

Tanzania

Merchant Shipping Act

Merchant Shipping (Medical Examination) Regulations, 2001 Government Notice 93 of 2001

Legislation as at 31 July 2002

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Merchant Shipping (Medical Examination) Regulations, 2001

Government Notice 93 of 2001

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[Note: This legislation has been thoroughly revised and consolidated under the supervision of the Attorney General's Office, in compliance with the Laws Revision Act No. 7 of 1994, the Revised Laws and Annual Revision Act (Chapter 356 (R.L.)), and the Interpretation of Laws and General Clauses Act No. 30 of 1972. This version is up-to-date as at 31st July 2002.]

[Section 136; G.N. No. 93 of 2001]

1. Short title

These Regulations may be cited as the Merchant Shipping (Medical Examination) Regulations.

2. Interpretation

In these Regulations, unless the context requires otherwise—

"**approved medical practitioner**" means a medical practitioner registered with the Medical Council of Tanganyika, whom the Ministry of Communications and Transport has approved to examine seafarers;

"**bulk chemical carrier**" means a ship that is constructed or adopted and used for the carriage in bulk of any liquid product listed in Chapter 17 of the International Bulk Chemical Code;

"**master**" includes every person except a pilot having command or charge of a ship, or having command or charge of a seaplane or other craft when it is on or in close proximity to the water;

"**medical fitness certificate**" means a certificate of medical fitness issued in accordance with these Regulations;

"**medical referee**" means one of the approved medical practitioners appointed by the Registrar of Ships to deal with seafarer appeals in accordance with regulation 13 of these Regulations;

"**medical standards**" means the guidelines for medical examination of seafarers, set out in the Schedule under Appendix 1 of these Regulations;

"**owner**" as applied to unregistered vessels means the actual owner, and as applied to registered ships means the registered owner or any other organisation or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner;

"**pilot**" means any person not belonging to a ship who has the conduct thereof of the ship;

"**restricted service**" means restriction of the serving seafarer's employment to certain shipping trades, geographical areas, types of ships or jobs for such periods of time as may be stipulated by the approved medical practitioner;

"**seafarer**" means a person serving or intending to serve on a ship to which Part III of the Merchant Shipping Act¹ applies and includes a master, officer or seaman but does not include a pilot, a person who is not a member of the crew of the ship or a supernumerary;

"**seaman**" includes every person except masters, pilots and persons who are not members of the crew of the ship duly contracted or indentured and registered, employed or engaged in any capacity on board any ship;

"**ship**" includes every description of vessel used in navigation not propelled by oars;

"**STCW 95**" means the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978; and

"**valid certificate**" means a certificate that is current and that has not been cancelled, and which has been issued in accordance with regulation 10 of these Regulations.

3. Application

Every candidate for, and a holder of Tanzanian certificate issued under the Regulations implementing STCW 95 shall also hold a valid medical certificate, irrespective of the size of a ship on which he is working or on which he intends to work.

4. Employment of Seafarers

- (1) No person shall employ any Seafarer in a Tanzanian registered ship unless the seafarer is a holder of valid medical fitness certificate appropriate for the area in which the ship is to operate or for the job on which the ship is to be employed.
- (2) A seafarer serving on bulk chemical carriers shall be subject to annual examination and blood tests conducted yearly or more frequently, according to the nature of the cargo, notwithstanding that the seafarer holds a valid medical certificate for a period exceeding one year.

5. Evidence of medical fitness

For purpose of regulation 4, a person shall be medically fit if—

- (a) he has a valid Medical Fitness Certificate; and
- (b) there is no evidence that his medical condition has changed since the previous medical examination to an extent that would make him unfit for duties to be performed.

6. Medical condition

Medical fitness shall be determined by reference to the Medical Standards set out in the Schedule under Appendix 1 and any subsequent standards amending or replacing them, the job task analysis set out in the Schedule under Appendix 2 and in additional, by applying normal medical fitness considerations.

7. Expiry of a certificate

Any seafarer, whose certificate expires while he is in a location where medical examination in accordance with these Regulations is impracticable, may continue to be employed without a medical fitness certificate for a period not exceeding three months from the date of expiry of such medical certificate.

8. Exceptions

A medical fitness certificate shall not be required by—

- (a) a pilot (who is not a member of the crew);
- (b) a person employed in a ship solely in connection with the construction, alteration, repair or testing of the ship, its machinery, or equipment, and not engaged in the navigation of the ship;

- (c) a person solely employed in work directly related to—
 - (i) the exploration of the seabed or sub-soil or the exploitation of their natural resources;
 - (ii) the storage of gas in or under the seabed or the recovery of gas so stored;
 - (iii) the laying, inspection, testing, repair, alteration, renewal or removal of any submarine telegraph cable; or
 - (iv) pipeline work (including the assembling, inspection, testing, maintaining, adjusting, repairing, altering, renewing changing the position of, or dismantling pipe-lines or length of pipe-line);
 - (v) a person who is not employed by the owner or any person who is employing the master of the ship and is not engaged in the navigation of the ship in the deck, engine-room, radio, medical or catering department of that ship;
- (d) a member of the Naval, Military or Air Forces when acting as such a member;
- (e) a person employed in a port who is not ordinarily employed at sea; or
- (f) a person employed in a ship solely to provide goods personal services or entertainment on board and who is not employed by the owner or the person employing the master of the ship and who has no emergency safety responsibilities.

9. Production of a medical fitness certificate

- (1) No person required by Merchant Shipping Regulations to be the holder of a valid medical fitness certificate shall fail, except with reasonable excuse, to produce the certificate on demand to the owner or master of a ship on which the person serves or intends to serve, or to a surveyor.
- (2) If a seafarer on a foreign ship, who is required to hold a medical fitness certificate in a Tanzanian port cannot produce a valid medical fitness certificate and the conditions on board that ship are clearly hazardous to safety or health, appropriate measures, including detention of the ship, may be taken to rectify those conditions.

10. Acceptable certificates

An acceptable medical fitness certificate shall include—

- (a) a certificate issued by an approved medical practitioner in accordance with the provisions of these Regulations;
- (b) a certificate issued by the government of any country accepted by the International Maritime Organisation (IMO) as to fulfilling the organisation's regulations on Medical Standards.

11. Application, issue and period of validity for medical fitness certificate

- (1) An application for a medical fitness certificate may be made to an approved medical practitioner by an individual seafarer or on the behalf of the seafarer by the actual or prospective employer.
- (2) The approved practitioner may require an appropriate payment from the seafarer for performing a medical examination for purposes of issuing a medical fitness certificate.
- (3) If the approved medical practitioner considers that the seafarer has met the Medical Standards, he shall issue a medical fitness certificate and such certificate may be restricted to specified capacity to sea service or geographical area as the approved medical practitioner considers appropriate.
- (4) A medical fitness certificate shall be valid for a period of two years from the date of issue.

- (5) A medical fitness certificate in respect of a person who on the date of issue was—
 - (a) less than eighteen years of age; or
 - (b) fifty five years of age or more shall be valid from the date of issue for a period of one year.
- (6) An approved medical practitioner may issue a valid certificate for a shorter period if the seafarers health so requires.
- (7) A person who is refused a medical fitness certificate may make a second application.
- (8) A seafarer who is the holder of a valid medical fitness certificate may at any time be required by the owner or master of a ship, or the Registrar of Ships, to obtain a new certificate in case of a result of illness, injury or other causes if it is believed that seafarer may no longer meet the standards specified in the Regulations.

