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CHAPTER 3 - ESTIMATION OF SEA SERVICE

PART I - GENERAL PROVISIONS

Assessment of Service

- 3.1 All service must be assessed solely on its technical merits. The nature of any service must be decided by the articles of agreement and official logbook entries (where these have been maintained).

Calculation of Service


- 3.2
- (1) Time on articles must be reckoned from the date of engagement to the date of discharge.
 - (2) Sea service cannot overlap. A sea service day counted on one voyage or ship cannot be counted on another voyage or ship.
 - (3) Calculation of sea service on more than one ship shall follow the criteria indicated in (2).
 - (4) For the purpose of calculating service other than service on a ship that is under way, an eight-hour shift is equal to one day.
 - (5) Where only part of a month of service is performed, the days of service performed shall be counted individually and reckoned at 30 days to the month.

Absence from Ship

- 3.3
- (1) Where shore leave is taken or where a seaman is otherwise absent during a period of engagement, only the days worked aboard ship at sea can be accepted as sea service.
 - (2) Where any doubt exists, a supplementary testimonial must be produced, signed by the master or owner, clearly showing the periods spent on board at sea (refer to Appendix K).
 - (3) Where an applicant deserts a ship during agreement, any service performed on that ship by the applicant before the applicant's desertion is not recognized in the computation of service requirements with respect to any certificate.

Service on Shifts

- 3.4
- (1) Where service is performed on regular shifts, only those days worked aboard ship can be accepted as qualifying sea service.
 - (2) Where an examiner is satisfied by a supplementary testimonial signed by the master, chief engineer or owner that service has been performed under the terms of a contract providing for regular shifts exceeding eight working-hours per shift worked on a day-on-day-off or equivalent basis, the days worked on board ship are calculated at a ratio of hours regularly worked to eight hours. This ratio shall never exceed 1.5:1.
 - (3) Where service is performed on a mobile offshore drilling unit in transit, the time spent attached to the unit will be counted as full time. Length of shifts on board and regularly scheduled time away shall not be taken into account in the calculation of service. Time on station calculated as per Section 3.38.

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Mixed Service

- 3.5 Where sea service is performed in more than one capacity, on more than one class of ship, or on more than one class of voyage, proportionate allowance may be made for each kind of service according to the provisions in this chapter.

Calculating Service Using Days at Sea


- 3.6 Where an applicant is required to perform service on a ship, service time shall be calculated based on the number of days during which the ship is under way as follows:
- (a) Where a watchkeeping routine consists of a watch of eight hours in a 24-hour period, service may be credited at the rate of one and a half times the number of days during which the ship is under way, without exceeding the total number of days served on board.
 - (b) Where a watchkeeping routine consists of a watch of twelve hours in a 24-hour period, service may be credited at a rate of two and a quarter times the number of days during which the ship is under way, without exceeding one and a half times the total number of days served on board.

Service Below Age 15

- 3.7 Service performed below the age of 15 years cannot be accepted.

PART II - PROVISIONS CONCERNING VOYAGES

- 3.8 (1) Service performed entirely on rivers, lakes other than the Great Lakes, or entirely within partially smooth water limits can be accepted for:
- (a) Master, Limited; and
 - (b) First Mate, Limited.
- (2) For the purposes of (1), the lower limit of the St. Lawrence River is deemed to be a line drawn from Father Point to Point Orient.
- (3) Where any doubt exists, a supplementary testimonial must show the extreme ports called at, or the geographical limits of the voyage. The testimonial must establish the employment of the ship during the period concerned (refer to Appendix K).
- 3.9 Service performed on board ship between engagement and discharge may be accepted as qualifying service, provided the ship proceeded beyond the limits of partially smooth, inland or home-trade waters to meet the applicable certificate requirements during the period concerned.

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Deep Sea Passage

- 3.10 "Deep sea passage" means a voyage between extreme points of not less than 500 nautical miles to seaward of:
- (a) on the east coast, West Point, Anticosti Island, provided that one of the extreme ports of call lies outside the Gulf of St. Lawrence and the Strait of Belle Isle; and
 - (b) on the west coast, the inside passages of the coast of British Columbia and Alaska.
- 3.11 "Partially smooth water" means minor waters and waters of a home-trade voyage, class IV.

