

**Decree on the Manning of Ships, Certification of Seafarers and Watchkeeping**  
(1256/1997; amendments up to 910/2007 included)

Chapter 1 – **General provisions**

Section 1 – *Scope of application*

- (1) This Decree applies to power-driven Finnish vessels used for maritime traffic, to the crew serving on such vessels and to the owners of the vessels.
- (2) However, this Decree does not apply to:
  - 1) fishing vessels;
  - 2) vessels of the Defence Forces or the Frontier Guard not used in general traffic to carry passengers or cargo;
  - 3) pleasure craft with a length of 24 metres or less;
  - 4) ships with a length of 10 metres or less and used in clearly separated water storage areas of industrial establishments;
  - 5) ships with a length of 10 metres or less not used in general traffic to carry passengers, to carry cargo on a regular basis or to tow; or to
  - 6) ferries carrying traffic from a public road, which is subject to separate provisions.

Section 2 – *Definitions*

For the purposes of this Decree:

- 1) *STCW Convention* means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (Finnish Treaty Series 22/1984); adopted by the International Maritime Organization in 1978 as amended; (532/2004)
- 2) *power-driven vessel* means any ship propelled by machinery;
- 3) *motorship* means a power-driven ship whose propulsion machinery is a combustion engine or a gas turbine or where the power of electric propeller motors is generated with the said machinery;
- 4) *steamship* means a power-driven ship whose propulsion machinery is a piston steam engine or steam turbine or where the power of electric propeller motors is developed with the said machinery;
- 5) *passenger ship* means a ship which carries more than 12 passengers; when calculating the said number, any person other than the crew members or any other person employed on the ship in whatever capacity or serving in that capacity for the ship is deemed a passenger; however, children under one year of age are not included in the number of passengers;
- 6) *ro-ro passenger ship* means a ship intended to carry more than 12 passengers in maritime traffic and designed to enable the rolling on and rolling off of road or rail vehicles;
- 7) *cargo ship* means a ship which is neither a passenger ship nor a ro-ro passenger ship;
- 8) *tanker* means a cargo ship whose cargo space has been constructed or is mainly suited for carrying liquid cargo in bulk;
- 9) *ferry* means a vessel with a vehicle deck when the movement of the vessel is controlled by a steering rope or alternatively by other equipment approved by the Finnish Maritime Administration;
- 10) *shipowner* means the owner of a ship or a charterer of the whole ship who either alone or jointly with other persons has factual authority in issues relating to the safety of the ship; in this Decree, a person who, upon agreement or otherwise, factually attends to issues relating to the safety of the ship is equated with the shipowner.
- 11) *crew* means all persons working on board the ship;
- 12) *multi-purpose officer or rating* means a person with, in addition to the competence of a person serving in the deck, engine or catering department, also the competence

- required for the functions of another department; however, in the deck or engine department at least the competence of a watchkeeping rating;
- 13) *gross tonnage* means the greatest tonnage indicated in the tonnage certificate issued to the ship as defined in the International Convention for Tonnage Measurement of 1969 (Finnish Treaty Series 31/1982); the gross tonnage of a rigidly connected combination formed by a pusher and a barge is their combined gross tonnage;
  - 14) *propulsion power* means the power of the propeller machinery determined at the coupling flange of the shaft and expressed in kilowatts;
  - 15) *power figure* means the figure arrived at by adding up the products of the numerical values of the greatest allowed service pressure and the power of the available steam boilers, where service pressure means overpressure, expressed in bars, and power means the thermal energy transmitted to the liquid and the steam in a time unit, expressed in megawatts;
  - 16) *training* means a qualification, part of a qualification or study module belonging to the system of degrees and training defined by the Ministry of Education which the Ministry of Education, when confirming the training programme of a polytechnic, or which the National Board of Education, in the basis of a degree or in the national core curriculum, has confirmed as the training requirement for a certificate referred to in this Decree, or other training approved by the Finnish Maritime Administration for a special reason;
  - 17) *seagoing service* means service on board a ship other than a pleasure craft; seagoing service may also be performed on a ship of the Defence Forces or the Frontier Guard or on other government vessels unless separately provided otherwise; when defining the seagoing service required for certification, a period of 30 days on board is calculated to correspond to one month;
  - 18) *restricted traffic* means regular scheduled service in sheltered island areas and any comparable traffic between specific points or traffic in areas where port regulations apply;
  - 19) *domestic traffic* means traffic between domestic ports; traffic to Vyborg via the Saimaa Canal and Russian waters immediately connected thereto as well as traffic between Vichrevoy and Vyborg is equal to domestic traffic; domestic traffic is divided into three traffic areas as follows:
    - a) *traffic area I* includes rivers, canals, ports, lakes and inner archipelagos not immediately exposed to the rough swell coming from the open sea as well as short unsheltered passages in inner archipelagos;
    - b) *traffic area II* includes the outer archipelago and island areas immediately exposed to the rough swell coming from the open sea, *inter alia*, the reaches of Vichrevoy-Santio, Kaunissaari and Porkkala, the Hanko western reach, the reaches of Gullkrona, Vidskär and Österskär, the coastal areas of Skiftet, Delet, the Bothnian Sea and of the Bothnian Bay; and
    - c) *traffic area III* includes areas of open sea in domestic traffic;
  - 20) *near-coastal traffic* means traffic outside the area of domestic traffic in the Baltic Sea and the North Sea as well as in waters connected thereto, however, not farther than 12° of western longitude on the western side, not farther than 48° of northern latitude on the southern side, and not farther than 64° of northern latitude on the northern side;
  - 20a) *European traffic* means traffic outside the area of near-coastal traffic, but not farther west than 12° of western longitude, not farther south than 30° of northern latitude and not farther east than 45° of eastern longitude; (65/2006)
  - 21) *world-wide traffic* means traffic outside the area of near-coastal traffic and European traffic; (65/2006) and
  - 22) *the Baltic Sea* means the Baltic Sea proper including the Gulf of Finland and the Gulf of Bothnia with the latitude of the Skaw, 57° 44.8' of northern latitude, as the boundary to the North Sea between Denmark and Sweden.

## Chapter 2 – Manning principles

### Section 3 – *Safe manning*

A ship must be manned so that the ship, crew, passengers, cargo, other property or the environment are not needlessly exposed to danger. The number and competence of the crew must be such that all watchkeeping and safety functions on board can be performed. A ship where the crew lodges must also have the necessary catering personnel.

