

## 7. Fitness for duty

The watch system shall be such that the efficiency of the watch is not impaired by fatigue. Duties shall be so organized by the chief engineer officer that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.

## 8. Protection of the marine environment

All engineer officers and engine room ratings shall be aware of the serious effects of operational or accidental pollution of the marine environment and shall take all possible precautions to prevent such pollution, particularly within the framework of relevant international and port regulations.

### Regulation III/2

*Mandatory Minimum Requirements for Certification of Chief  
Engineer Officers and Second Engineer Officers of Ships  
Powered by Main Propulsion Machinery of  
3 000 kW Propulsion Power or More*

1. Every chief engineer officer and second engineer officer of a sea-going ship powered by main propulsion machinery of 3 000 kW propulsion power or more shall hold an appropriate certificate.

2. Every candidate for certification shall:

- (a) satisfy the Administration as to medical fitness, including eyesight and hearing;
- (b) meet the requirements for certification as an engineer officer in charge of a watch; and
  - (i) for certification as second engineer officer, have not less than 12 months' approved sea-going service as assistant engineer officer or engineer officer;
  - (ii) for certification as chief engineer officer, have not less than 36 months' approved sea-going service of which not less than 12 months shall be served as an engineer officer in a position of responsibility while qualified to serve as second engineer officer;
- (c) have attended an approved practical fire-fighting course;
- (d) have passed appropriate examination to the satisfaction of the Administration. Such examination shall include the material set out in the Appendix to this Regulation, except that the Administration may vary these examination requirements for officers of ships with limited propulsion power that are engaged on near-coastal voyages, as it considers necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters.

3. Training to achieve the necessary theoretical knowledge and practical experience shall take into account relevant international regulations and recommendations.