Service Classed According to Voyage Performed


- 3.12 In all cases the type of voyage allowed shall be determined according to the geographical limits to which the ship plied during the period of service concerned. Where any doubt exists, a supplementary testimonial must clearly establish the facts of the case (refer to Appendix K).

PART III - SERVICE AGREEMENTS

- 3.13 (1) Certificates of discharge for service in the foreign-going trade may be accepted without verification. Certificates of discharge for service in other trades shall be verified, when necessary, from the deposited articles of agreement.
- (2) Where any certificate of discharge or other proof of sea service appears to have been tampered with, all documents pertaining to the case will be retained by the examiner until the applicant has validated the submission.

Service in Ships Not Maintaining Agreements

- 3.14 (1) Where service has been performed on ships where no agreements with the crew were maintained, a satisfactory testimonial must be produced, signed by a credible person with personal knowledge of the facts to be established.
- (2) This testimonial required by (1) must certify:
- (a) the ship's name, port of registry and gross tonnage;
 - (b) the dates between which the service took place;
 - (c) the capacity served in or the nature of duties performed;
 - (d) the description of the voyage or the geographical limits to which the ship plied during the period of service; and
 - (e) the number of days the ship was underway.
- (3) The production of these testimonials need not necessarily be deemed sufficient. Each case must be decided on its own merits. All doubtful cases must be referred to Headquarters for decision.

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Evidence of Service in Foreign Ships

- 3.15 (1) Testimonials of service of officers and seamen serving on ships registered abroad that cannot be verified from Transport Canada records may require confirmation by the appropriate consul, some other recognized authority of the country in which the vessel is registered, or the testimony of some credible person knowing the facts to be established. Such testimonials may be certificates of discharge authenticated by the consul or other official before whom the seaman was discharged, or by letters from the owners.
- (2) The production of these testimonials need not be deemed sufficient. Each case must be decided on its own merits.

PART IV - POSITIONS HELD DURING SERVICE

Service Performed for Navigation Certificate

- 3.16 Except as stated in the following sections, sea service must have been performed in the deck department.

Rank or Rating

- 3.17 (1) The rank or rating held during a voyage must always be taken as that appearing in the agreement with the crew for the voyage concerned.
- (2) Where service has been performed on ships where no agreement with the crew is maintained, the rank or rating must be established according to section 3.14.

Promotion During Voyage

- 3.18 Whenever an officer or seaman has been promoted during the course of a voyage, and this promotion and the grounds on which it was made have been properly entered in the official logbook, credit is given for the period of service in the higher rank.

Service Performed Under an Approved Co-operative Training Scheme


- 3.19 Officer trainees who have performed their service in accordance with the provisions of an approved cadet scheme may be accepted for examination after serving at sea for a lesser period than that specified in Chapters 12 and 13.

Promotion of Apprentice

- 3.20 Where an officer trainee, whether bound by indentures or not, is promoted to un-certificated junior officer, the officer's service is accepted as apprentice or cadet service.

Service as Pilot

- 3.21 Time served on board ship as pilot cannot be accepted as qualifying service for a certificate except as stated in section 3.8 (1) and 3.37.
- 3.22 Not in use.
- 3.23 Not in use.
- 3.24 Not in use.

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PART V - OTHER SERVICE

Non-Trading Service

- 3.25 (1) Except as stated in the following sections, sea service must be performed in ships engaged in ordinary trading.
- (2) So long as it is otherwise acceptable, service performed in cable ships, supply ships, government ships, tugs, ferries and fishing craft is accepted on the same basis as service in ships engaged in ordinary trading.
- 3.26 Not in use.

Service in Training Ships

- 3.27 Service in training ships not engaged in ordinary trading cannot be accepted as qualifying service where such service forms part of a training course for which remission of sea service is granted.
- 3.28 Not in use.