### Section 4 – *Shipowner's responsibilities*

- (1) The shipowner must ensure that the ship has a manning certificate issued by the Finnish Maritime Administration and that the ship has been manned in accordance with the manning certificate currently in force.
- (2) Before a crew member accepts a position on board, the shipowner must ensure that:
  - 1) all crew members have the competence required for their respective positions;
  - 2) the information relating to the training, competence and work experience of the crew members is accurate and that the medical fitness of crew members complies with the provisions issued on the medical fitness of seamen, and that the said information has been entered in the record maintained by the shipowner where the information on the persons in question may be viewed by them;
  - 3) the crew members are, in accordance with the ship-specific instructions drawn up by the shipowner, familiarized with the special functions required for their positions, the ship and the use of its equipment, the shipboard routines, safety arrangements, the life-saving equipment as well as the functions required in emergencies, and that an entry thereon is made in the documents of the ship; and that
  - 4) the crew members are able to cooperate efficiently in an emergency to ensure the safety of life and the ship and to prevent environmental damage.

### Section 5 – *Working language of the ship*

When confirming the manning, the working language of the ship, which each crew member must understand sufficiently and in which the orders and instructions relating to safety are given, must be recorded in the manning certificate of a passenger ship, a ro-ro passenger ship and a tanker. If the working language is not Finnish or Swedish, all the safety instructions must be translated into the working language. The working language used must be recorded in the ship's log-book.

### Section 5a – *Working language on the bridge (841/2005)*

Those working on the bridge of the ship must be capable of using the English language in accordance with the provisions of Chapter V (14) (4) of the International Convention for the Safety of Life at Sea, 1974 (Finnish Treaty Series 11/1981).

### Section 6 – *Master's responsibilities*

- (1) The master of a ship must ensure that the ship has been manned safely taking into account the prevailing circumstances. However, the ship must have at least the manning recorded in the manning certificate in force.
- (2) The master must, in particular, ensure that the number, composition and use of the crew members on every voyage is such that the following activities may be attended to:
  - 1) navigation of the ship from port to port;
  - 2) the maintenance required by the operation of the ship to the extent required by its service;
  - 3) the use and maintenance of navigation equipment, life-saving and fire-fighting equipment as well as other safety equipment;
  - 4) the use and maintenance of machinery, automation, auxiliary control instruments and communication equipment to the extent that the ship can be safely navigated;

- 5) on a tugboat, the activities necessary for towing, taking into account the nature of the tow;
  - 6) the safe mooring of the ship; and
  - 7) catering for the crew and other persons lodging on board.
- (3) The master must supervise that the crew has sufficient language proficiency in order to understand the orders, instructions and other oral messages relating to safety.

#### Section 7 – *Protection of the master and the chief engineer officer*

If, on the basis of his professional competence and experience, the master deems that the ship does not meet the requirements set in section 6, he must not be prevented from demanding the necessary repairs, nor may measures be taken against him for this reason. The same applies to the chief engineer officer in issues regarding machinery and fire safety referred to in section 6(2)(2-4).

#### Section 8 – *Working hours and rest periods*

When confirming the manning, the following must be taken into account:

- 1) the provisions relating to working hours and rest periods in the Seamen's Working Hours Act (296/1976) and in the Act on Working Hours on Vessels in Domestic Traffic (248/1982), the provisions of the collective agreements and collective civil servant agreements agreed on under them and the provisions of the Seamen's Annual Holidays Act (433/1984);
- 2) the shift-rotation and leave systems applied on the ship;
- 3) the fact that the master is not required to perform watchkeeping duties on a ship with a gross tonnage of more than 4,250; and
- 4) the fact that the chief engineer officer is not required to perform watchkeeping duties on a ship with a propulsion power of more than 3,000 kW.

### Chapter 3 – **Manning ratification procedure**

#### Section 9 – *Application for ratification of manning*

- (1) Before taking a ship into service as a Finnish ship, the manning of the ship must be ratified.
- (2) The present or future shipowner must apply to the Finnish Maritime Administration in writing for ratification of the manning in good time before taking the ship into service. The applicant must submit to the Finnish Maritime Administration all the information necessary for the ratification of the manning and a proposal for the manning of the ship.

#### Section 10 – *Ratification of manning and advance statement on manning*

- (1) The manning of a ship will be ratified by the Finnish Maritime Administration.
- (2) The future shipowner or the relevant national maritime labour market organization may request an advance statement on the manning of the ship from the Finnish Maritime Administration.
- (3) When confirming the manning of the ship, safe watchkeeping, the size and type of the vessel, the cargoes carried on board, the propulsion power of the ship and the degree of automation of the machinery, the general standard of equipment, service and maintenance of the ship, the traffic area, the number of passengers, catering and sanitation and training given on board must be taken into account.

- (4) In addition, when confirming the manning of the ship, it must be particularly taken into account that the ship has sufficient manning to operate the life-saving and fire-fighting equipment and other safety equipment and to perform the functions laid down in the muster list of the ship.
- (5) When confirming the manning, the indirect effect of social factors on safety must also be taken into account.
- (6) Before confirming the manning of the ship or issuing an advance statement, the Finnish Maritime Administration must request opinions on the manning application from the occupational safety authorities and the appropriate national maritime labour market organizations. If any of the parties issuing opinions submits a justified written proposal deviating from the manning proposed in the application or otherwise makes a justified demand for negotiations, the Finnish Maritime Administration must negotiate with the applicant, the relevant national maritime labour market organizations and the occupational safety authorities on the manning to be ratified for the ship. Before confirming the manning, the Finnish Maritime Administration must, where possible, hear the crew of the ship in question. If unanimity cannot be reached in the negotiations, the Finnish Maritime Administration will confirm the manning of the ship for a maximum trial period of six months. After the trial period, the Finnish Maritime Administration will confirm the manning of the ship on the basis of the experience gained during the trial period.

#### Section 11 – *Certificate of Minimum Safe Manning*

After having ratified the manning of a ship, the Finnish Maritime Administration must issue the ship a manning certificate, indicating the minimum safe manning of the ship and the composition and competence of the crew for different traffic areas.

#### Section 12 – *Amendments to manning*

- (1) When the structure, equipment, operation or traffic area of the ship is changed to the extent that the grounds of the ratified manning change, the shipowner must notify the Finnish Maritime Administration without delay. Where necessary, the Finnish Maritime Administration confirms a new manning for the ship in accordance with the provisions of section 10.
- (2) The shipowner or a national maritime labour market organization not satisfied with the manning ratified for the ship may, in cases other than those referred to in subsection 1, apply to the Finnish Maritime Administration for an amendment to the manning. This may take place at the earliest six months after the ratification of or amendment to the manning or, with regard to a ship whose annual period of operation is shorter than this, after a full term. In the application, the applicant must present the facts on the basis of which he deems that the manning of the ship should be amended. Before confirming an amendment to the manning, the Finnish Maritime Administration must request opinions on the application from the occupational safety authorities, the relevant national maritime labour market organizations and the shipowner.

