



**THE SHIPPING (MANNING AND WATCHKEEPING)  
REGULATIONS 1986, AMENDMENT NO. 3**

---

CATHERINE A. TIZARD, Governor-General

ORDER IN COUNCIL

At Wellington this 11th day of December 1995

Present:

HER EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to section 204 (2) of the Maritime Transport Act 1994, Her Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

---

REGULATIONS

**1. Title and commencement**—(1) These regulations may be cited as the Shipping (Manning and Watchkeeping) Regulations 1986, Amendment No. 3, and shall be read together with and deemed part of the Shipping (Manning and Watchkeeping) Regulations 1986\* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the 28th day after the date of their notification in the *Gazette*.

**2. Interpretation**—Regulation 2 (1) of the principal regulations is hereby amended by adding the following definition:

\*S.R. 1986/110

Amendment No. 1: S.R. 1993/40

Amendment No. 2: S.R. 1994/277

“‘Tug’ means a ship designed and constructed solely for the purpose of towing, pushing, or otherwise propelling any floating plant, barge, hulk, or other ship.”

**3. New Second Schedule substituted**—The principal regulations are hereby amended by revoking the Second Schedule, and substituting the Second Schedule set out in the First Schedule to these regulations.

**4. Third Schedule amended**—The Third Schedule to the principal regulations is hereby amended by revoking Part II, and substituting Part II set out in the Second Schedule to these regulations.

---

FIRST SCHEDULE

NEW SECOND SCHEDULE TO PRINCIPAL REGULATIONS  
 "SECOND SCHEDULE  
 ENGINEER OFFICERS MINIMUM MANNING SCALE

Reg. 3

Reg. 4 (1) (b)

Class of Ship	Officers and grades of marine engineer certificates required for following positions*:		
	Chief engineer	Second engineer	Additional engineer officers†
<i>1. Foreign-going passenger ships:</i>			
(a) 3000 kW or more ... ..	Class 1	Class 2	2 Watchkeepers
(b) Less than 3000 kW but not less than 750 kW	Class 1	Class 2	1 Watchkeeper
(c) Less than 750 kW ... ..	Class 2 with chief engineer endorsement	Watchkeeper	Nil
<i>2. Foreign-going non-passenger ships:</i>			
(a) 750 kW or more ... ..	Class 1	Class 2	Nil
(b) Less than 750 kW ... ..	Class 2	Nil	Nil
<i>3. Home-trade passenger ships:</i>			
(a) 3000 kW or more ... ..	Class 1	Class 2	2 Watchkeepers
(b) Less than 3000 kW but not less than 750 kW	Class 1	Class 2	1 Watchkeeper
(c) Less than 750 kW but not less than 250 kW ...	Class 2	Watchkeeper	Nil
(d) Less than 250 kW ... ..	Watchkeeper	Nil	Nil
<i>4. Home-trade non-passenger ships:</i>			
(a) 3000 kW or more ... ..	Class 1	Class 2	Nil
(b) Less than 3000 kW but not less than 750 kW	Class 2 with chief engineer endorsement	Watchkeeper	Nil

1995/297

Shipping (Manning and Watchkeeping)  
 Regulations 1980, Amendment No. 3

1491

FIRST SCHEDULE—*continued*  
NEW SECOND SCHEDULE TO PRINCIPAL REGULATIONS—*continued*  
“SECOND SCHEDULE—*continued*  
ENGINEER OFFICERS MINIMUM MANNING SCALE—*continued*”

Class of Ship	Officers and grades of marine engineer certificates required for following positions*:		
	Chief engineer	Second engineer	Additional engineer officers†
(c) Less than 750 kW but not less than 250 kW ...	Watchkeeper	Nil	Nil
(d) Less than 250 kW ... ..	Engineer of local ship	Nil	Nil
<i>5. Tugs operating beyond restricted limits but not beyond 100 miles from the coast of New Zealand:</i>			
(a) 3000 kW or more ... ..	Class 1	Class 2	Nil
(b) Less than 3000 kW but not less than 750 kW ...	Tug engineer Class 1	Tug engineer Class 2	Nil
(c) Less than 750 kW but not less than 250 kW ...	Tug engineer Class 2	Nil	Nil
(d) Less than 250 kW ... ..	Engineer of local ship	Nil	Nil

NOTES

\*The certificates must be of a type (steam or motor) appropriate to the ship's propulsion system.