Nondescript Craft

- 3.29 Service in dredges other than self-propelled sea-going dredges, and service in lightships, pilot boats, barges, scows and similar nondescript craft—whether self-propelled or not—cannot be accepted as qualifying service.

Service in Smaller Ships

- 3.30 Where service is performed in ships of less than 200 tons gross, a supplementary testimonial must always be produced.


Doubtful Service

- 3.31 Where, due to the size or nature of employment of a ship, an examiner of masters, mates and engineers considers that the service in that ship is not acceptable as qualifying service for the certificate for which application has been made, the examiner shall require evidence of additional qualifying sea service.

PART VI - SERVICE IN THE CANADIAN ARMED FORCES

Service in Naval Ships for Nautical Certificates

- 3.32 Time served on board Her Majesty's sea-going ships as an officer or a rating may be accepted for nautical certificates if the time is spent on upper-deck duties, provided that:
- (a) the statement of qualifying service in Her Majesty's ships is authenticated by Canadian Forces Headquarters, Ottawa, and specifies days at sea during the period served;
 - (b) the applicant produces a testimonial signed by his/her commanding officer or naval officer-in-charge attesting to the proportion of time generally spent each day performing regular deck duties in addition to other duties; and

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- (c) where application is made for an examination for a certificate of competency requiring watchkeeping service, a watchkeeping certificate must be produced, signed by the commanding officer if the service was performed in a ship with a complement of 150 or more, or by the naval officer-in-charge or commanding officer of a flotilla or parent ship if the service was performed on a small craft. In addition, evidence must be produced to show that the service was performed while holding the certificate of competency required.

Where an applicant is not employed in bridge or seamanship duties, an allowance may be made in accordance with the provisions of this chapter. In the case of applicants employed in trades with a percentage of time spent on deck duties, information provided by the Department of National Defence must be used to assess service.

Service in Naval Ships for Engineering Certificates

- 3.33 Recognition accorded to Canadian Armed Forces (CAF) sea personnel for marine engineer examination purposes can be determined from Table B-29A. All CAF personnel applying for an examination must supply the following information, duly substantiated with the proper documentation: (Reference, Form CFP 245)
- (a) date of joining and leaving the Canadian Armed Forces;
 - (b) technical certificates issued and their date of issue; and
 - (c) testimonials of sea service, giving details of the main propulsion machinery, nature of duties performed and actual number of days spent at sea.

C.A.F. Naval Marine Engineering Qualifications

Certificate 1	Auxiliary Machinery Operator
Certificate 2A	Boiler Room Watchkeeper
Certificate 2B	Diesel Engine Room Watchkeeper
Certificate 2C	Submarine Engine Room Watchkeeper (Diesel Electric Propulsion)
Certificate 2D	Combined Gas or Gas Turbine (COGOG) Control Console Watchkeeper
Certificate 2E	Combined Diesel or Gas Turbine (CODOG) Control Console Watchkeeper
Certificate 3A	Steam Turbine Watchkeeper
Certificate 3C	Submarine Machinery Certificate (Diesel Electric Propulsion)
Certificate 3D	Combined Gas or Gas Turbine (COGOG) Watchkeeper
Certificate 3E	Combined Diesel or Gas Turbine (CODOG) Watchkeeper
Certificate 4	Marine Engineering Charge Certificate