### Chapter 4 – **Crew competence and related general provisions**

#### Section 13 – *Certificates*

- (1) A person serving on board a ship must have the competence defined in this Decree. A certificate is issued on proven competence.
- (2) An engineer officer on a motorship must have certification for a motorship, and, on a steamship, certification for a steamship.
- (3) Separate provisions are issued on the competence of a radio operator.

Section 14 – *Recognition of certificates issued by the competent authorities of other countries*

- (1) A certificate issued by the competent authority of a state belonging to the European Economic Area (an EEA State) to a national of an EEA State and meeting the requirements of the STCW Convention must be recognized. Upon written application, the Finnish Maritime Administration will issue an endorsement to attest the recognition of a certificate. (532/2004)
- (2) The Finnish Maritime Administration may, upon written application and in accordance with the procedure laid down in Article 1(3) of Directive 2003/103/EC of the European Parliament and of the Council amending Directive 2001/25/EC on the minimum level of training of seafarers, grant a person holding a certificate issued by the competent authority of a country other than an EEA State and meeting the requirements of the STCW Convention, permission to serve in a certain capacity on board a Finnish ship in the manner provided in the Convention. The certificate issued by the authority in question and documents attesting to the training, work experience and medical fitness of the applicant must be appended to the application. The Finnish Maritime Administration will issue an endorsement to attest the recognition of the certificate, and the endorsement must indicate the period of validity of the certificate. (841/2005)
- (3) The provisions of subsection 2 apply to a national of another country than an EEA State, to whom a certificate of an EEA State has been issued.
- (4) What is provided in the Act on the Implementation of the General System of the European Community for the Recognition of Degrees (1597/1992) and what is in force concerning the minimum training level of seafarers under European Community provisions, applies to the recognition of certificates referred to in subsections 1-3.
- (5) Further requirements referred to in sections 5 and 6 of the Act referred to in subsection 4 may, where necessary, be set as a condition for the recognition of a certificate.
- (6) The endorsements referred to in subsections 1-2 above must be granted in accordance with Article VI(2) of the STCW Convention.

Section 14a – *Withdrawal of the recognition of certificates issued by the competent authorities of countries other than EEA States* (841/2005)

- (1) The Finnish Maritime Administration must notify the Commission of the European Communities without delay if it considers that a certificate issued by the competent authority of a country other than an EEA State no longer meets the requirements of the STCW Convention.
- (2) The recognition of the certificate and the endorsement may be withdrawn in accordance with the procedure laid down in Article 1(4) of Directive 2003/103/EC of the European Parliament and of the Council amending Directive 2001/25/EC on the minimum level of training of seafarers.

Section 15 – *Format and issue of certificates*

- (1) Certificates are issued by the Finnish Maritime Administration, which also confirms the form of the certificates.
- (2) A certificate must be applied for in writing. An account of training and work experience must be appended to the application. In addition, a notification of any certificate issued previously and a passport photograph must be appended to the application. In the case of a first certificate, applicants must prove their identity in a reliable manner. Applicants must also present an account attesting that their medical fitness complies with the provisions issued on the medical fitness of seafarers.
- (3) An entry of the certificate issued is made in the seamen's register and, upon request, in the seaman's book.

### Section 16 – *Revalidation of certificates*

- (1) The certificates of deck and engineer officers and the additional certificates referred to in section 48 of the crew of a tanker, excluding certificates entitling to domestic traffic, are issued for five years at a time.
- (2) When revalidating certificates or additional certificates, the holders of the certificates or additional certificates must present an account attesting that they have maintained their professional competence.
- (3) Holders of certificates are deemed to have maintained their professional competence if:
  - 1) during the preceding five years, they have had at least one year of acceptable seagoing service as an officer;
  - 2) they have served in functions corresponding to the seagoing service referred to in subsection 3(1);
  - 3) they have completed special approved training; or
  - 4) they have at least three months of seagoing service as a supernumerary officer immediately prior to taking up the duty, or a corresponding period in a lower rank than that for which they hold a certificate, also as an officer proper; however, not as a chief engineer officer on a ship with a propulsion power of 750 kW or more.
- (4) Holders of an additional certificate of a tanker crew member referred to in section 48 below are deemed to have maintained their competence if:
  - 1) during the five years prior to the filing of the application, they have had at least one year of seagoing service on a tanker;
  - 2) they have work experience comparable to the seagoing service referred to in subsection 4(1) in functions relating to the port operations of tankers; or if
  - 3) they have completed special approved training.

### Section 17 – *Presenting the certificate*

Holders of certificates must keep their original certificate and endorsement on their ship of service and show it when so requested by the relevant authorities and when signing on.

## Chapter 5 – **Deck and engine department certificates**

### Section 18 – *Officers' certificates in the deck department*

Officers' certificates in the deck department include:

- 1) boatmaster's certificate;
- 2) skipper's certificate for domestic traffic;
- 3) deck officer's certificate;
- 4) chief mate's certificate; and
- 5) captain's certificate.

### Section 19 – *Boatmaster's certificate*

The following requirements must be met in order to obtain a boatmaster's certificate:

- 1) a minimum age of 18 years;
- 2) a boatmaster's training; and
- 3) three months of seagoing service in the deck or engine department or, at the discretion of the Finnish Maritime Administration, some other corresponding service.

### Section 20 – *Skipper's certificate for domestic traffic*

- (1) The following requirements must be met in order to obtain a skipper's certificate for domestic traffic:
  - 1) a minimum age of 18 years;
  - 2) a skipper's training; and

- 3) 16 months of seagoing service in domestic traffic or in more extensive traffic, which may include not more than four months of engine-room service on board a ship in corresponding traffic.
- (2) Instead of the seagoing service referred to in section 1(3), the Finnish Maritime Administration may, at its discretion, accept from a person who has completed an appropriate training, eight months of seagoing service in domestic traffic or more extensive traffic, which may not include more than four months of engine-room service on board a ship in corresponding traffic.

