE

SYLLABUS FOR SHIP FIREFIGHTING CERTIFICATE

FIRE PREVENTION AND FIREFIGHTING APPLIANCES CERTIFICATE

Introduction—

The danger of fire—usual causes of fire aboard ships: cigarettes; leaking oil; inflammable material (rubbish, etc.) in the wrong place on board ship; galley appliances—stoves, flues, fish fryers, hot plates, etc.; spontaneous ignition (oily rags, etc., and cargo); electrical apparatus; inflammable cargo; welding and cutting (in port).

Elementary Precautions to Prevent Fire—Examples of fires which could have been put out by immediate action, but which developed because those who discovered them did not know what to do.

The need for all seafarers to be trained in preventing, detecting, and extinguishing fires.

The Nature of Fire—

The 3 essential elements of fire (the fire triangle): fuel, heat, and air. Types of fire: solid, liquid, electrical.

The spread of fire by radiation, convection, conduction.

Firefighting—

The 3 main ways of putting out a fire—cooling, smothering, and starving.

Cooling agents: water in the form of a solid jet or spray; liquid chemical extinguishers.

Smothering agents: foam, carbon dioxide (CO₂), dry chemicals, sand, steam.

Firefighting Equipment—

Hoses—

Methods of coupling, including use of the international shore connection referred to in Recommendation No. 13 of the International Conference on Safety of Life at Sea, 1960; use of water jet (solid fires); use of water spray (liquid fires); occasions when both can be used together.

SCHEDULE—*continued*

Portable Extinguishers—

Water and carbon dioxide (CO₂) or soda acid—cooling agent for small solid fires.

Foam—principal smothering agent for extinguishing liquid fires.

Carbon dioxide (CO₂) gas—smothers liquid and electrical fires in enclosed spaces—useful in engine rooms (dangerous to remain in confined space after use).

Dry chemical—useful as a first step in dealing with oil and electrical fires.

Fixed Installations on Board Ship—

Foam, CO₂, and steam—smothering installations. Automatic sprinklers, fire alarm and detection systems.

Firemen's Outfit—

Axe, drilling machine, safety helmet, and life-line.

Breathing Apparatus—

Smoke mask; compressed air.

Organised Fire Prevention—

Patrols, watchmen, fire and smoke parties, and fire drill.

Immediate Action to be Taken on Discovering a Fire—

- (a) At sea—raise alarm immediately and then deal with fire until help comes;
- (b) In port—call fire brigade immediately, and then deal with the fire until the fire brigade arrives. Liaison with fire brigade.

Practical Exercises—

- (a) Charging portable extinguishers:
- (b) Each trainee to extinguish a fire with a portable extinguisher or hose:
- (c) Demonstration of the wearing of a smoke mask and compressed-air breathing apparatus.

When facilities are available and time permits, this could with advantage be repeated in an enclosed space, wearing a smoke mask or compressed-air breathing apparatus, or, in limited smoke, without the mask or breathing apparatus.

Each trainee to wear a smoke mask or compressed-air breathing apparatus or both in smoke, emphasis to be given to the danger of panicking in smoke and to the correct procedure to be adopted.

A knowledge as to when resuscitation should be applied and a practical application of the mouth-to-mouth procedure and the Holger Nielsen method, as described in the International Medical Guide for Ships (World Health Organisation, Geneva, 1967).

P. G. MILLEN,
Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

These regulations—

- (a) Clarify the closing dates for examination applications.
- (b) Provide for the issue of a ship firefighting certificate, and prescribe a syllabus for such a certificate.
- (c) Reduce by 3 months the sea service requirements for second mate (foreign-going) and mate (home-trade), and cancel the remission of up to 3 months previously gained by attending nautical school.
- (d) Make a consequential adjustment to sea service for tugmaster (home-trade) because of changes in the Masters and Mates (Restricted Home Trade and Fishing Boats) Examination Regulations 1975.
- (e) Extend the partial pass system.
- (f) Allow the use of electronic calculators in the examination room.
- (g) Make other miscellaneous minor amendments to the principal regulations.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 1 June 1978.

These regulations are administered in the Ministry of Transport.