

Marine Information Bulletin

Minimum licence requirements for fishing and trading/commercial ships in Queensland

Purpose

This bulletin is to inform owners and operators of the minimum licence (certificate of competency) requirements for fishing and trading/commercial ships in Queensland.

Background

The *Transport Operations (Marine Safety) Act 1994* gives ship owners and masters the flexibility to operate in a way that is safe and efficient. This approach is the general safety obligation placed on designers, builders, surveyors, owners and masters of ships, boats and other watercraft. The legislation does not set out the minimum crew numbers for ships. This is part of the owner and master's general safety obligation requiring a ship to have sufficient crew to operate safely. Breaches of the general safety obligation carry heavy penalties.

However, the *Transport Operations (Marine Safety) Regulation 2004* does require all fishing and trading/commercial ships to have an appropriately qualified master and engineer on board. The legislation also sets the minimum licences required to be held by persons who fulfill particular roles on the ship. Minimum requirements are based on the Uniform Shipping Laws Code (with changes to suit Queensland requirements). Masters or owners who operate with crew members who do not meet these minimum licence requirements are in breach of section 86 of the *Transport Operations (Marine Safety) Regulation 2004*.

Crew members who are required to hold appropriate qualifications include a chief mate, deck watch-keeper, chief engineer, second engineer or engine room watch-keeper.

Licence requirements

The length of a ship, propulsion power and operational area are the criteria used to determine the licence required. The tables attached give details of the licences required to operate various ships in a particular operational area.

Fishing ships less than 10 metres in length may be operated (as master and engineer) by a holder of a Small Vessel Operators Certificate.

Holders of deck or engineering licences serving only on fishing ships are not required to revalidate their licences. However, as soon as the holder transfers to a commercial/trading ship or works on both fishing and commercial/trading ships, their licence(s) must be renewed or revalidated every five years.

For ships with propulsion power of 3000 kW and over, the holder of an engineering licence must have completed the course – Prevention and Control of Shipboard Fires, in accordance with section 2 and section 3 of the Uniform Shipping Laws Code 2008.

A master of a trading/commercial or fishing ship with a propulsion power of less than 750 kW may act as both master and engineer if the master also holds an appropriate licence to act as engineer of the ship.

Under Queensland legislation, propulsion power of a ship is defined as the maximum continuous rated power in kilowatts of the largest propulsion engine on the ship.

Information

For further information about this Marine Information Bulletin, email msqmail@msq.qld.gov.au.

Other Marine Information Bulletins covering various topics relating to the safe operation of vessels can be obtained from Maritime Safety Queensland's website www.msq.qld.gov.au and from the following Maritime Safety Queensland regional offices:

Airlie Beach	(07) 4946 2200
Bundaberg	(07) 4131 8500
Cairns	(07) 4052 7400
Gladstone	(07) 4973 1200
Hervey Bay	(07) 4194 9600
Mackay	(07) 4944 3700
Mooloolaba	(07) 5477 8425
Pinkenba	(07) 3860 3500
Southport	(07) 5539 7300
Townsville	(07) 4726 3400

Deck licences – trading/commercial ships				
Operational area	Ship length			
	Less than 12 metres	Less than 24 metres	Less than 35 metres	Less than 80 metres
Operations within 600 nautical miles of the mainland coast (Australian Coastal and Middle Water operations)	Master Class 4	Master Class 4	Master Class 4	Master Class 3
Operations within 200 nautical miles of the mainland coast (Offshore operations)	Master Class 5	Master Class 5	Master Class 4	Master Class 3
Operations within 50 nautical miles or within the Great Barrier Reef Region and/or Torres Strait Zone	Master Class 5	Master Class 5	Master Class 4	Master Class 4 *
Operations within 15 nautical miles seaward of the mainland coast (inshore operations) or within 15 nautical miles seaward of the boundaries of the designated smooth and partially smooth water limits (sheltered waters)	Coxswain	Master Class 5	Master Class 4	Master Class 4
Operations within smooth and partially smooth water limits (sheltered waters)	Coxswain restricted to specific areas	Master Class 5 restricted to specific areas	Master Class 4 restricted to specific areas	Master Class 4 restricted to specific areas

Deck licences – fishing ships				
Operational area	Ship length			
	Less than 15 metres	Less than 24 metres	Less than 35 metres	Less than 80 metres
Operations within 600 nautical miles of the mainland coast (Australian coastal and middle water operations)	Skipper Grade 2	Skipper Grade 2	Skipper Grade 2	Skipper Grade 1
Operations within 200 nautical miles of the mainland coast (offshore operations)	Skipper Grade 3	Skipper Grade 3 *	Skipper Grade 2	Skipper Grade 2
Operations within the fishing ship operational area (schedule 11 of the <i>Transport Operations (Marine Safety) Regulation 2004</i>)	Coxswain *	Skipper Grade 3 *	Skipper Grade 2	Skipper Grade 2
Operations within 15 nautical miles seaward of the mainland coast (inshore operations) or within 15 nautical miles seaward of the boundaries of the designated smooth and partially smooth water limits (sheltered waters)	Coxswain	Skipper Grade 3	Skipper Grade 2	Skipper Grade 2
Operations within smooth and partially smooth water limits (Sheltered waters)	Coxswain restricted to specific areas	Skipper Grade 3	Skipper Grade 2	Skipper Grade 2