#### Section 21 – *Deck officer's certificate*

- (1) The following requirements must be met to obtain a deck officer's certificate:
- 1) a minimum age of 18 years;
  - 2) a deck officer's training; and
  - 3) seagoing service:
    - a) in accordance with an approved training programme, 12 months on a ship of 500 gross tonnage or more in near-coastal or more extensive traffic;
    - b) 36 months, of which at least 24 months in the deck department of a ship of 500 gross tonnage or more in near-coastal or more extensive traffic; or
    - c) for a person who has completed the training of a watchkeeping rating, 12 months on a ship of 500 gross tonnage or more in near-coastal or more extensive traffic.
- (2) The seagoing service referred to in subsection 1(3)(a–c) must include at least six months of duties relating to navigational watchkeeping under the supervision of deck officers.
- (3) In order to obtain a deck officer's certificate giving entitlement to service in domestic traffic, seagoing service in wider than domestic traffic is not required. (599/1998)

#### Section 22 – *Chief mate's certificate*

The following requirements must be met in order to obtain a chief mate's certificate:

- 1) a captain's training;
- 2) a deck officer's certificate; and
- 3) 12 months of seagoing service as a deck officer on a ship of 500 gross tonnage or more in near-coastal or more extensive traffic.

#### Section 23 – *Captain's certificate*

- (1) The following requirements must be met in order to obtain a captain's certificate:
- 1) a captain's training;
  - 2) a deck officer's certificate; and
  - 3) seagoing service:
    - a) 36 months as a deck officer; or
    - b) 24 months as a deck officer, of which at least 12 months must be service as chief mate.
- (2) The seagoing service referred to in subsection 1(3)(a-b) must be service on a ship of 500 gross tonnage or more in near-coastal or more extensive traffic.

#### Section 24 – *Minimum requirements for the competence of a master* (813/2003)

- (1) The master of a ship of 100 gross tonnage or less, operating in specified and restricted waters of traffic area I in domestic traffic, must have a boatmaster's certificate or a boatmaster's certificate B for a fishing vessel in accordance with section 46 of the Decree on the Safety of Certain Fishing Vessels (65/2000).

- (2) The master of a ship of less than 300 gross tonnage in domestic traffic must have a skipper's certificate for domestic traffic or a boatmaster's certificate A for a fishing vessel in accordance with section 47 of the Decree on the Safety of Certain Fishing Vessels. In addition, 12 months of seagoing service as a deck officer or as the master is required from the master of a passenger ship operating in traffic area III of domestic traffic.
- (3) On board a ship of 300 or more but less than 1,000 gross tonnage in domestic traffic, the master must have a deck officer's certificate. In addition, the master of a passenger ship must have 12 months of seagoing service as a deck officer or the master.
- (4) On board a ship of 1,000 or more but less than 3,000 gross tonnage in domestic traffic, the master must have a chief mate's certificate or a deck officer's certificate and 36 months of seagoing service as a deck officer or 24 months of seagoing service as a deck officer of which at least 12 months must be as chief mate.
- (5) On board a ship of less than 1,000 gross tonnage in near-coastal traffic, the master must have a deck officer's certificate and 12 months of seagoing service as a deck officer. At least six months of this seagoing service must be service in near-coastal traffic. If the certification as a deck officer is based on equating with a skipper's certificate as referred to in section 67(2), the holder of such certification may operate as master on the Baltic Sea on the conditions referred to above.
- (6) On board a ship of 1,000 or more but less than 3,000 gross tonnage in near-coastal traffic on the Baltic Sea, the master must have a chief mate's certificate or a deck officer's certificate and 36 months of seagoing service as a deck officer or 24 months of seagoing service as a deck officer of which at least 12 months must be as chief mate. At least 12 months of such seagoing service performed as deck officer must take place in near-coastal traffic.
- (7) The master of a ship of 1,000 or more but less than 3,000 gross tonnage in near-coastal traffic outside the Baltic Sea must have a chief mate's certificate.
- (8) On board a ship of less than 500 gross tonnage in European or world-wide traffic, the master must have a chief mate's or deck officer's certificate and 36 months of seagoing service as a deck officer or 24 months of seagoing service as a deck officer of which at least 12 months must be as chief mate. At least 12 months of this seagoing service as a deck officer must be in near-coastal traffic. (65/2006)
- (9) On board a ship of 3,000 gross tonnage or more, or a ship of 500 gross tonnage or more in European or world-wide traffic, the master must have a captain's certificate. (65/2006)

#### Section 25 – *Officers' certificates in the engine department*

- (1) Officers' certificates in the engine department include:
- 1) engine attendant's certificate;
  - 2) watchkeeping engineer's certificate;
  - 3) engineer officer's certificate;
  - 4) chief engineer's certificate; and
  - 5) electrical engineer's certificate.
- (2) With the exception of the electrical engineer's certificate, officers' certificates in the engine department are issued either for motorships or steamships.

#### Section 26 – *Engine attendant's certificate*

- (1) The following requirements must be met in order to obtain the engine attendant's certificate:
- 1) a minimum age of 18;
  - 2) an engine attendant's training; and
  - 3) 16 months of work experience, of which at least:
    - a) eight months of seagoing service in the engine department in accordance with the engine attendant's certificate being applied for, either on a motorship powered by machinery of 75 kW or more or on a steamship with a steam boiler power figure of

7 or more; no more than four months of service in the deck department may be included in this engineering service; and

b) eight months of workshop service in a workshop where prime movers or pressure vessels are manufactured or repaired, or in a shipyard or power plant in machinery or piping installation duties.

- (2) At its discretion, the Finnish Maritime Administration may approve applicable training instead of workshop service.
- (3) Holders of an engine attendant's certificate for a steamship are required to perform four months of engineering service on a motorship in order to obtain an engine attendant's certificate for a motorship. Correspondingly, holders of an engine attendant's certificate for a motorship are required to perform four months of engineering service on a steamship or four months of service as a steam boiler attendant on a motorship with a steam boiler power figure of 7 or more, or six months as a steam boiler attendant in a power plant ashore with a steam boiler power figure of 80 or more, in order to obtain an engine attendant's certificate for a steamship.
- (4) Persons who between February 15, 1993 and February 15, 2000 have worked as engineer officers or engine attendants on a fishing vessel for at least three years and who have an engine attendant's certificate A for a fishing vessel in accordance with previous provisions are entitled to an engine attendant's certificate on application up to February 15, 2004. (107/2003)