12. Review of valid certificate

- (1) If an approved medical practitioner has reasonable grounds for believing that—
 - (a) there is a significant change in the medical fitness of a seafarer during the period of validity of his medical fitness certificate;
 - (b) when the medical fitness certificate was issued an approved medical practitioner, had he been in possession of full details of the seafarer's conditions, could not reasonably have considered that the seafarer was fit, having regard to the medical standards, referred to in Regulation 6; or
 - (c) the medical fitness certificate was not issued otherwise than in accordance with these Regulations,he shall notify the seafarer concerned and exercise his powers under these Regulations to demand the return of the medical certificate so as to—
 - (i) suspend its validity until the seafarer has undergone a further medical examination; or
 - (ii) suspend its validity for such period as he considers the seafarer will remain unfit to go to sea; or
 - (iii) cancel the certificate if he considers that the seafarer is likely to remain permanently unfit to go to sea.
- (2) In the event of cancellation, or suspension of a certificate for more than three months, the approved medical practitioner shall hand the seafarer concerned a notice of right of appeal form.

13. Appeal procedure

- (1) An existing seafarer may appeal if he is aggrieved by—
 - (a) the refusal of an approved medical practitioner to issue him with a medical fitness certificate; or
 - (b) any restriction imposed on such a certificate; or
 - (c) the suspension for a period of more that three months or cancellation of that certificate by an approved medical practitioner.
- (2) For purposes of this regulation "An existing seafarer" means a person who has served at sea or who had held a valid medical fitness certificate preceding the refusal, imposition of a restriction, suspension or cancellation of the certificate.

- (3) If a seafarer wishes to exercise his right of appeal, he shall first seek independent medical advice, and if the seafarer decides to proceed with an appeal the application from which forms part of the notice of appeal and which includes an authority to the approved medical practitioner to release his report to the medical referee shall be completed and sent to the Government Department or Agency responsible for shipping.
- (4) An application for appeal shall be made within one month of the date of which the seafarer is given notice by the approved medical practitioner of refusal, restriction or suspension of certificate and shall be submitted free of charge to the Government Department or Agency which shall arrange for the appeal to be considered by a medical referee.
- (5) Where the applicant wishes to submit medical evidence in support of his application he shall send or cause to be sent such evidence to the medical referee before the appointment date.
- (6) The medical referee shall be required to take account of the report of the approved medical practitioner, who examined the seafarer and other medical evidence submitted to him and in reaching his decision he shall have regard to the Medical Standards.
- (7) The medical referee shall be required to make a decision within two months from the date on which the appeal was lodged with the Government department or agency.

14. Certificate of competency

Medical fitness certificates under these Regulations shall be accepted as evidence of medical fitness for officers seeking to revalidate their certificates of competency, provided that they are valid under Regulation 11(3) of these Regulations.

15. Aids to vision or hearing

A seafarer whose medical fitness certificate indicates that an aid to vision or hearing was used for the purpose of being found fit, must at all times when on duty on a ship use such aid or aids and, in the case of an aid to vision, keep a spare aid to vision available.

16. Disposal in accordance with the medical, visual and hearing standard in Appendix 1

- (1) The following are the categories of standards needed to be met—
 - (a) A. for unrestricted sea service;
Note:
Category A (T) may be used where a serving seafarer can be considered for all shipping traders, geographical areas, types of ships or jobs but where medical surveillance is required at intervals. The medical certificate shall be validated only for the appropriate period which will take into account the expected duration of the tour of duty;
 - (b) E. for restricted service only.
- (2) The following are the categories standard which have to be met—
 - B. permanently;
 - C. indefinitely: review in six months;
 - D. temporarily: review in twelve weeks.
- (3) Approved medical practitioners shall make full use of the categories E, C and D before declaring a serving seafarer permanently unfit.
- (4) The shipowner or master shall ensure that the category recommended by the approved medical practitioner is taken fully into account when the engagement or the continued employment of a seafarer is under consideration.

Appendix 1

Guidelines for the medical examination of seafarers

Part I – Seafaring and medical fitness

1. Introduction

The Merchant Shipping (Medical Examination) Regulations, 2001 shall be administered by the Ministry of Communications and Transport. The Regulations make provision for the issue of Medical Fitness Certificates for duty at sea of seafarers (masters, mates, engineers and ratings).

These guidelines have been compiled for the use of Approved Medical Practitioners who are assessing an individual's fitness to work at sea. The Medical fitness standards have been developed in relation to the basic job task analysis in Appendix 2. An employing company may have more stringent guidelines developed by its own occupational physician. Such guidelines will depend on the nature of the jobs and any specific equipment operated. Where such guidelines exist, they should be followed. While the final judgement on whether or not an applicant is fit to work in a particular job at the sea rests with the Approved Medical Practitioner, these guidelines draw attention to those conditions that have the potential to present a high level of risk in some circumstances.

1.1 Why fitness

1.1.1. Employers have a duty to provide a safe work environment and protect the health, safety and welfare of employees. Employees similarly have a duty of care for their own safety and that of the people they work with and the community. Medical assessment of fitness is one aspect of meeting this duty of care.

1.1.2 The primary objectives of a medical assessment of fitness for duty of sea are:

- To ensure that individuals are fit to perform the essential tasks of their job at the sea effectively; and
- to anticipate and, where possible, prevent the avoidable occurrence of ill-health offshore which could place individuals, their colleagues and emergency personnel at risk.

1.1.3 Medical conditions may impinge on work in the following areas:

- (a) The condition may limit, reduce or prevent an individual from performing the job effectively for example loss of mobility and dexterity making engine room work and other maintenance tasks difficult;
- (b) the condition may be made worse by the job, for example, an asthmatic when exposed to allergens on a grain ship;
- (c) the condition may make it unsafe for the person to do the job, for example, liability to sudden loss of consciousness whilst transferring from a smaller vessel to a large vessel by climbing a rope ladder;
- (d) the condition is likely to make it unsafe both for the individual and other crew a ships crane operator liable to sudden loss of consciousness; catering crew with infectious hepatitis or gastroenteritis;
- (e) the condition is likely to make it unsafe for other shipping, for example, where master or mate is at risk of sudden loss of consciousness due to a cardiac arrhythmia;
- (f) the condition, if it worsens, is one which will require emergency evacuation for medical treatment such as gastric ulcer haemorrhage.