Table B-29A

C.A.F. QUALIFICATIONS	CREDIT UNDER MARINE CERTIFICATION REGULATIONS
Certificate 1	Remission of 15 months qualifying time toward Fourth-Class examination. Qualifies for recognition as having completed the requirements of the TP 13721 "Training Record Book Requirements for Watchkeeping Engineer Candidates" (ACES Code: TRBE)
Certificate 1 + 21 months sea service after obtaining Certificate 1	Qualifies to write Fourth-Class Motor or Steam Examination, depending on sea service.
Certificate 1 + 24 months sea service after obtaining Certificate 1	Qualifies to write Fourth-Class Combined Examination, provided that a minimum of three months sea service was acquired on board a motor ship and three months on a steam-driven ship.
Certificate 2A	Qualifies to write Fourth-Class Steam Examination
Certificate 2B or 2C or 2D or 2E	Qualifies to write Fourth-Class Motor Examination
Certificate 2A + 12 months sea service, on a steamship, after obtaining Certificate 2A	Qualifies to write Third-Class Steam Examination
Certificate 2B or 2C or 2D or 2E + 12 months sea service on a motor ship or gas turbine ship, after obtaining any of these certificates	Qualifies to write Third-Class Motor Examination
Certificate 2A + 2B, 2C, 2D or 2E + 15 months sea service after obtaining any of these certificates	Qualifies to write Third-Class Combined Examination, provided a minimum of six months sea service was acquired on board a motor or gas turbine ship, and six months on board a steam-driven ship.
Certificate 3A	Qualifies to write Third-Class Steam Examination
Certificate 3B or 3C or 3D or 3E	Qualifies to write Third-Class Motor Examination
Certificate 3A + 12 months sea service on a steamship after obtaining Certificate 3A	Qualifies to write Second-Class Steam Examination
Certificate 3B or 3C or 3D or 3E + 12 months sea service on a motor or gas turbine ship after obtaining any of these certificates	Qualifies to write Second-Class Motor Examination
Certificate 3A + 3B or 3C or 3D or 3E + 15 months sea service after obtaining any of these certificates	Qualifies to write Second-Class Combined Examination, provided a minimum of six months sea service was acquired on board a motor or gas turbine ship, and six months on board a steam-driven ship.
Certificate 4	Qualifies to write Second-Class Combined Examination provided a minimum of six months sea service was acquired on board a motor or gas turbine ship, and six months on board a steam driven ship.

Acceptance of Qualification in the C. A. F. and Exemptions Allowed.

- 3.34 C. A. F. Applicants may be exempted from certain subjects on the basis of qualification level in the Marine Engineering Technician (M.E.T.) and Marine Engineering Artificer (M.E.A.) Occupations 312 (Apprentice) 313 (Journeyman) and 314 (Supervisor/Manager).

Candidates who have a Certificate 2 qualification, (or who can prove completion of the QL5 academic training programme, together with the workshop skills application course) are exempt from the Skills Training Requirement. TP 13720 “Practical Skills for Marine Engineers Training Course” (ACES Code: - PSME).


Qualifications and Exemptions Table B-30A

QUALIFICATION LEVEL	EXEMPTED FROM
Occupational Qualification (Q.L.) 5 or Occupational Qualification (Q.L.) 6	Mathematics, Applied Mechanics; Thermodynamics and Electrotechnology of the Third and Second-Class Examinations
Occupational Qualification (Q.L.) 7	Mathematics, Applied Mechanics, Thermodynamics, Electrotechnology and Naval Architecture of the Third and Second-Class Examinations

Note: (1) Naval qualifications as above do not exempt any candidate from the Engineering Drawing, (or the Blueprint interpretation and Free Hand Sketching option), of the Second-Class Engineer examination.

Note: (2) Exemption from the Second-class Engineer examination in Naval Architecture is granted only to holders of the QL7 qualification.

- 3.35 Applicants from commissioned engineering officers of the Royal Canadian Navy must submit full documentation relevant to qualifying service ashore and at sea and transcripts of marks obtained in naval examination subjects. All such documentation is to be forwarded to headquarters in Ottawa for evaluation and ruling. Each case will be treated on its own merits.
- 3.36 Applicants from the Reserve or regular forces who do not have any of the certificates listed in the document CFP-245 should be accorded credits strictly in accordance with the Marine Certification Regulations.