#### Section 27 – *Watchkeeping engineer's certificate*

- (1) The following requirements must be met in order to obtain the watchkeeping engineer's certificate:
- 1) a minimum age of 18;
  - 2) a watchkeeping engineer's training; and
  - 3) practical training, alternatively:
    - a) 12 months of service in accordance with an approved training programme; or
    - b) a total of 24 months of seagoing service and work experience.
- (2) The period of 24 months referred to in subsection 1(3)(b) above must include:
- 1) 12 months of seagoing service, of which at least six months of service must be in accordance with an approved training programme in the engine department of a ship, in accordance with the watchkeeping engineer's certificate applied for, either on a steamship or a motorship whose chief engineer officer is required to have at least a watchkeeping engineer's competence;
  - 2) eight months of service both in a workshop manufacturing or repairing prime movers and in functions relating to the installation and service of electrical devices; and
  - 3) four months of the service referred to alternatively in subsection 2(1) or 2(2).
- (3) At its discretion, the Finnish Maritime Administration may approve some approved training instead of the service referred to in subsection 2(2).
- (4) Holders of a watchkeeping engineer's certificate for a steamship are required to perform six months of engineering service on a motorship in order to obtain a watchkeeping engineer's certificate for a motorship. Correspondingly, holders of a watchkeeping engineer's certificate for a motorship are required to perform six months of engineering service on a steamship or six months of service as steam boiler attendant either on a motorship with a steam boiler power figure of 80 or more, or in a power plant ashore with a steam boiler power figure of 400 or more, in order to obtain a watchkeeping engineer's certificate for a steamship.
- (5) The training referred to in subsection 1 above and the practical training relating thereto must total at least 30 months, which must include at least six months of seagoing service. In addition, the training must be arranged so that it produces the theoretical competence for the watchkeeping engineer's certificate for both steamships and motorships.

Section 28 – *Engineer officer's certificate*

- (1) The following requirements must be met in order to obtain the engineer officer's certificate:
  - 1) a watchkeeping engineer's certificate;
  - 2) a chief engineer's training; and
  - 3) at least 12 months of seagoing service as a watchkeeping engineer, in accordance with the certificate applied for, either on board a steamship or motorship whose chief engineer officer is required to have the competence of at least an engineer officer.
- (2) In order to obtain an engineer officer's certificate for a motorship, holders of an engineer officer's certificate for a steamship must have a watchkeeping engineer's certificate for a motorship and after it has been issued, six months of work experience as an engineer officer on board a motorship with a propulsion power of 750 kW or more.
- (3) Correspondingly, in order to obtain an engineer officer's certificate for a steamship, holders of an engineer officer's certificate for a motorship must have a watchkeeping engineer's certificate for a steamship and after it has been issued, six months of engineering service as an engineer officer on board a steamship or motorship with a steam boiler power figure of 400 or more, or in a power plant ashore with a power figure of 1,300 or more.

Section 29 – *Chief engineer's certificate*

- (1) The following requirements must be met in order to obtain the chief engineer's certificate:
  - 1) an engineer officer's certificate;
  - 2) a chief engineer's training; and
  - 3) at least 12 months of seagoing service as an engineer officer after the service giving entitlement to an engineer officer's certificate, in accordance with the chief engineer's certificate applied for, either on board a steamship or motorship whose chief engineer officer is required to have the competence of at least a chief engineer.
- (2) A person holding a chief engineer's certificate for a steamship, is, in order to obtain the chief engineer's certificate for a motorship, required to have an engineer officer's certificate for a motorship and six months of work experience gained after it has been issued as an engineer officer on board a motorship with a propulsion power of 1,500 kW or more. Correspondingly, a holder of a chief engineer's certificate for a motorship is, in order to obtain the chief engineer's certificate for a steamship, required to have an engineer officer's certificate for a steamship and six months of engineering service gained after it has been issued on board a steamship or motorship with a steam boiler power figure of 1,300 or more, or in a power plant ashore with a power figure of 1,600 or more.

Section 30 – *Electrical engineer's certificate*

- The following requirements must be met in order to obtain the electrical engineer's certificate:
- 1) an electrical engineer's training; and
  - 2) at least 12 months of service in functions in the field of electrical engineering, of which at least six months must be service either as a ship's electrician or in functions relating to marine electrical installations.

Section 31 – *Minimum requirements for the competence of a chief engineer officer (813/2003)*

- (1) On board a domestic-traffic ship with a propulsion power of less than 350 kW and where the controls for the machinery are located so that it may be controlled from the steering position, the master must have at least a boatmaster's certificate.
- (2) On board a domestic-traffic ship with a propulsion power of 350 kW or more but less than 750 kW, the chief engineer officer must have an engine attendant's certificate.
- (3) On board a domestic-traffic ship with a propulsion power of 750 kW or more but less than 1,500 kW, the chief engineer officer must have a watchkeeping engineer's certificate.

- (4) On board a near-coastal traffic ship operating on the Baltic Sea with a propulsion power of 350 kW or more but less than 750 kW, the chief engineer officer must have an engineer attendant's certificate and at least 12 months of seagoing service as an engineer officer. On board a near-coastal traffic ship operating on the Baltic Sea with a propulsion power of 750 kW or more but less than 1,500 kW, the chief engineer officer must have a watchkeeping engineer's certificate and at least 12 months of seagoing service as a watchkeeping engineer. On board other near-coastal traffic ships with a propulsion power of 350 kW or more but less than 1,500 kW, the chief engineer officer must have a watchkeeping engineer's certificate and at least 12 months of seagoing service as a watchkeeping engineer. (199/2004).
- (5) On board a ship in European traffic with a propulsion power of 350 kW or more but less than 1,500 kW, the chief engineer officer must have a watchkeeping engineer's certificate and at least 12 months of seagoing service as a watchkeeping engineer. (65/2006)
- (6) On board a world-wide traffic ship with a propulsion power of 350 kW or more but less than 750 kW, the chief engineer officer must have a watchkeeping engineer's certificate and at least 12 months of seagoing service as a watchkeeping engineer.
- (7) On board a world-wide traffic ship with a propulsion power of 750 kW or more but less than 3,000 kW, the chief engineer officer must have an engineer officer's certificate and at least 6 months of seagoing service as an engineer officer.
- (8) On board other than world-wide traffic ships with a propulsion power of 1,500 kW or more but less than 3,000 kW, the chief engineer officer must have an engineer officer's certificate and at least 6 months of seagoing service as an engineer officer.
- (9) On board a ship with a propulsion power of 3,000 kW or more, the chief engineer officer must have a chief engineer's certificate.