1.2 Working environment for seafarers

- 1.2.1 Approved Medical Practitioners should bear in mind the aspects of seafaring life, listed below, when assessing fitness for duty at sea.
- 1.2.2 As ships often operate far offshore or in inaccessible areas, it is often difficult to replace seafarers who become injured or ill. Many ships have only the minimal number of persons on board necessary to operate the ship; thus the incapacitation of even one seafarer may place a substantial additional burden on his shipmates.
- 1.2.3 Ships' officers generally receive basic first aid and other medical training, and ships are usually equipped with basic medical supplies. Nevertheless, it is often quite difficult to transport sick or injured seafarers ashore where they can be treated by qualified physicians. In some geographical areas, the closest medical care ashore may be well below the standard of the seafarer's home country. It is therefore inadvisable and often unsafe to allow persons with certain medical conditions to become seafarers or to return to seagoing employment.
- 1.2.4 Seafarers live close to each other at the sea, often for long periods. Contagious diseases therefore may be a serious threat, endangering not only the health of other seafarers but also the safety of the ship and passengers. It is particularly important that seafarers concerned with the preparation of food do not suffer from diseases which may be transmitted to others through their work.
- 1.2.5 Seafarers should be medically fit to perform their normal duties correctly and to be able to respond to emergency situations, for example, fighting fires, lowering lifeboats or assisting passengers.
- 1.2.6 Seafarers should be able to adjust to the often violent motions of the ship, live and work in sometimes cramped spaces, climb ladders, lift heavy weights and to withstand exposure to harsh weather conditions on deck or excessive heat in the machinery spaces. They should not suffer from conditions which are exacerbated by sea travel.
- 1.2.7 Seafarers should be able to live and work closely with the same people for weeks and perhaps months on end and under occasionally stressful conditions. They should be capable of dealing effectively with isolation from family and friends and, in some cases, from persons of their own cultural background.
- 1.2.8 Shipping operations and shipboard duties vary substantially. For a fuller understanding of physical demands of particular categories of work on board ship, the Approved Medical Practitioner should consult the employer.

2. Procedures

2.1 Frequency of health assessments

- 2.1.1 All seafarers shall be assessed as to medical fitness for duties at sea as follows—
 - (a) for seafarers less than 18 years of age, annually;
 - (b) for seafarers between 18 and 54 years of age, twice-yearly;
 - (c) for seafarers aged 55 years and above, annually with resting ECG (stress ECG, if in safety critical job and clinically indicated);
 - (d) if there is a change in the medical condition of the employee;
 - (e) after prolonged sickness leading to absence of three months or more due to injury or illness.

2.2 Information which goes to the Ministry and the seafarer confidentiality

- 2.2.1 The Ministry and the applicant or seafarer shall receive a copy of Medical Fitness Certificate.

- 2.2.2 The Approved Medical Practitioner shall keep all the medical examination forms, including results of investigations in a confidential file, for a period of least thirty years and such information shall not to be released to any person, agency or employer except as required by law.
- 2.3 Health assessment outcomes
- 2.3.1 An applicant or seafarer is either fit for the intended duties at sea or unfit.
- 2.3.2 The applicant or seafarer declared unfit may be temporarily or permanently unfit or may be fit for duties other than the intended duties.
- 2.3.3 If temporarily unfit, the Approved Medical Practitioner shall specify a minimum period after which the assessment can be reviewed.

3. Forms

3.1 Form for Medical Fitness Certificate

The form of the Medical Fitness Certificate is prescribed as Form 1 in Appendix 3 to these Regulations, 2001. Other forms that may be found useful are also attached herein.

Part II – Medical standards

I. Overview

1. This section provides information and guidance on medical conditions which may affect individuals in the safe performance of their duties at sea.
2. The medical standards attempt to be specific. The standards cannot cover every clinical situation and the Approved Medical Practitioner should exercise judgement in relation to the key objective - maintaining safety. For example, could the condition cause sudden loss of control of a ship, or sudden loss of consciousness when working at heights, or interfere with the performance of emergency duties?
3. Approved Medical Practitioners should make a comprehensive medical assessment of overall health in the knowledge that errors or omissions of a critical task in some jobs can lead to serious consequences in terms of human health and life, environmental impact or major property loss.
4. The critical time needed for treatment or access to appropriate land-based care is also a consideration when determining fitness.
5. Approved Medical Practitioners should consider what medical conditions could increase the probability of poor performance of critical tasks, and the probability and severity of the consequences when determining "Is the applicant medically fit for duty at sea?"

II. Infectious diseases

Gastro - Intestinal Infectious Diseases - D until satisfactorily treated. Special care should be taken in respect of catering staff.

Other Infectious or Contagious Diseases - D until satisfactorily treated.

Active Pulmonary Tuberculosis

When the examining doctor is satisfied, on the advice of a chest physician, that the lesion is fully healed and that the patient has completed a full course of chemotherapy, then re-entry should be considered. In such cases, Category "A(T)" would be appropriate initially to allow for adequate surveillance.

Cases where either one or both lungs have been seriously affected are rarely suitable for re-employment. All relapsed cases should be B.

Sexually Transmissible Diseases

All cases of acute infection are D while under treatment. Cases under surveillance having finished treatment will usually be fit for normal service but restricted service may be necessary if facilities for supervision are inadequate. In all cases evidence of satisfactory tests of cure should be produced.

AIDS - All confirmed cases - B.

III. Malignant Neoplasms

Malignant Neoplasms - including Lymphoma, Leukaemia and similar conditions.

Each case should be graded C on diagnosis. Later progression to Categories A, A (T), E or B should be dependent on assessment of progress, prognosis, measure of disability and the need for surveillance following treatment. No unrestricted A grading should be given within 5 years of completion of treatment, except in cases of skin cancer.

IV. Endocrine and Metabolic Diseases

(1) Thyroid disease

Serving seafarers developing thyroid disease - D for investigation, then A. A (T), E or B on case assessment.

(2) All other cases of endocrine disease in serving seafarers - D for investigation, upon which assessment will depend.

(3) Diabetes Mellitus—

(a) All cases requiring Insulin - B.

(b) Serving seafarers whose diabetes is controlled by food restriction: an initial period of 6 months should be allowed to achieve stabilisation - C. Thereafter, to be subject to medical review at appropriate intervals. The current treatment regimen should be confirmed with the general practitioner at each review A(T).

(c) Serving seafarers requiring oral hypoglycaemic agents: an initial period of six months should be allowed to achieve stabilisation - C. Thereafter, in the absence of any complications, service may be considered subject to six monthly medical reviews and assessment for suitable job and sea trade. A(T) on case assessment.

(4) Obesity

A degree of obesity, with or without complications, adversely affecting exercise tolerance, mobility or general health - D for treatment.

Refractory or relapsing cases - B.

Note: a standard set of height or weight tables (preferably the Metropolitan Life tables) should be used - making an allowance of up to 25 percent excess weight.

V. Diseases of the Blood and Blood forming organs

There should not be any significant disease of the haemopoetic system. Unexplained or symptomatic anaemia - D. Then A, (T), E or B on case assessment.

VI. Mental Disorders

- (1) Acute Psychosis, whether organic, schizophrenic, manic depressive or any other psychosis listed in the International Classification of Diseases - B.
- (2) **Alcohol Abuse (Dependency)**
If persistent and affecting health by causing physical or behavioural disorder - B.
- (3) **Drug Dependence**
A history of abuse of drugs or substances within the last five years - B.
- (4) **Psychoneurosis - D for assessment.**
Chronic or recurrent - B.