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CFP-245 (APPENDIX 1, ANNEX B, CHAPTER 17)

STATEMENT OF QUALIFICATION AS A MARINE ENGINEERING TECHNICIAN 313 AND MARINE ENGINEERING ARTIFICER 314 IN THE CANADIAN FORCES				
1	SIN:	Surname:	Given Names:	
2	Date of Enrollment:			
3	Date of Release (if applicable):			
4	Qualification Level Attained to Date (if still serving):			
5	Highest Pay Level Equivalent Attained (if released under former Navy):			
6	Highest Pay Level Qualified to (in items 4 or 5):			
7	Number of Months Sea Service in the Trade, Steam (S) /Diesel (D)			
8	Marine Engineering Certificates Held:			
	a) Certificate 1	Yes	No	Date of Issue
	b) Certificate 2A	Yes	No	Date of Issue
	c) Certificate 2B	Yes	No	Date of Issue
	d) Certificate 2C	Yes	No	Date of Issue
	e) Certificate 2D	Yes	No	Date of Issue
	f) Certificate 2E	Yes	No	Date of Issue
	g) Certificate 3A	Yes	No	Date of Issue
	h) Certificate 3C	Yes	No	Date of Issue
	i) Certificate 3D	Yes	No	Date of Issue
	j) Certificate 3E	Yes	No	Date of Issue
	k) Certificate 4	Yes	No	Date of Issue
9	Number of Months Served in Submarines Subsequent to Issue of Certificate 2C (answer only if highest certificate held is/was Certificate 2C or equivalent):			
10	Signature of Examination Candidate (for identification purposes):			
11	Remarks of Signing Officer (including category of release):			

(Commanding Officer or NDNQ/DPGPCOR)

Note: This form shall be reproduced locally

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Service in an Approved Pilotage Training Scheme

3.37 Service as a trainee pilot may be accepted as watchkeeping service at two-thirds rate for properly-documented time at sea, up to a maximum of three months.

Qualifying Service in Offshore Resource Industry

3.38 (1) FOR MOU/MODU CERTIFICATES

Service on mobile offshore units shall be accepted at full sea-time for MOU/MODU certificates subject to the one-and-a-half rule for regular 12 hour shifts.

(2) FOR DECK CERTIFICATES

(a) Service on self-propelled MOU/MODUs underway on passage and self-propelled MOU/MODUs maintaining station on location by means of dynamic positioning will accrue full sea-time at the applicable rate. In these cases conventional description of the position served in will normally be used.
note: (add DP and FPSO positions)

(b) Service performed on surface MOU/MODUs not maintaining station on location by means of dynamic positioning and on non-self-propelled units on location or underway will be assessed according to the following table:

Certificate Applied For	Capacity Served In (or any position having equivalent responsibility)	Qualifying Sea Service Rate (see note 2)	Maximum Qualifying Sea Service
AB	Deckhand, Roustabout, Roughneck, Crane Operator, Crane Operator Assistant or any positions listed below.	Full	No Limit
WKMS/WKMR	Toolpusher, Nightpusher, Driller, Assistant Driller, Derrickman, Derrickman Assistant, Crane Operator, Crane Operator Assistant, Deckhand, Roughneck, Roustabout, Ballast Control Operator, Radio Operator, DP Operator, Barge Supervisor, Barge Supervisor Trainee, Tourpusher	2/3	No Limit
WKMS/WKMR	Engineer, Motorman, Mechanic, Ice Observer	Full	12 months
1st Mate Intermediate/Local Voyage	The following Watchkeeping Officers: Ballast Control Operator, DP Operator, Barge Supervisor, Stability Technician while holding watchkeeping certificate	2/3	No Limit
Master Intermediate/Local Voyage	The following Watchkeeping Officers: Ballast Control Operator, DP Operator, Barge Supervisor, Stability Technician while holding 1st mate intermediate/local voyage certificate	2/3	No Limit
Master Mariner	The following Watchkeeping Officers: Ballast Control Operator, DP Operator, Barge Supervisor, Stability Technician while holding Master Intermediate Voyage Certificate	2/3	No Limit

Note (1): All sea-time to be verified by testimonials endorsed by the Master/Offshore Installation Manager

Note (2): Recognizing the diminished opportunity for watchkeeping experience due to the specialized nature of the operation, only 2/3 credits have been given for certificates above watchkeeping mate.