#### Section 32 – *Engineer officer's work experience*

The seagoing service in the engine department referred to in sections 27-29 above and service in an engineer officer's capacity on board a ship with engineer officers complying with this Decree may, at the discretion of the Finnish Maritime Administration, also be replaced by engineering service on board another ship with a propulsion power of at least:

	kW	power figure
watchkeeping engineer's certificate	350	80
engineer officer's certificate	750	400
chief engineer's certificate	1,500	1,300

#### Section 33 – *Ratings' certificates*

The ratings' certificates include:

- 1) deck hand's certificate;
- 2) watchkeeping rating's certificate;
- 3) able seaman's or motorman's certificate;
- 4) boatswain's or repairman's certificate; and
- 5) ship's electrician's certificate.

#### Section 34 – *Deck hand's certificate*

The following requirements must be met in order to obtain a deck hand's certificate:

- 1) a minimum age of 16; and
- 2) a deck hand's training.

### Section 35 – *Watchkeeping rating's certificate*

The following requirements must be met in order to obtain a watchkeeping rating's certificate:

- 1) a minimum age of 16; and
- 2) two months of seagoing service in accordance with an approved training programme and a watchkeeping rating's training.

### Section 36 – *Able seaman's and motorman's certificates (199/2004)*

- (1) The following requirements must be met in order to obtain an able seaman's certificate:
  - 1) a minimum age of 18;
  - 2) an able seaman's training; and
  - 3) 6 months of seagoing service as a multi-purpose rating in the deck or engine department on a merchant ship with a gross tonnage of 200 or more and a propulsion power of 350 kW or more.
  
- (2) The following requirements must be met in order to obtain a motorman's certificate:
  - 1) a minimum age of 18;
  - 2) a motorman's training; and
  - 3) 6 months of seagoing service as a multi-purpose rating in the deck or engine department on a merchant ship with a gross tonnage of 200 or more and a propulsion power of 350 kW or more.

### Section 37 – *Boatswain's and repairman's certificates (199/2004)*

- (1) The following requirements must be met to obtain a boatswain's certificate:
  - 1) an able seaman's certificate;
  - 2) a boatswain's training; and
  - 3) at least 6 months of seagoing service after the award of the able seaman's certificate as a multi-purpose rating in the deck or engine department on a merchant ship with a gross tonnage of 200 or more and a propulsion power of 350 kW or more.
  
- (2) The following requirements must be met to obtain a repairman's certificate:
  - 1) a motorman's certificate;
  - 2) a repairman's training; and
  - 3) at least 6 months of seagoing service after the issue of a motorman's certificate as a multi-purpose rating in the deck or engine department on a merchant ship with a gross tonnage of 200 or more and a propulsion power of 350 kW or more.

### Section 38 – *Ship's electrician's certificate*

The following requirements must be met in order to obtain a ship's electrician's certificate:

- 1) a minimum age of 18; and
- 2) a ship's electrician's training.

## Chapter 6 – **Catering department certificates**

### Section 39 – *Catering department certificates*

Catering department certificates include:

- 1) catering assistant's certificate;
- 2) ship's cook's certificate;
- 3) cook steward's certificate; and
- 4) chief steward's certificate.

Section 40 – *Catering assistant's certificate*

The following requirements must be met in order to obtain a catering assistant's certificate:

- 1) a minimum age of 17; and
- 2) a catering assistant's training.

Section 41 – *Ship's cook's certificate*

The following requirements must be met in order to obtain a ship's cook's certificate:

- 1) a minimum age of 17; and
- 2) a ship's cook's training.

Section 42 – *Cook steward's certificate*

A minimum age of at least 18 is required in order to obtain a cook steward's certificate and:

- 1) a chief steward's training; or
- 2) a ship's cook's certificate and at least 12 months of seagoing service as a cook after the award of a ship's cook's certificate.

Section 43 – *Chief steward's certificate*

The following requirements must be met in order to obtain a chief steward's certificate:

- 1) a chief steward's training; and
- 2) at least 24 months of work experience in kitchen functions, of which at least 12 months seagoing service as a cook on board a ship.

Chapter 7 – **Alternative and additional certification**

Section 44 – *Alternative certificates*

- (1) A person who has the competence of at least a deck officer and has completed the training of a watchkeeping engineer as well as a six-month in-service training programme familiarizing him with the use and maintenance of marine engines, is given certification for serving as a multi-purpose officer in charge of a navigational and engineering watch. Correspondingly, a person having at least the competence of a watchkeeping engineer who has completed a deck officer's training and has completed at least six months of seagoing service in accordance with a training programme in functions relating to navigational watch will also be given certification for the functions of an officer in charge of a navigational and engineering watch.
- (2) A person who has a chief mate's certificate, a watchkeeping engineer's certificate and 12 months of seagoing service as a watchkeeping engineer; or an engineer officer's certificate, a deck officer's certificate and 12 months of seagoing service as a deck officer on navigational watch will be given certification for serving as a multi-purpose officer in the functions of a chief mate or an engineer officer.
- (3) The provisions of section 24 on the certification of master and of section 31 on the certification of chief engineer officer must be taken into account in the application of this section.

Section 45 – *Emergency and health care training*

- (1) Crew members having functions included in the muster list of the ship are required to have basic training for emergency situations in accordance with the duties assigned to them.
- (2) The crew is required to have fire-fighting training in accordance with their duties.

- (3) Persons responsible for giving medical first aid are required to have medical first-aid training.
- (4) Persons responsible for medical care are required to have training in crew members' health-care. This training must be revalidated at five-year intervals.
- (5) Crew members who do not have duties in accordance with the muster list of the ship must be ship-specifically familiarized with emergency situations.
- (6) The crew members of a passenger ship who are designated to assist passengers in emergency situations must have a sufficient proficiency in languages so that the giving of emergency instructions and the guidance of passengers in traffic between Finland and foreign countries may take place in Finnish, Swedish and English as well as, where possible, in the language of the country of destination.
- (7) Those working in safety functions on passenger ships must, when on duty, dress so that the passengers can easily identify them as members of the crew.

Section 46 – *Certification of proficiency in survival craft and rescue boats*

- (1) The following requirements must be met in order to obtain a survival craft and rescue boat proficiency certificate:
  - 1) a minimum age of 18;
  - 2) seagoing service:
    - a) at least 12 months; or
    - b) at least six months and the training referred to in section 35; and
  - 3) seafarers' training for proficiency in survival craft and rescue boats.
- (2) A certificate of proficiency in survival craft and rescue boats and training in the hand-ling of fast rescue boats is required for a boatmaster's certificate for fast rescue boats.