VII. Diseases of the Nervous System and Sense Organs

- (1) Organic Nervous Disease - Usually B. especially those conditions causing defect of muscular power, balance, mobility and co-ordination.
Some minor localised disorders not causing symptoms of incapacity and unlikely to progress, may be A.
- (2) Epilepsy—
 - (a) Any type of epilepsy since the age of five years - B.
 - (b) A single fit in a serving seafarer - D for investigation. Then, providing that the past medical history is clear and investigation has shown no abnormality; re-entry can be considered after one year without treatment or after one year following the cessation of treatment.
 - (c) A serving seafarer - not directly involved with the safety of the ship or of any passenger - with established epilepsy controlled, without fits, for a minimum period of two years, may be considered for service on a vessel carrying a medical officer - E.
 - (d) Serving seafarer who have had cranial surgery or significant traumatic brain damage - C for twelve months - then A, B or E on case assessment.
- (3) Migraine - Slight infrequent attacks responding quickly to treatment - A. Frequent attacks causing incapacity - B.
- (4) Syncope and Other Disturbances of Consciousness - D for assessment. Recurrent attacks with complete or partial loss of consciousness should be B.
- (5) Meniere's Disease - B.
- (6) Speech defects - If likely to interfere with communication - B.
- (7) Ear—
 - (a) Acute and Chronic Otitis External - D. Should be completely healed before returning to sea. Care is required in passing fit for tropics.
 - (b) Acute Otitis Media - D. Until satisfactorily treated.
 - (c) Chronic Otitis Media - D. May become A or E after satisfactory treatment or surgery. Special care is required in passing fit for tropics, where air travel is required or if the job involves food handling.
 - (d) Loss of Hearing - A degree of impairment sufficient to interfere with communication - B.

- (e) Unilateral Complete Loss of Hearing in serving seafarers—
 - (i) assessment of this condition should be considered in relation to the job;
 - (ii) a serving seafarer in whom impaired hearing acuity is found should be referred for full investigation by an ENT surgeon.
- (f) Hearing Aids—
 - (i) The use of a satisfactory hearing aid at work by certain catering department personnel could be considered where not hearing an instruction would not result in a danger to the seafarer or others. The hearing aid should be sufficiently effective to allow communication at normal conversational tones.
 - (ii) The use of hearing aids by those working in, or associated with, the deck or engine room department, including electricians and radio officers, should not be permitted.

VIII. Cardiovascular System

The Cardiovascular system should be free from acute or chronic disease causing significant disability.

- (1) Valvular disease—
 - (i) causing significant impairment or having required surgery - B.
 - (ii) satisfactorily treated patent ductus arteriosus or atrial septal defect could be accepted.
- (2) Hypertension—
 - (a) All cases D for investigation.
 - (b) Serving seafarers whose blood pressure can be maintained below 170/100 mm by ant hypertension therapy without significant side effect - A (T) to allow for health surveillance and to ensure that arrangements have been made for continuation of treatment.
 - (c) All other cases - B.
- (3) Ischaemic heart disease—
 - (a) A history of Coronary Thrombosis - B.
 - (b) Confirmed Angina - B.
- (4) **Other cardiovascular disorders**
Any clinically significant abnormality of rate or rhythm or disorder of conduction - B.
- (5) Cerebro-vascular diseases—
 - (a) Any cerebro-vascular accident including transient ischaemic attacks - B.
 - (b) General cerebral arteriosclerosis: including dementia and senility - B.
- (6) **Diseases of Arteries**
A history of intermitted claudication: including any case where vascular surgery was required - B.
- (7) Disease of Veins—
 - (a) Varicose Veins—
 - (i) slight degree - A;
 - (ii) moderate degree without symptoms or oedema may be A, but with symptoms D for treatment;

- (iii) recurrent after operation, with symptoms C;
- (iv) for further surgical operation or, if not suitable for further treatment - B.
- (b) **Chronic varicose ulceration - B.**
 - Thin unhealthy scars of healed ulcers or unhealthy skin of varicose eczema - B.
 - Recurrent or persistent deep vein thrombosis or thrombophlebitis - B.
- (c) Haemorrhoids - not prolapsed, bleeding or causing symptoms - A. Other cases should be D until satisfactory treatment has been obtained.
- (d) Varicocoele - Symptomless - A. With symptoms - D or Surgical opinion.

IX. Respiratory System

The respiratory system should be free from acute or chronic disease causing significant disability.

- (1) Acute Sinusitis - D. Until resolved.
- (2) Chronic Sinusitis - If disabling and frequently relapsing despite treatment - B.
- (3) Nasal Obstruction—
 - (i) Septal abnormality or polyps - D.
 - (ii) Until satisfactorily treated.
 - A history of frequent sore throats or unhealthy tonsils with adenitis - D. Until satisfactorily treated.
- (4) Chronic Bronchitis and/or Emphysema - Class depends on severity. Mild uncomplicated cases with good exercise tolerance may be A, but cases with recurring illness causing significant disability in relation to the job should be B.
- (5) Bronchial Asthma - D for investigation. If confirmed - B.
 - Except for a history of bronchial asthma resolving, without recurrences, before the age of 16.
- (6) Occupational Asthma - E to avoid the allergy.
- (7) Pneumothorax
 - All cases to be classified C for at least twelve months. With recurrences - B.

X. Disease of the Digestive System

- (1) Diseases of the Oral Cavity—
 - (a) Mouth or gum infection - D until satisfactorily treated.
 - (b) Dental defects - D until satisfactorily treated. Seafarers should be dentally fit.
- (2) Diseases of the Oesophagus, Stomach and Duodenum—
 - (a) Peptic Ulceration - D for investigation.
 - (i) Cases of proven ulceration should not return to seafaring until they are free from symptoms. The seafarer should have been on ordinary diet, without treatment, for at least three months - A (T).
 - (ii) Where there has been gastro-intestinal bleeding, perforation or recurrent peptic ulceration (in spite of maintenance H2 blocker treatment) or an unsatisfactory operation result - normally B.

- (b) Recurrent attacks of Appendicitis - D pending surgical removal.
 - (c) Hernia - D until repaired.
 - (d) Diaphragmatic Hernia - To be assessed according to the disability.
 - (e) Non-Infective Enteritis and Colitis.
Severe or recurrent or requiring special diet - B.
 - (f) Intestinal Stoma - B.
- (3) Diseases of the Liver and Pancreas—
- (a) Cirrhosis of the liver - D for investigation, then where condition is serious or progressive or where complications such as oesophageal varices or ascites are present - B.
 - (b) Biliary Tract Diseases.
After complete surgical cure - A or A(T) on case assessment.
 - (c) Pancreatitis.
Recurrent pancreatitis and all cases where alcohol is an aetiological factor - B.

XI. Diseases of the Genito-Urinary Tract

- (1) All cases of proteinuria, glycosuria or other urinary abnormalities should be referred for investigation—
- (a) Acute Nephritis - D until resolved.
 - (b) Subacute or Chronic Nephritis or Nephrosis—
 - (i) D for investigation.
 - (ii) E or B on case assessment.
- (2) Infections of kidney—
- (a) Acute urinary infection—
 - (i) D until satisfactorily treated.
 - (ii) Recurrent cases - B unless full investigation has proved satisfactory.
 - (b) Renal or Ureteric Calculus—
 - (i) D for investigation and any necessary treatment.
 - (ii) An isolated attack of renal colic with passage of small calculus may be A after a period of observation, provided urine and renal function remain normal and there is no clinical and radiological evidence of other calculi.
 - (iii) Recurrent stone formation - B.
 - (c) Urinary Obstruction - from any cause - D for investigation, B if not remediable.
 - (d) Removal of Kidney - in serving seafarers, provided the remaining kidney is healthy with normal function - A(T). Such cases may be unsuitable for service in the tropics or other conditions of high temperature - E.
 - (e) Renal Transplant - B.
 - (f) Incontinence or Urine - D for investigation. If irreparable - B.
 - (g) Enlarged Prostate - D for investigation.