- (c) Service performed on self-elevating MOU/MODUs will be assessed according to the following table:

Certificate Applied For	Capacity Served In (or any position having equivalent responsibility)	Qualifying Sea Service Rate (see note 2)	Maximum Qualifying Sea Service
AB	Deckhand, Roustabout, Roughneck, Crane Operator, Crane Operator Assistant or any positions listed below.	Full	No Limit
WKMS/WKMR	Toolpusher, Nightpusher, Derrickman, Derrickman Assistant, Crane Operator, Crane Operator Assistant, Deckhand, Roughneck, Roustabout, Radio Operator, Driller, Assistant Driller, Barge Supervisor Trainee, tourpusher	2/3	12 months
WKMS/WKMR	Barge Supervisor	Full	18 months
WKMS/WKMR	Engineer, Motorman, Mechanic	Full	12 months

Note (1): All sea-time to be verified by testimonials endorsed by the Master/Offshore Installation Manager

Note (2): Recognizing the diminished opportunity for watchkeeping experience due to the specialized nature of the operation, only 2/3 credits have been given for certificates above watchkeeping mate.

(3) FOR ENGINEERING CERTIFICATES

- (a) Service on self-propelled MOU/MODUs underway on passage and MOU/MODUs maintaining station on location by means of thruster assistance or dynamic positioning or by means of anchors will accrue full sea-time at the applicable rate in accordance with the following table. In these cases conventional description of the position served in will normally be used.
note: (add DP and FPSO positions)

Certificate Applied For	Capacity Served In (or any position having equivalent responsibility)	Qualifying Sea Service Rate	Maximum Qualifying Sea Service
ERR	Motorman, Mechanic, Oiler, Wiper, Electrician/ET, Roustabout	Full	No Limit
4th Class	Roustabout, Roughneck, Crane Operator	Full	12 Months
4th Class	Electrician/ET, Motorman, Mechanic, Oiler	Full	30 Months
4th Class	Sub-Sea Engineer, Assistant Sub-Sea Engineer	Full	24 Months
3rd Class	Engineer/Motorman in charge of the Watch and holding a 4th Class Certificate	Full	No Limit
2nd Class	Engineer/Motorman in charge of the Watch and holding a 4th Class Certificate or better	Full	No Limit
1st Class	Engineer holding a 2nd Class Certificate and in charge of Watch	Full	No Limit

Note (1): All applicants for their first certificate of competency as a marine engineer are required to produce evidence of skills training and training record book.

- (2): Minimum power ratings for qualifying sea service to be as per existing marine certification regulations

- (b) Service performed on self-elevating MOU/MODUs, and Surface Units with no form of propulsion will be assessed according to the following table:

Certificate Applied For	Capacity Served In (or any position having equivalent responsibility)	Qualifying Sea Service Rate	Maximum Qualifying Sea Service
ERR	Motorman, Mechanic, Oiler, Wiper, Electrician/ET, Roustabout	Full	No Limit
4th Class	Roustabout, Roughneck, Crane Operator	Full	12 Months see note
4th Class	Electrician/ET, Motorman, Mechanic, Oiler, Hydraulic Technician	Full	30 Months see note
3rd Class	Engineer/Motorman in charge of the Watch and holding a 4th Class Certificate	Full	No Limit see note
2nd Class	Engineer/Motorman in charge of the Watch and holding a 4th Class Certificate or better	Full	No Limit see note
1st Class	Engineer holding a 2nd Class Certificate and in charge of Watch	Full	6 Months

Note : All applicants for their certificate of competency as a marine engineer are required to produce evidence of skills training and training record book.


Service in Dynamically-Supported Craft

3.39 Time served on board dynamically-supported craft, as attested in a certified pilot logbook or in writing by the unit commander, may be accepted according to the provisions of this part.

- (1) When the certificate applied for is WKM, Ship, or WKMS, Restricted, the vessel must be of not less than 7000 kg all-up weight.
- (2) When watchkeeping service is required, the vessel must be of not less than 10000 kg all-up weight.
- (3) When the certificate applied for is Master, Local Voyage; Master, Intermediate Voyage; or Master Mariner; service on dynamically-supported craft of less than 90 000 kg all-up weight will be accepted at two-thirds rate.