Engineering licences – trading/commercial ships					
Operational area	Propulsion power kilowatt rating (refer note 7)				
	Less than 250 kW (refer note 6)	Less than 500 kW (refer note 6)	Less than 750 kW (refer note 6)	Less than 1500 kW	1500 kW and over
Operations within 600 nautical miles of the mainland coast (Australian coastal and middle waters operations)	MED Grade 2	MED Grade 1	MED Grade 1	Engineer Class 3	Determined by the authority
Operations within 200 nautical miles of the mainland coast (Offshore operations)	MED Grade 2	MED Grade 2	MED Grade 1	Engineer Class 3	Engineer Class 2 (Refer to Australian Maritime Safety Authority)
Operations within 100 nautical miles of the mainland coast	MED Grade 3	MED Grade 2	MED Grade 1	Engineer Class 3	Engineer Class 2 (Refer to Australian Maritime Safety Authority)
Operations within the Great Barrier Reef Region and/or Torres Strait Zone	MED Grade 2	MED Grade 2	MED Grade 1	MED Grade 1 * (Ships 750 kW – 1500 kW)	Engineer Class 3 * (Ships 1500 kW – 3000 kW)
Operations within 30 nautical miles of the mainland coast (Restricted offshore operations)	MED Grade 3	MED Grade 2	MED Grade 1	MED Grade 1	Engineer Class 2 (Refer to Australian Maritime Safety Authority)
Operations within 15 nautical miles seaward of the mainland coast (inshore operations) or within 15 nautical miles seaward of the boundaries of the designated smooth and partially smooth water limits (sheltered waters)	MED Grade 3/ Coxswain (Ships less than 12 metres)	MED Grade 3	MED Grade 2	MED Grade 1	Engineer Class 2 (Refer to the Australian Maritime Safety Authority)
Operations within smooth and partially smooth water limits (sheltered waters)	MED Grade 3/ Coxswain (Ships less than 12 metres)	MED Grade 3	MED Grade 2	MED Grade 1	Engineer Class 2 (Refer to Australian Maritime Safety Authority)

Engineering licences — fishing ships						
Operational area	Propulsion power kilowatt rating (refer note 7)					
	Less than 250 kW (refer note 6)	Less than 300 kW (refer note 6)	Less than 500 kW (refer note 6)	Less than 750 kW (refer note 6)	Less than 1500 kW	1500 kW and over
Operations within 600 nautical miles of the mainland coast (Australian coastal and middle water operations)	MED Grade 2	MED Grade 1	MED Grade 1	MED Grade 1	Engineer Class 3	Engineer Class 3 (refer note 5) *
Operations within 200 nautical miles of the mainland coast (offshore operations)	MED Grade 3	MED Grade 3 *	MED Grade 2	MED Grade 1	Engineer Class 3	Engineer Class 3 (refer note 5) *
Operations within the fishing ship operational area (schedule 11 of the <i>Transport Operations (Marine Safety) Regulation 2004</i>)	MED Grade 3	MED Grade 3 *	MED Grade 1	MED Grade 1	MED Grade 1 * (Ships 750 kW – 1500 kW)	Engineer Class 3 (refer note 5) *
Operations within 50 nautical miles of the mainland coast	MED Grade 3	MED Grade 2	MED Grade 2	MED Grade 1	MED Grade 1 * (Ships 750 kW – 1500 kW)	Engineer Class 3 (refer note 5) *
Operations within 15 nautical miles seaward of the mainland coast (inshore operations) or within 15 nautical miles seaward of the boundaries of the designated smooth and partially smooth water limits (sheltered waters)	Coxswain	MED Grade 3	MED Grade 3	MED Grade 2	MED Grade 1	Engineer Class 3 (refer note 5) *
Operations within smooth and partially smooth water limits (sheltered waters)	Coxswain	MED Grade 3	MED Grade 3	MED Grade 2	MED Grade 1	Engineer Class 3 (refer note 5) *

Notes:

1. The length of a ship, propulsion power and the operational area are the criteria used to determine the type of licence required. These tables give details of the licences required to operate various ships in a particular operational area.
2. Fishing ships less than 10 metres in length may be operated (as master and engineer) by a holder of a Small Vessel Operators Certificate (SVOC) {*Transport Operations (Marine Safety) Regulation 2004* – section 84 (2) (i)}.
3. *Indicates exemptions are provided in the *Transport Operations (Marine Safety) Regulation 2004*.
4. Holders of deck or engineering licences serving only on fishing ship are not required to revalidate their licences. However, as soon as the holder transfers to a commercial/trading ship or works on both fishing and commercial/trading ships, their licence(s) must be renewed or revalidated every five years.
5. For ships 3000 kW and over, the holder must have completed the course 'Prevention and Control of Shipboard Fires' as per section 2 and 3 of the Uniform Shipping Laws Code.
6. A master of a training/commercial or fishing ship with a propulsion power of less than 750kW may act as both master and engineer if the master also holds an appropriate certificate to act as engineer of the ship.
7. Under Queensland legislation, propulsion power of a ship is defined as the maximum continuous rated power in kilowatts of the largest propulsion engine on the ship.
8. MED – means Marine Engine Driver.
9. AMSA – means the Australian Maritime Safety Authority.