- (h) Hydrocoele—
 - (i) Small and symptomless - A.
 - (ii) Large or recurrent D or, if untreated, B.
 - (i) Abnormality of the Primary and Secondary Sexual Characteristics—
 - D for investigation, upon which final assessment will rest.
- (3) Gynaecological Conditions

There should be no gynaecological disorder or disease such as heavy vaginal bleeding, lower abdominal pain or prolapse of the genital organs likely to cause trouble on the voyage or affect working capacity.

XII. Pregnancy

The doctor should discuss with the seafarer the implications of continuing to work at sea, particularly if it is a first pregnancy.

A seafarer with normal pregnancy before the 28th week may be permitted to work on short haul trips or a long haul trip on a vessel carrying a doctor - E to allow for antenatal care.

Employment shall not be permitted after the 28th week of pregnancy until at least six weeks after delivery.

Abnormal Pregnancy, on diagnosis - C.

XIII. Skin

Special care is required in passing fit for service in the tropics if there is a history of skin trouble. Catering staff in particular should have no focus on skin sepsis.

Any condition liable to be aggravated by heat, sea, air, oil, caustics or detergents - or due to specific occupational allergens may be A(T), B, C, D or E on case assessment.

- (1) Infections of Skin—
 - (a) Infections of Skin - D until satisfactorily treated.
 - (b) Acne - Most cases A but severe pustular cystic acne - B.
- (2) Other Inflammatory Skin Conditions—
 - (a) Atopic Dermatitis and related conditions - D until satisfactorily treated.
 - (b) Contact Dermatitis - D. Refer for dermatological opinion.
 - (c) Acute Eczema - D. No seafarer should return to duty until skin is healthy.
Recurrent Eczema of more than minimum extent - B.
 - (d) Psoriasis - Most cases can be A, but some widespread or ulcerates cases should be D for treatment.
Severe cases resistant to treatment, frequently relapsing or associated with joint disease - B.

XIV. Musculo-Skeletal System

It is essential that seafarers should not have defect of the musculo-skeletal system which might interfere with the discharge of their duties; muscular power, balance, mobility and co-ordination should be unimpaired.

- (1) Osteo-arthritis - D for assessment.
Advanced cases where disability is present - B.
Normally a limb prosthesis would not be acceptable.

(2) Back pain

Recurrent incapacitating back pain - B.

(3) Eyesight Standards—

1. No person should be accepted for training or sea service if any irremediable morbid condition of either eye, or the lids of either eye, is present and liable to the risk of aggravation or recurrence.
2. Binocular vision is necessary for all categories of seafarers. However, the following monocular seafarers should be allowed to continue at sea—
 - (a) Seafarers in deck department employment with a satisfactory record of service prior to 1st August, 1998 and not requiring visual aids;
 - (b) Seafarers in non-deck employment with a satisfactory record of service prior to 1st August, 1998.
3. In all cases where visual aids (spectacles or contact lenses) are required for the efficient performance of duties, a spare pair must be carried when seafaring.

Where different visual aids are used for distant and near vision a spare pair of each must be carried.

4. The distant vision standard for the watch keeping deck department personnel is identical to the requirements of the letter test for applicants to enter the examination for a certificate of competency.
5. The method of testing vision is by using a colour vision test where another method is used and results differ, the colour vision test method result is accepted as dominant.
6. Colour vision for deck officers and ratings may be regarded as normal, when using the Ishihara method, if plates 1, 11, 15, 22 and 23 are read correctly.
7. A seafarer, with a record of efficient service, who is required to pass the modified colour vision test but fails should be given the opportunity to pass a suitable trade test.

Table 1 – Visual standards

Distant vision						
	Better eye	Other eye	Both eyes	Near vision	Colour vision	Visual fields
Deck department	Not less than	Not less than	Not less than			
1. 1 ² Seafarers required to undertake watch keeping duties:	N8 for charts, weather maps and N12 for other reading tasks with or without visual aids	Normal ¹	Normal ²			
- With or without glasses or contact lenses ^{4,3}	6/6	6/9	6/6			
- Unaided vision	6/12	6/24	6/12	Normal ⁵		

2

For seafarers who have proof of a satisfactory record of service, monocular vision is permitted excepting those seafarers who have to operate lifting equipment such as cranes.

3

See colour vision test.

4

In all cases, where visual aids (spectacles or contact lenses) are required for the efficient performance of duties, a spare pair must be carried when seafaring. When different visual aids are used for distant and near vision, a spare pair of each must be carried.

5

See colour vision test.

Distant vision							
2.	Seafarers required to operate lifting plant e.g. ship's cranes, hoists:						
	- with or without glasses or contact lenses ⁶⁵	6/9	6/12	6/9	N12 with or without visual aids	Distinguish red ⁷⁶ Distinguish red ⁸⁷	Normal visual field
	- unaided vision	6/12	6/60	6/60			
3.	Seafarers not required to undertake duties in 1 or 2: (aided vision if necessary)	N12 with or without visual aids	N/A	Sufficient visual field			

Other departments

Engine room (includes electrician): (aided vision if necessary)	6/12	6/60	6/12	N12 to read instruments, gauges on control panels	See colour vision test	Sufficient visual field
Catering department: aided vision allowed if necessary	6/12	6/60	6/12	N12 to read instructions and catering equipment control panels	Not required	Sufficient visual field

Conduct of the tests

1. A sight test comprises a letter and a colour vision test taken in that order. The tests will be conducted under the strict personal supervision of a Sight Test Examiner who will keep a record of all mistakes made by the candidate both in the letter test and in the lantern test.

6

In all cases, where visual aids (spectacles or contact lenses) are required for the efficient performance of duties, a spare pair must be carried when seafaring. When different visual aids are used for distant and near vision, a spare pair of each must be carried.

7

It is sufficient if the applicant can distinguish red from other colours. See colour vision test.

8

It is sufficient if the applicant can distinguish red from other colours. See colour vision test.

2. Every candidate seeking admission to an examination for a first certificate of competency as a deck officer in the Merchant Navy or Fishing fleets must hold a sight test certificate showing that he has passed in both letter and lantern tests within the six months period preceding the date of the examination. For certificates of competency subsequent to the first a sight test certificate fulfilling the conditions in respect of the letter test only will be required.
3. Candidates are cautioned that, when taking the lantern test, they should not attempt to hurry. They should satisfy themselves as to the colours of the lights shown before reporting them to the Examiner. The result of the test can only be judged by what the candidate reports; carelessness may cause failure and thus prevent the candidate from taking up a chosen career at sea.
4. Candidates should be in good health when taking the test otherwise then vision may be impaired.
5. Candidates other, than New Entrants may take the sight test with or without aids (conventional spectacles or contact) their option but candidates who opt to use aids for the letter or lantern or both must additionally reach a minimum standards in each eye without aids.