Section 47 – *Additional certification for crews of ro-ro passenger ships and other passenger ships (65/2006)*

- (1) In addition to the certificate otherwise required for this function, all crew on ro-ro passenger ships who are responsible for assisting passengers in emergency situations must have undergone training for emergency situations and safety on ro-ro passenger ships.
- (2) In addition to the certificate otherwise required for this function, all crew on passenger ships other than ro-ro passenger ships, who are responsible for assisting passengers in emergency situations must have undergone training for emergency situations and safety on passenger ships.
- (3) In addition to the certificate otherwise required for this function, a ro-ro passenger ship's master, chief mate, chief engineer officer, second engineer officer and any other person directly responsible for assisting passengers in emergency situations or having direct responsibility for ship safety or for the cargo and securing the cargo or for closing hatches and doors is required to have undergone specialized safety training for the crews of ro-ro passenger ships.
- (4) In addition to the certificate otherwise required for this function, the master, chief mate, chief engineer officer and second engineer officer of a passenger ship other than a ro-ro passenger ship, and any other person on such a ship who is directly responsible for assisting passengers in emergency situations or having direct responsibility for ship safety or for embarking and disembarking passengers or for crisis management, is required to have undergone specialized safety training for the crews of passenger ships.
- (5) The persons employed in tasks mentioned in subsections 3 and 4 above must repeat the specialized safety training at five-year intervals or must otherwise prove that they have maintained the required level of competence.

- (6) Either a separate certificate will be issued for the training or an entry made in records kept on board the ship.

Section 48 – *Additional certification of tanker crews*

- (1) In addition to the certificate otherwise required for the function, the following requirements must be met by the crew responsible for cargo handling on tankers:
- 1) completion of a tanker familiarization training; or
  - 2) an approved three-month training period on a tanker.
- (2) In addition to the certificate otherwise required for the function, the following requirements must be met by the master, chief mate, chief engineer officer, second engineer officer and any other person on an oil tanker, chemical tanker or liquefied gas carrier directly responsible for cargo handling:
- 1) completion of an approved specialized training arranged separately for each of the tanker types above; and
  - 2) at least six months of seagoing service required for the functions on board a ship of a similar type.
- (3) The six-month seagoing service referred to in subsection 2(2) above may be included in the seagoing service required for a certificate.
- (4) Persons with a certificate in accordance with subsection 2 will be given a certificate entitling them to handle cargo on another type of ship after completion of the specialized training referred to in subsection 2 and three-months of seagoing service on the tanker type in question.

Section 49 – *Pressure vessel operator*

- (1) Where necessary, the chief engineer officer of the ship must designate from among the crew one or more pressure vessel operators who must be familiarized with the operation of the pressure vessel of the ship.
- (2) The duty of a pressure vessel operator is to tend to the pressure vessel in accordance with the orders and instructions given by the operation supervisor.
- (3) A pressure vessel operator must be a person capable of performing the function and at least 18 years of age. Steam boiler attendants must have completed 12 months of engineering service on board a ship with a steam boiler or 12 months of service as a boiler attendant in a power plant ashore.

Section 50 – *Pressure vessel operation supervisor on board a motorship*

- (1) The chief engineer officer of the ship operates as the pressure vessel operation supervisor on board a motorship.
- (2) One of the engineer officers on board a motorship with steam boilers must have a certificate for operating a steam boiler as follows:
- 1) when the total power figure of the steam boilers is 80 or less and the pressure is 25 bar or less, a steam engine attendant's certificate, comparable with an engine attendant's A certificate in accordance with the Decree on certification of operation supervisors in boiler plants (213/1978);
  - 2) when the total power figure of the steam boilers is more than 80 but not more than 400 and the pressure is 40 bar or less, a watchkeeping steam engineer officer's certificate comparable with an assistant engineer's certificate in accordance with the Decree on certification of operation supervisors in boiler plants;
  - 3) when the total power figure of the steam boilers is more than 400 but not more than 1,600, a steam engineer officer's certificate comparable with an engineer officer's certificate in accordance with the Decree on certification of operation supervisors in boiler plants; and

- 4) when the total power figure of the steam boilers is more than 1,600, a chief steam engineer's certificate comparable with a chief engineer's certificate in accordance with the Decree on certification of operation supervisors in boiler plants.

## Chapter 8 – Watchkeeping

### Section 51 – *Fitness for watchkeeping duty*

- (1) The Seamen's Working Hours Act, the Act on Working Hours on Vessels in Domestic Traffic and the Seamen's Annual Holidays Act lay down provisions concerning rest periods and working hours.
- (2) The watch systems of the ship must be arranged so that the efficiency of the watchkeeping personnel is not impaired by fatigue. The duties must be so organized that the first watch at the start of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.

### Section 52 – *Watchkeeping arrangements and principles to be observed on watch*

- (1) The shipowner, master, chief engineer officer and all watchkeeping personnel must ensure that a safe watch or watches appropriate to the prevailing circumstances are maintained on board the ship. The Ministry of Transport and Communications makes further decisions on watchkeeping on board in order to ensure that the provisions of the STCW Convention regarding watchkeeping are observed. (532/2004)
- (2) The master of the ship must ensure that watchkeeping arrangements are adequate for maintaining a safe watch or watches, taking into account the prevailing circumstances and conditions. In addition, the master must supervise that the following are implemented:
  - 1) the officer in charge of the navigational watch is responsible for navigating the ship safely during his watch, during which time he must constantly be physically present on the navigating bridge or in its immediate vicinity;
  - 2) the radio operator is responsible for maintaining a continuous radio watch on appropriate frequencies during his watch;
  - 3) the officer in charge of the engineering watch must, in accordance with the instructions given by the chief engineer officer, be available and on call to attend to the machinery spaces and, where necessary, be present in the machinery spaces during his watch; and
  - 4) to ensure safety, appropriate and effective watchkeeping is organized at all times, while the ship is at anchor or moored and, if the ship is carrying hazardous substances, watchkeeping must specifically take account of the nature, quantity, packing and stowage of the hazardous cargo and any special conditions prevailing on board, afloat or ashore.

## Chapter 9 – Miscellaneous provisions

### Section 53 – *Deviation from the ratified manning*

- (1) If there is no competent crew available without undue delay or cost in the port where the ship lies, the Finnish Maritime Administration may, for a specified time or for a specified trip, grant the ship the right to deviate from the ratified manning provided that safety is not endangered by any reduction in manning.
- (2) The manning must be supplemented as soon as practically possible.

