

Ring-fenced Tickets – Equivalence to SRL Endorsements

October 2018

ITN-22-18

Purpose

The purpose of this ITN is to provide interim guidance on which ring-fenced certificates of competency may be used in lieu of an SRL with an endorsement to operate larger vessels. The aim is to clarify that special privileges granted under a Minimum Safe Crewing Document (MSCD) are preserved under the ring-fencing of certificates.

Background

It is a principle of ring-fencing of certificates issued prior to the introduction of SeaCert on 1 April 2014 that seafarers retain the privileges attached to their certificates prior to that date, including special privileges granted when a MSCD was issued for a vessel.

This principle stands in the case of holders of New Zealand Offshore Master or an Inshore Launch Master (or their equivalents) for service on board ships that under Part 31 now require the master to hold an SRL certificate endorsed to <500 GT or SRL endorsed to between 500 GT and <3000 GT.

Tables of Substitution

The tables of substitution set out below clarify which ring-fenced certificates may be substituted for an SRL endorsed to <500 GT, and SRL endorsed to between 500 GT and 3000 GT. These tables complement the privileges table document available on the Maritime NZ website for ring-fenced certificates, which was taken from the previous Rule Part 31 and which does not include special privileges that were granted when a MSCD was issued for a vessel.

Duration

Unless withdrawn before, this Interim Technical Note expires on 31 Oct 2019

The intent of this interim technical note (ITN) is to provide clarification in respect of the application of rules where the meaning is unclear or conflicting. ITNs provide supporting information on specific technical issues or areas related to maritime rules. The material in this ITN should not be treated as a substitute for the rules, which are the law. This ITN may be replaced with or clarified by operational guidance or an advisory circular at a later date. Any future guidance is unlikely to apply retrospectively, unless over-riding safety concerns become apparent.

SRL Endorsed to <500 GT (applies to Passenger, Non-passenger and Fishing vessels, irrespective of whether the vessel has an MSCD or not):

Acceptable Ringfenced Ticket	Conditions (if any)
Inshore Launch Master (ILM)	
Commercial Launch Master	
Inshore Fishing Skipper	
Master River Limits Launch	
Master River Ship	must have an engineering qualification if no other engineer is carried
NZ Offshore Watchkeeper with ILM	
NZ Offshore Master	must have an engineering qualification if no other engineer is carried
NZ Coastal Master	must have an engineering qualification if no other engineer is carried
Mate Home Trade	must have an engineering qualification if no other engineer is carried
Master Small Home Trade Ship	must have an engineering qualification if no other engineer is carried
Skipper Coastal Fishing Boat	
	Note: Under MOSS/ISM and HSWA, each master must have received familiarisation training on the vessel and its equipment prior to assuming command. This training should be specific to the vessel and its handling characteristics and cover all the risks associated with the operation. This familiarisation training should be recorded and signed-off in appropriate company documentation.

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SRL Endorsed to <3000 GT (applies to Passenger, Non-passenger and Fishing vessels, when the vessel has an MSCD):

Acceptable Ringfenced Ticket	Conditions (if any)
Inshore Launch Master (ILM)	
Commercial Launch Master	
Master River Ship	
NZ Offshore Watchkeeper with ILM	
NZ Offshore Master	
NZ Coastal Master	
Mate Home Trade	
Master Small Home Trade Ship	
Skipper Coastal Fishing Boat	
	<p>Notes:</p> <ol style="list-style-type: none"> 1. Assumes that vessels 500GT to 3000GT will require an engineer holding at least MEC6 qualification. 2. Under MOSS/ISM and HSWA, each master must have received familiarisation training on the vessel and its equipment prior to assuming command. This training should be specific to the vessel and its handling characteristics and cover all the risks associated with the operation. This familiarisation training should be recorded and signed-off in appropriate company documentation.

Further information on this note may be obtained from:

Maritime Systems Assurance Team

Maritime New Zealand

Level 11,

1 Grey Street

Wellington 6011

New Zealand (toll free): **0508 225 522**

Calling from outside New Zealand: **+64 4 473 0111**

Email: **international@maritimenz.govt.nz**

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