A. Letter test

1. Conduct of letter test

- (a) The letter test is conducted by means of sheets of letters viewed indirectly at a distance of 6 metres from the eye. Each sheet contains 7 lines, the 3rd, 4th, 5th and 7th lines corresponding to standard 6/24, 6/18, 6/12, 6/9 and 6/6 respectively.
- (b) Candidates will be tested in each eye separately.

2. Standard of vision required

- (a) A candidate who opt to take the test without aids will be required to read correctly down to and including line 7 with the better eye and down to and including line 6 with the other eye.
- (b) A candidate who opts to take the test using aids must first take the test without aids when he or she will be required to read correctly down to and including line 5 with the better eye and line 3 with the other eye. That candidate will then be tested with aids and will be required to read correctly down to and including line 6 with the other eye.

3. Method of testing

- (a) The test sheets and the means of illumination are in accordance with BS 4274-1960 and are placed so that the centre of each sheet as viewed is at the height of eye of the average person in a sitting position. When the candidate is sitting in the correct position one of the sheets will be exposed and he will be asked to read the letters from left to right beginning at the top and going downwards.
- (b) If with aids or without aids or in both cases the candidates fails to reach the required standards an additional sheet will be given for each eye in that part or parts of the test in which he has failed.
- (c) If at the conclusion of the letter test the candidate is considered to have reached the required standard he will then proceed to the lantern test unless he holds a certificate of competency for which a lantern test recognised by the Government department or agency responsible for shipping should have been a condition for its issue.
- (d) If at the conclusion of the letter test the candidate is considered not to have reached the required standard: the examination will be broken off and may be taken on payment of a further fee after a period of not less than one month and a certificate of failure will be issued.
- (e) Failure to pass the letter test is due to a defect in vision which is sometimes curable. Whenever, therefore, a candidate fails to pass this test he will be advised to consult an ophthalmologist with a view to ascertaining the nature of the defect and whether it is curable.

B. Colour vision test

1. Tests

- 1.1 The Ishihara pseudoisochromatic tests should be used to screen seafarers in the deck and engine departments for colour vision impairment. If the tests indicate impaired colour vision, further testing should be carried out.
- 1.2 In the case of persons in the deck department who are required to keep watches, the further test should use the Holmes-Wright Type B lantern test. This test may be conducted by some ophthalmologists in various hospitals.
- 1.3 In the case of persons in the engine department whose duties may include making electrical connections, the further test should be the UK Electricity Supply Industry Colour vision Trade Test.

2. Ishihara Test

- 2.1 The Ishihara pseudoisochromatic tests (using either the full set of 38 plates or the abridged version of 24 plates) should be used.
- 2.2 A satisfactory response on all plates on the first showing, or a single wrong response on first showing which is corrected on a second or third showing, should be considered to indicate "Normal" colour vision. If the tests indicate impaired colour vision, further testing should be carried out.

3. Holmes Wright Type B Lantern Test

- 3.1 The lantern test is a practical test of a person's ability, in conditions simulated to represent a watch keeping situation, to recognise and discriminate between navigation lights used at sea.
- 3.2 A lantern test is conducted by means of a Holmes/Wright type B lantern, which projects red, green and white lights viewed indirectly through a polished mirror at a virtual distance of 6 metres from the eyes. The large aperture of the lantern projects one coloured light at a time and the small apertures project 2 coloured lights side by side at a time. Each full circuit of the lantern contains 9 settings of single large aperture or 9 settings of small apertures. The small apertures of the lantern show any combination of 2 of the 3 colours.
- 3.3 A person who uses an aid to vision for a letter test is required to use the same aid to vision in the lantern test.
- 3.4 A person who does not use an aid to vision for a letter test is not permitted to use an aid to vision in the lantern test.
- 3.5 A person undergoing the lantern test must not wear a tinted aid to vision for the purpose of passing the test.
- 3.6 The lantern test must be conducted in a room from which daylight is excluded.
- 3.7 A person who requires to adapt to conditions of darkness is to be allowed up to 10 minutes complete or partial darkness in preparation for the lantern test.
- 3.8 A person is considered to have passed the lantern test if he correctly names the colours of one full circuit of large apertures, 4 full circuit of small apertures shown in sequence, and 9 sets of small apertures shown at random.
- 3.9 The procedures specified in 3.10 to 3.16 should be followed if a person undertaking the lantern test fails to achieve a pass in accordance with 3.8.
- 3.10 At the first mistake in naming a colour correctly, the examiner must inform the person being tested of the mistake and continue the test, adding a further circuit.
- 3.11 If no further mistake is made in the test and the further circuit, the person being tested will be considered to have passed.

- 3.12 If a second mistake is made, the procedure under 3.10 and 3.11 of this section is to be repeated.
- 3.13 If a third mistake is made, the test is to be repeated from the start after the person being tested has been given the opportunity to rest his eyes or regain composure.
- 3.14 In repeating the test under 3.13, the examiner is to record the result but not inform the person being tested of mistakes being made.
- 3.15 A person who in the repeated test under 3.13, correctly names all colours in accordance with 3.8 will be considered to have passed.
- 3.16 A mistake of red for green or green for red in the repeated test under 3.13 means failure of the lantern test.
- 3.17 A person who has failed the lantern test may request a further test.

4 Colour Vision Trade Test

- 4.1 When mistakes are made on the Ishihara pseudoisochromatic plates, this test should be used.
- 4.2 The applicant should sit opposite the Approved Medical Practitioner in good natural light. One at a time, each of the coloured wires should be placed in front of the applicant on a flat surface. The applicant should be asked to identify the colour of the wire. Slowness in answering indicates difficulties. Care must be taken that the applicant cannot compare the colour of one wire with others.
- 4.3 Applicants who wrongly identify a colour should be given an individual wire. The candidate should be asked to indicate when there is a match. All nine colours should be tested in this way.
- 4.4 Failure to find a correct match shows unreliable colour vision.
- 4.5 Matching colours correctly but wrongly identifying them singly, means mistakes will be made in identifying certain colours without comparing them with others.
- 4.6 The apparatus required is
 - One centimetre of coloured plastic covered wire is exposed on a white card housed in a photographic colour transparency slide, size 5 (5 cm), with a viewing window of 3.5 (2.5 cm). Two complete sets of colours are made up (18 slides), these being housed in a slide magazine.
 - For matching purposes 9 individual wires are to be available, one in each colour, each 2.5 cm long.
 - Nine colours are to be used: white, black, yellow, red, grey, blue, orange, green and brown.
 - All wires used should have the same diameter, which should be in the range 0.8 to 1.1 mm. Wire of 0.89 mm diameter is preferred, if available.

Hearing standard

1. Hearing is required for communication by radio, by telephone or person to person and therefore the critical frequencies are in the speech range 500 to 2,000 Hz. Hearing loss should be checked throughout the range of 500 to 3,000 Hz using a pure tone audio meter.
2. The speech must be reasonably clear and free of stutter and hesitation sufficient to use radios and communicate on deck. Those using cranes must be able to hear whistle signals where these are used.