Note:

- (1) Only actual time at sea, plus loading/discharging time alongside or on a ramp will be accepted, and will be calculated at the rate of eight hours being equivalent to one day of sea service.
- (2) Supplementary testimonials of sea service or other evidence satisfactory to the examiner must be submitted in support of sea service claimed on form EXN-2.
- (3) Other provisions of this section will apply in the same manner as to persons serving on displacement vessels.

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PART VII - WATCHKEEPING SERVICE

Watchkeeping Certificates

- 3.40 Where watchkeeping service is required a watchkeeping certificate or watchkeeping certificates covering the entire period claimed must be produced, signed by the master or, if in respect of service as master, by a credible person having knowledge of the facts.

Content of Watchkeeping Certificates

- 3.41 Watchkeeping certificates signed by the master and chief engineer, if required, under whom the service was performed must clearly establish:
- (a) the number of watchkeeping officers carried and whether the service was performed as first, second or third watchkeeping officer;
 - (b) the rank of the officer, in order of seniority, to the master or chief engineer;
 - (c) whether the officer was in effective charge of, or served as junior officer of a watch;
 - (d) that the officer served at least eight hours out of each 24-hour period at sea or 12 hours out of each 24-hour period at sea;
 - (e) whether or not watches were doubled at any time during the voyage;
 - (f) the periods during which watches were regularly doubled and whether the service was performed as senior or junior officer of the watch;
 - (g) the extreme ports called at during the period of service concerned and whether or not the ship made a deep-sea passage during this period (refer to appendices A and J); and
 - (h) number of days at sea and number of days on board.

Doubled Watches


- 3.42 (1) To be in effective charge of a watch, an officer must be responsible for the watch. Occasional supervision may be given by a senior officer provided that the senior officer does not at any time take charge of the watch.
- (2) In cases where a senior officer does take charge, the watch is regarded as a doubled watch.

Watchkeeping Service on Doubled Watches

- 3.43 Two-thirds of the time served as junior nautical officer of a doubled watch may be accepted as equivalent to service in effective charge of a watch up to a maximum of nine months qualifying service for any certificate requiring watchkeeping service.

Service as Master or Chief Officer

- 3.44 (1) Service as master, while holding the required certificate, may be accepted as watchkeeping service.

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- (2) Service as a non-watchkeeping chief officer, staff captain or in a similar capacity, while holding the required certificate, may be accepted as watchkeeping service provided that:
 - (a) the officer regularly participated in the actual navigation of the ship;
 - (b) during such continuous service the officer supervised a watch for a total of at least 30 hours a month, including periods of difficult navigation;
 - (c) a statement signed by the master to the above effect is produced covering the entire period of service claimed; and
 - (d) sight books, satisfactory to the examiner, are produced where deep-sea service is claimed.

PART VIII - SCHOOLS AND TRAINING FOR NAUTICAL CERTIFICATES

Remission of Sea Service

Pre-Sea Courses

- 3.45 (1) Remission of sea service may be allowed where a person attends a nautical school and receives a course of instruction in technical subjects after the age of 15 years and before going to sea. The maximum remission of sea service to be allowed will be fixed at the time of acceptance.
- (2) The remission of sea service allowed under this section may be granted in addition to remissions permitted under other sections, but the total remission shall never exceed six months.

Co-operative Training Courses

- 3.46 (1) Where the Director, Marine Personnel Standards and Pilotage is satisfied that a post secondary, co-operative training scheme provides high-quality integrated training, both on board ship and ashore, successful completion of this training to the approved level for a particular certificate may be accepted in lieu of the service required for that certificate. The co-operative training program must include the amount of shipboard training specified by the Board.
- (2) Where the training specified in subsection (1) has only been partially completed, sea time will be allowed toward a certificate as per standard practice. No reduction is allowed for partial completion of the program.

PART IX - SERVICE, UNUSUAL CIRCUMSTANCES

- 3.47 Consideration may be given to the recognition of service performed under unusual circumstances not provided for in this chapter if the Director, Marine Personnel Standards and Pilotage is satisfied that such service complies in a practical sense with the requirements laid out for the certificate examination