

THE MERCHANT SHIPPING ORDINANCE, 1960 (Ordinance No. 11 of 1960)

THE MERCHANT SHIPPING (MANNING) REGULATIONS, 1961

In exercise of the powers conferred upon him by section 277 of the Merchant Shipping Ordinance, 1960 [*Ord. No. 11 of 1960*], and all other powers thereunto him enabling, the Governor in Council has made the following regulations:-

Citation and commencement.

1. These regulations may be cited as the Merchant Shipping (Manning) Regulations, 1961, and shall come into force on the first day of April, 1961.

Interpretation.

2. (1) In these regulations –

“B.H.P.” means brake horse power;

“coastal trade master” and “coastal trade mate” means respectively the duly certified or authorized master and mate of a coastal trade ship;

“duly certificated or authorized” means duly certificated or authorized within the meaning of Chapter 3 of the Ordinance;

“first class engine driver”, “second class engine driver” and “third class engine driver” means respectively duly certificated or authorized first class engine driver, second class engine driver and third class engine driver;

“first class engineer” and “second class engineer” means respectively a first class engineer and second class engineer deemed to have been duly certificated under the Ordinance by virtue of sub-section (1) of section 7 thereof;

“foreign-going master”, “foreign-going first mate” and “foreign-going second mate” mean respectively the duly certificated or authorized master, first mate and second mate of a foreign-going ship;

“G.R.T.” means gross register tons;

“home trade master” and “home trade mate” mean respectively the duly certificated or authorized master and mate of a home trade ship;

“local trade master” and “local trade mate” mean respectively the duly certificated or authorized master and mate of a local trade ship;

“motorship” means a vessel fitted with any mechanical means of propulsion, other than steam, whether such means are being used or not;

“N.R.T.” means net register tons;

“steamship” means a vessel fitted with any mechanical means of propulsion whether such means are being used or not.

(2) In Parts 4 and 5 of the Schedule any reference to “classification” of ships shall be interpreted as a reference to the classifications presented in the Merchant Shipping (Classification of Coastal Trade Ships) Regulations, 1961 [*G.N. No. S 33 of 1961.*].

Manning of sea-going British and North Borneo ships.

3. Every British or North Borneo ship, when going to or from any place in North Borneo, shall be provided with duly certificated or authorized officers according to the appropriate scale specified in the Schedule.

Manning of non-British and North Borneo ships.

4. Every ship to which Part 5 of the Schedule applies shall, when plying in North Borneo be provided with duly certificated or authorized officers according to the appropriate scale specified in that Part.

SCHEDULE (Regulation 3)

MINIMUM NUMBER OF CERTIFICATED OR AUTHORIZED OFFICERS TO BE CARRIED

PART 1 FOREIGN-GOING SHIPS

- | | | |
|----|---|---|
| 1. | In every case | A foreign-going master. |
| | and | |
| 2. | In the case of- | |
| | (a) a steamship of 100 NRT tons or upwards or a sailing ship of over 200 tons NRT ... | A foreign-going first mate. |
| | (b) a sailing ship of 100 – 200 tons NRT | A foreign-going second mate. |
| | (c) any ship with more than one mate | A foreign-going first mate and a foreign-going second mate. |

- (d) any ship under 100 tons NRT A home trade mate.

and

3. In the case of –

- (a) a steamship of 100 nominal horse-power or upwards ... A first class engineer and second class engineer.
- (b) a steamship of less than 100 nominal horse-power ... A first class engineer and a first class engine driver.

PART 2 HOME TRADE SHIPS

1. In every case A home trade master and a home trade mate.

and

2. In the case of a steamship A second class engineer and a first class engine driver.

PART 3 LOCAL TRADE SHIPS

1. In the case of –

- (a) a ship of 1,000 tons GRT or upwards A home trade master and a local trade mate.
- (b) a ship of less than 1,000 tons GRT A local trade master and a local trade mate.

and

2. In the case of –

- (a) a steamship other than a motorship A second class engineer and a first class engine driver.
- (b) a motorship of 1,000 B.H.P. or upwards A second class engineer and a first class engine driver.

- (c) a motoship of under 1,000 B.H.P. A first class engine driver and a second class engine driver.

PART 4
SEAGOING COASTAL TRADE SHIPS

In the case of –

- (a) a ship of 1,000 GRT and upwards A home trade master and a local trade mate, and in the case of a steamship –
- (i) if over 1,000 B.H.P a second class engineer and a first class engine driver;
 - (ii) if under 1,000 B.H.P a first class engine driver and a second class engine driver.
- (b) a ship of 500 tons GRT and less than 1,000 tons A local trade master and a local trade mate; and in the case of a steamship, a first class engine driver and a second class engine driver.
- (c) a ship of over 100 tons GRT and less than 500 tons GRT A local trade master and in the case of a steamship, a coastal trade mate and a second class engine driver and a third class engine driver.
- (d) a ship of classification A or B of not more than 100 tons GRT A coastal trade master and a coastal trade mate; and in the case of a steamship, a second class engine driver.
- (e) a ship of classification 1, 2, 3, 4, 5, 6, of not more than 100 tons GRT A coastal trade mate; and in the case of steamship, a third class engine driver.

- (f) a ship of classification F under 15
tons Nil.

PART 5
NON-SEAGOING COASTAL TRADE SHIPS

In the case of a ship of classification D of ten tons
GRT or upwards

A coastal trade mate; and, in the
case of a steamship, a third
class engine driver.

Dated at Jesselton, this 13th day of March, 1961.

M. PIKE,
Clerk of Executive Council.

8th October 2008