Table 2: Minimum standards of hearing for deck and engine departments						
	Frequency					
	500	1,000	2,000	3,000	4,000	5,000
dB loss in better ear with aids	30	30	30	30	60	60
dB loss in better ear without aids	40	40	40	40	-	-

3. If hearing loss is 40dB or more at the frequencies specified in Table 2, ability to use a radio will need to be demonstrated. In these circumstances the applicant must pass a conversation test.

The conduct of the conversation test

4. The following is a recommended procedure for conduct of a conversation test.
5. The test should be conducted in a quiet room with a stable background noise level. Hearing aids should be worn if normally used at work or in retesting following their fitting.
6. The examiner should face the subject and address him from a distance of three metres for normal speech.
7. The subject's eyes should be closed or covered to prevent lip reading.
8. A normal conversation vocal volume should be used.
9. The test material should be a mixture of alphabetical letters and numerals in any order, not exceeding a total of three in any one phrase, e.g. 6Y3, 2N4, S5G, 7BI.
10. Ten combinations should be used, each preceded by the carrier phrase "PLEASE SAY".
11. The subject should repeat what was thought to be heard. If uncertain guessing is encouraged.
12. Six or more combinations should be repeated without error to be considered satisfactory.
13. Applicants who do not pass this test should be referred for further assessment of functional hearing and speech discrimination by an audiologist.
14. A functional hearing loss sufficient to interfere with communication or to impede safety (e.g. hearing audible warning devices) presents a high risk.

Forms

Recommended forms are as follows:

- Medical Examination Request Form
- Medical Examination Questionnaire
- Approved Medical Practitioner's Report

Medical Examination Request Form

[Editorial note: The form has not been reproduced.]

Medical Examination Request: Work environment

(To be read by Examining Doctor)	
Work at sea may require physical effort within the limits set by applicable international health and safety legislation and awards. This may include exposure to:	
Noisy work environment Communicating by radio Handling solvents, oils, grease or paint Manual work e.g. lifting, pulling, reaching, shovelling Prolonged sitting/standing	Climbing ladders (rope and steel) Working on confined spaces Close eye work: <ul style="list-style-type: none"> • reading charts, diagrams, safety instructions, manuals • using a computer
Hot environment or cold environment Working at height up to 30 metres Working near machinery Climbing on vessels and ships small craft	Colour vision to identify navigation lights, coloured wires Operating ships, small vessels, cranes, forklifts, hoists Operating hand tools and powered tools e.g. rattlegun, airhammer Work in areas remote from medical care

If in your opinion the applicant is generally fit for employment please advise whether his employment should be restricted in relation to any of these activities by completing the Medical Fitness Certificate.

See also the relevant job task analyses which are in Attachment 2 to these Guidelines. Please note that the following tests will be required for each job group:

Job Grouping	Audio-gram	Spirometry	Resting ECG	Chest X-Ray	Vision Screening	Faecal specimen
All ships' crew	Needed	Needed	55 years of age and over - Stress ECG, if clinically indicated	Drivers New entrants i.e. pre-sea	Needed	Not needed
Catering staff	Needed	Needed	55 years and over	New entrants i.e. pre-sea	Needed	Needed

You will need the following equipment to conduct the medical examination:	
height measure	audiometer
weight scales	Ishihara colour plates
stethoscope	Snellen's eye chart
tendon hammer	Times-Roman or Jaegar eye chart
tuning fork	sphygmomanometer
urine testing sticks (albumin, glucose, blood etc.)	

Medical Examination Questionnaire

[Editorial note: The forms have not been reproduced.]

Approved Medical Practitioner's Report

Appendix 2

Job task analyses

Table A Master/Mate

Table B Chief Engineer/Engineer/Electrician/Assistant Engineer

Table C Ordinary seaman/Able seaman/wiper/oiler/Efficient general purpose rating

Table D Chief Cook/Cook/Steward

Table E Catering Attendant and Steward

Table A – Master/Mate

1. Vision

- Read instructions
- Read instructions manuals
- Read charts
- Read weather maps
- Distinguish red/white/green navigation lights
- Distinguish coloured light alarms
- Observe aspect to other vessels

- Read radar, GPS and other monitors (digital, analogue and graphic)
- Read computer screens
- Identify navigation lights from beacons, buoys, lighthouse towers, other vessels
- Keep watch for obstacles to navigation
- Standing watch-night vision and depth perception

2. Hearings/speech

- Give/take instruction
- Use 2 - way radios and telephones
- Distinguish different auditory alarms

3. Consciousness

- Alert to changes in machinery vibration e.g. Engines
- Alert to movements of other vessels
- Alert to position of ship's ancillary craft
- Interpret complex information from digital, analogue and graphic computerised monitoring equipment e. g Radar, GPS, computerised charts, compass
- Respond to alarms
- Alert to changes in weather
- High level decision making in emergencies
- Responsible for safety of ship's crew and safety of vessel
- Alert to movements and position of crew

4. Physical

- Climb narrow, steep stairs
- Climb 3 metre rope ladders at sea
- Climb mast
- Climb steel rungs/ladders
- Lift hatch covers
- Fine motor skills to plot courses on charts, use keyboards on computer, rotate knobs, pull levers, push buttons
- Assist with lifting, manual labour e.g. lifting cylinders, 25 litre drums etc
- Cleaning maintenance of the bridge (wheelhouse)
- Place tags for safety checks
- Clean own cabin, shower i.e. bending, reaching, scrubbing, and wiping (varies from ship to ship)
- Additional for supply vessels
- Handle cargo on the back deck of a supply vessel
- Handle wires, chains and ropes during anchor handling
- Hook and unhook tows

5. Other

- Work shiftwork (4 or 12 hour watches)
- Occasional long hours of work (18+)
- Write report (log)
- Plan ship repair
- Plan work schedules
- Away at sea for up to 6 months at a time
- Fit through escape hatches
- Work at high temperature, humidity and/or in extreme cold & in storms/cyclones etc
- Wear PPE - boots, overalls, hard hat, hearing protection and occasionally respirators
- Order deck stores
- Use computers to write report, keep chart catalogue
- Check radio equipment, liferafts
- Inspect oil, other cargo, ballast and water tanks and other confined spaces
- Work with heavy seas on deck
- Work in conditions involving heavy rolling and pitching of vessel

Table B – Chief Engineer/Engineer/Electrician/Assistant Engineer**1. Vision**

- Read gauges, dials
- Read instruction manual
- Near vision for callipers and other instruments
- Near vision for identifying and using nuts, bolts, screw, pins etc
- Ability to distinguish basic colours to recognise coloured alarms and coloured wires

2. Hearing/Speech

- Communicate by 2 - way radio
- Hear alarms and pager
- Give/takes instructions

3. Consciousness

- Alert to alarms (visual and auditory)
- Respond to emergencies
- Alert to position of ship's ancillary craft
- Interpret complex information from monitors and gauges on instrument control panels in engine room

4. Physical

- Lifting and carrying condenser coils, pipes, motors, pumps up to 35 kg - but can be carried by two persons
- Lifting and carrying 25 kg containers of chemicals
- Use lathes, circular saws, hand tools, grinders & pedestal drill
- Welding/oxy-cutting
- Fine manual dexterity in placing nuts, bolts screws
- Turning valves, levers
- Pushing button controls
- Climbing steep stairways, steel rung ladders, rungs on masts and onto ship's crane
- Standing and walking most of shift
- Working in awkward postures
- Working in confined spaces
- Working overhead
- Clean own cabin, shower i.e. bending, reaching, scrubbing and wiping (varies from ship to ship)
- Additional for supply vessels
- Handle cargo on the back deck of a supply vessel
- Handle wires, chains and ropes during anchor handling
- Hook and unhook tows