### Section 54 – *Deviation from the certification laid down in the safe manning certificate*

- (1) In circumstances of necessity, the Finnish Maritime Administration may, when it deems that the procedure does not cause danger to life, property or the environment and after having heard the appropriate national organization in the sector, upon written application in individual cases grant a person a dispensation permitting him to serve on board a specified ship for a specified period, however, not exceeding six months at a time, in a function

for which he does not hold the entitling certificate, provided that the person to whom the dispensation is granted has the adequate competence to safely attend to the function. In domestic traffic, dispensation may also, in addition to circumstances of necessity, be granted whenever compliance with the provisions of chapter 2 would lead to obvious unreasonableness.

- (2) In other than domestic traffic, dispensation for the position of master and chief engineer officer may, however, be granted only in circumstances of exceptional necessity and even then only for the shortest period possible.
- (3) Dispensation may be granted only for a rank requiring the nearest higher certification. Persons with no certificate may be granted dispensation for a rank requiring the lowest certificate if they, on the basis of their training and experience, are clearly capable of attending to the function to be fulfilled.

#### Section 55 – *Charter to a foreigner*

If a Finnish ship has been chartered to a foreigner to be used in traffic between third countries on condition that the foreign charterer may control the use of the ship for seafaring, the master must hold a certificate or an endorsement in accordance with this Decree and the rest of the crew must hold certificates or endorsements required for their functions.

#### Section 56 – *Exceptions from traffic areas*

Whenever a ship is in traffic in restricted waters abroad, the Finnish Maritime Administration may, after having heard the labour protection authority and the appropriate national maritime labour-market organizations, and taking into account the type of traffic, upon written application in individual cases order that the traffic is, with regard to the number and competence of the crew, comparable to less extensive traffic of the same type.

#### Section 57 – *Manning of a charter boat*

Provisions concerning the manning of a charter boat are issued separately.

#### Section 58 – *Manning of a fishing vessel*

Provisions concerning the manning of a fishing vessel are issued separately.

#### Section 59 – *Repealed. (1018/1999)*

#### Section 60 – *Minimum age of the master*

The person acting as the master must be at least 20 years of age. However, on board a ship in domestic traffic where the master is required to have a boatmaster's certificate or a skipper's certificate for domestic traffic, the master must be at least 18 years of age.

#### Section 61 – *Further provisions and supervision*

- (1) The Ministry of Transport and Communications may, where necessary, issue further provisions and instructions on the implementation of this Decree.
- (2) The Ministry of Transport and Communications may issue further provisions on the revalidation of certificates, minimum requirements concerning certification, deck hands' training, emergency and health care training and watchkeeping. (1018/1999)
- (3) The Finnish Maritime Administration supervises compliance with this Decree and provisions issued under it.

### Section 62 – *Sanctions*

Anyone who violates the provisions of this Decree or provisions issued under it must be sentenced in accordance with the Maritime Act (674/1994).

### Section 63 – *Forfeiture of a certificate or an endorsement*

- (1) The Finnish Maritime Administration may suspend or withdraw a certificate or an endorsement issued to persons who:
  - 1) by continuous violation of this Decree or provisions issued under it have showed that they lack the willingness to obey them;
  - 2) misuse their certificate or endorsement;
  - 3) under very aggravating circumstances, otherwise undertake a function on board to which they are not entitled by their certificate or endorsement;
  - 4) repeatedly accept a position to which they are not entitled by their certificate or endorsement; or who
  - 5) otherwise violate the provisions on certification or manning in an aggravated manner.
- (2) A decision of the Finnish Maritime Administration on the suspension or withdrawal of a certificate or an endorsement enters into force immediately. In this case, the certificate or endorsement must immediately be returned to the Finnish Maritime Administration.
- (3) Before making the decision referred to in subsection 1, the Finnish Maritime Administration must give the person whose suspension or the withdrawal of whose certificate or endorsement is under consideration in the Finnish Maritime Administration an opportunity to be heard.
- (4) The decision of the Finnish Maritime Administration on the suspension or withdrawal of a certificate must be served on the person in question as separately provided on the service of notice in administrative issues.

### Section 64 – *Appeal*

Provisions concerning appeal against a decision referred to in this Decree are laid down in the Administrative Judicial Procedure Act (586/1996).

## Chapter 10 – **Transitional provisions and entry into force**

### Section 65 – *Entry into force*

- (1) This Decree enters into force on 1 January 1998.
- (2) Section 44 and section 45(4), however, enter into force on 1 August 1998.
- (3) The provisions of subsections 1 and 2 notwithstanding, the provisions referred to above may also be complied with earlier with regard to training and certificates if the requirements of the provisions in question are met.
- (4) This Decree repeals the following Decrees as amended:
  - 1) Decree on the manning of ships and crew competence (250/1984) of 14 March 1984; and
  - 2) Decree on watchkeeping on board (666/1981) of 25 September 1981.
- (5) However, section 27 and chapters 7-9 of the Decree on the manning of ships and crew competence remain in force until 1 February 2002.

Section 66 – *Continuation of certification (1018/1999)*

Persons who have served in any capacity equal to a rating level certificate in accordance with this Decree for 36 months and who, on the basis of their experience, are clearly capable of attending to the function in question and have completed basic emergency training are entitled to the certificate in question up to 31 December 1999.

Section 67 – *Previous certification*

(1) Certificates and endorsements issued under previous provisions are valid until 1 February 2002.

(2) The names of previously issued certificates are equated as follows:

Certificates and endorsements issued under Decree 250/1984	Certificates issued under this Decree
captain	captain
chief mate	chief mate
deck officer	deck officer
skipper	deck officer
boatmaster I	skipper in domestic traffic
boatmaster II	boatmaster
chief engineer	chief engineer
engineer	engineer officer
assistant engineer	watchkeeping engineer
engine attendant	engine attendant
electrical engineer	electrical engineer
boatswain	boatswain or repairman
pumpman	--
able seaman	able seaman or motorman
ordinary seaman	watchkeeping rating
deck hand	deck hand
repairman	boatswain or repairman
ship's electrician	ship's electrician
motorman	able seaman or motorman
rating forming part of an engine room watch	watchkeeping rating
chief steward	chief steward
cook steward	cook steward
ship's cook	ship's cook
ship's waiter	--
catering assistant	catering assistant

(3) In order to obtain a certificate under this Decree, the applicant must prove that he meets the requirements of this Decree with regard to training and work experience.

Section 68 – *Previous manning*

A manning in accordance with a previous manning certificate may be ratified after the expiry of the manning certificate for a ship whose manning has been ratified prior to the entry into force of this Decree unless otherwise provided in section 12.