†Any engineer officer taking charge of a watch, being an officer additional to those required by this Schedule, shall, except in the case of a ship of less than 750 kW, be required to hold a certificate as marine engineer watchkeeper.”

## SECOND SCHEDULE

Reg. 4

NEW PART II INSERTED IN THIRD SCHEDULE TO PRINCIPAL REGULATIONS

## "PART II—ENGINEER OFFICERS

Certificate Required by these Regulations	Alternative Certificate*
Marine engineer class 1 ...	First class steam or motor engineer
Marine engineer class 2 with chief engineer endorsement ...	(a) Marine engineer class 1 (b) First-class steam or motor engineer (c) First-class coastal motor engineer†
Marine engineer class 2 ...	(a) Marine engineer class 1 (b) First-class steam or motor engineer (c) Marine engineer class 2 with chief engineer endorsement (d) Second-class steam or motor engineer (e) First-class coastal motor engineer‡
Marine engineer watchkeeper ...	(a) Marine engineer class 2 (b) Any certificate specified in this Schedule as an alternative to a certificate as marine engineer class 2 (c) Engineer of local motor ship with endorsement to show that holder has been in charge of the engines of a motor ship for a total period of 2 years or more‡ (d) Tug engineer class 1 with marine engineer watchkeeper endorsement (e) Tug engineer class 2 with marine engineer watchkeeper endorsement
Engineer of local ship ...	(a) Marine engineer watchkeeper (b) Any certificate specified in this Schedule as an alternative to a certificate as marine engineer watchkeeper (c) Marine engineer class 3 (d) First-class diesel trawler engineer (e) Tug engineer class 1

SECOND SCHEDULE—*continued*NEW PART II INSERTED IN THIRD SCHEDULE TO PRINCIPAL REGULATIONS—  
*continued*"PART II—ENGINEER OFFICERS—*continued*"

Certificate Required by these Regulations	Alternative Certificate*
Tug engineer class 1     ...     ...	(f) Second-class coastal motor engineer (g) Tug engineer class 2 (h) Third-class steam engineer (i) Engineer of local motor ship (j) River engineer (a) Marine engineer class 2 (b) Any certificate specified in this Schedule as an alternative to a certificate as marine engineer class 2 (c) Second-class coastal motor engineer with endorsement to show that holder has been in charge of the engines of a tug for a total period of 2 years or more in the last 5 years
Tug engineer class 2     ...     ...	(a) Marine engineer watchkeeper with tug engineer class 2 endorsement (b) Any certificate specified in this Schedule as an alternative to a certificate as marine engineer watchkeeper.

## NOTES

\*Alternative certificate must be of the corresponding type (steam or motor).

†Not acceptable as an alternative in respect of the following positions:

(a) Second engineer on a foreign-going ship of not less than 750 kW;

(b) Second engineer on a home-trade passenger ship of not less than 750 kW;

(c) Chief engineer on a foreign-going ship of less than 750 kW.

‡Acceptable as an alternative in respect only of position of chief engineer on a home-trade non-passenger ship of less than 750 kW."

BOB MACFARLANE,  
Acting for 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, which come into force on the 28th day after the date of their notification in the *Gazette*, make certain amendments to the Shipping (Manning and Watchkeeping) Regulations 1986.

In particular, the regulations—

- (a) Prescribe a minimum manning scale for engineer officers of certain tugs;
- (b) Amend Part II of the Third Schedule to the principal regulations to take account of the new certificates of tug engineer class 1 and tug engineer class 2.

---

Issued under the authority of the Acts and Regulations Publication Act 1989.

Date of notification in *Gazette*: 14 December 1995.

These regulations are administered in the Ministry of Transport.