5. Other

- Work shift work (4 hour watches)
- write reports (log)
- Plan ship repairs
- Plan work schedules
- Away at sea for up to 6 months at a time
- Fit through escape hatches
- Work at high temperature, humidity and/or in extreme cold and in storms/cyclones etc
- Wear PPE - boots, overalls, hard hat, hearing protection and occasionally respirators
- Order engine room stores
- Exposure to heat and fumes
- Use computers to write report, keep chart catalogues
- Safe handling of chemicals
- Check radio equipment, liferafts
- Inspect water tanks
- Work in conditions involving heavy rolling and pitching of vessel

Table C – Ordinary seaman/Able seaman/ Wiper/Oiler/Efficient general purpose rating

1. Vision

- Read instruction, procedures
- Read gauges, dials
- Read labels on chemicals
- Distance vision when operating small craft, crane, hoist
- See navigation lights of other vessels, beacons, lighthouses etc
- Distinguish red/green coloured lights
- Distinguish coloured light alarms
- Stand watches - night vision and depth perception
- Near vision for identifying shackles, markings on slings, bolts, nuts, screws etc.

2. Hearing/speech

- Give/take instructions
- Hear whistles for crane/hoist movements
- User 2-way radio
- Listen to machinery e.g. crane, LARC
- Hear warning signals/alarms
- Use hands free headset to communicate by radio in rough seas

3. Consciousness

- Alert to movements of other persons operating machinery, ship's small craft and helicopter
- Monitor equipment including radar, digital and analogue read outs on gauges, GPS, compass, and generally assist officer on watch

4. Physical

- Manual dexterity to tie knots, splice rope, repair/use canvas tarpaulins, place slings use pliers, spanner & other hand tools
- Pulling knobs, levers, pushing buttons to operate crane, machinery, incinerator
- Reaching and working overhead
- Shovel ash from incinerator and lift bags of rubbish into incinerator
- Lift stores
- Lifting from deck to overhead to load ship's small craft
- Climbing ship's rope ladders (3 m) in rough seas, and steel rung ladders on towers (up to 30 m) whilst carrying ropes, light tool bag
- Lifting weight up to 50 kg (two person lift)
- Lift cables, boxes, batteries, winches, hoists up to 40 kg

- Use powered tools, saws drills, rattleguns, chisel, sledgehammers
- Mooring/ unmooring vessels
- Use air/electric chain hoists pulling on ropes, chain, and pressing buttons on handled control box
- Carpentry/shipwright duties
- Standing for long periods (3 hours)
- Clean, own cabin, shower i.e. bending, reaching, scrubbing, and wiping
- Additional for supply vessels
- Handle cargo on the back deck of vessel
- Handle wires, chains and ropes during anchor handling
- Hook handling
- Hook and unhook tows

5. Other

- Work at heights
- Work in high temperature, humidity and/or in extreme cold. And in storms, cyclones etc
- Long work hours (up to 10 - 12 hours per day)
- Away at sea for up to 6 months at a time
- Fit through escape hatches
- Shift work when on 4 - hourly watch
- Ship's fire and safety rounds - inspect all areas regularly
- Plan work schedules
- Wear personal protective equipment e.g. Safety boots, earplugs or earmuffs, hard hat, gloves, overalls, safety spectacles and occasionally respirators
- Exposure to paints, thinners, oils, antifoul, degreasers
- Use fire - fighting hoses, extinguishers
- Work in oil, other cargo, ballast and water tanks and other confined spaces
- Work in conditions involving heavy rolling and pitching of vessel

Table D – Chief Cook/Cook/Steward

1. Vision

- Near vision for reading labels, menus, recipes, computer, instructions, orders for stores, invoices, telexes, faxes
- Near vision for cutting, slicing, cooking

2. Hearing/Speech

- Give/take instructions
- Use telephones to contact providers, clients
- Communicate with ship's crew

3. **Consciousness**

- Alert to movements of persons in kitchen because of hot food in saucepans and trays
- Alert to position of deep fryers, cooking pots, pans especially in rough weather
- Alert to hazards on ship e.g. fire etc

4. **Physical**

- Lifting, carrying, unpacking stores from gangway or forehead store space
- Unpack and place stores on shelves in fridge's and freezers from floor height to shoulder height
- Unpack cartons each trip e.g. soft drinks, cans, foodstuffs, and cleaning gear
- Cleaning pots and utensils
- Wiping benches, stove tops
- Cleaning kitchen and laundries - mopping, scrubbing
- Scrub mats out of fridge
- Polish passageways
- Standing for long period (3 hours)
- Fine manual dexterity to use kitchen utensils, knives and to turn knobs, flick switches on ovens, hot plates and appliances
- Clean own cabin, shower i.e. bending, reaching, scrubbing, and wiping
- Cleaning grease traps and tanks
- Cleaning ovens and deep freezers
- Narrow stairways

5. **Others**

- Order all food provision
- Plan menus
- Cooking all meals for all persons on board
- Work split shifts with early starts plus additional hours for administration and other paperwork
- Away at sea for up to 6 months at a time although calling in at various ports during the voyage
- Fit through escape hatches
- Use a computer
- Wear safety footwear
- Work in conditions involving heavy rolling and pitching of vessel
- Cleaning ovens and deep freezers
- Narrow stairway

Table E – Catering Attendant and Steward

1. Vision

Near vision for:

- reading labels
- reading instructions
- cleaning floors
- surfaces etc.

Distinguish coloured lights/indicator lights on galley range

2. Hearing/speech

- Give/take instructions
- Hear alarms
- Communicate with ship's crew and passengers

3. Consciousness

- Alert to movements of other persons in kitchen, pantry because of hot saucepan, food trays etc.

4. Physical

- General interior cleaning of ship e.g. Portholes
- Daily vacuum of mess room
- Polishing mess room twice weekly and other floors weekly (3 levels in all)
- Lifting, carrying, unpacking stores
- Carrying hot trays and stocking pantry
- Lifting floor polishing machine (24 kg) up stairs (2 person)
- Mopping, sweeping and/or vacuuming
- Wiping and scabbing benches, deckheads, bulkheads
- Washing dishes/pans in sink at waist height
- Load/empty dishwasher - bending required
- Washing drying crew's bed linen and towels on crew change day
- Occasional cleaning of cabins when passengers are on board
- Keeping washroom toilets clean on all levels
- Clean own cabin, i.e. bending, reaching, scrubbing, and wiping
- Vacuum all carpet areas

5. Others

- Assist cook in food preparation as required
- Work split shifts with early morning starts
- Away at sea for up to 6 months at a time although calling into various ports during the voyage

- Fit through escape hatches
- Wear safety footwear
- Work in conditions involving heavy rolling and pitching of vessel
- Take an active role in all vessel safety and emergency drills
- Take an active role in crisis management in emergencies

Appendix 3

Forms

[Editorial note: The forms have not been reproduced.]