

# Seafarer's Service Regulations

102.6.24

## Chapter I General Principles

Article 1 The Regulations are prescribed in accordance with the Article 25-2 of the Seafarer Act.

Article 2 The terms used in these Regulations are defined as follows:

1. Seafarer: refers to master and seaman.
2. Officer: refers to deck officer, engineer officer, telecommunications personnel holding certificates of competency issued by competent authorities, and other seafarers who were endorsed by competent authorities.
3. Rating: refers to the seafarers except the officers, and other seafarers who were endorsed by competent authorities.
4. Cadet: refers to personnel on board practicing the duties of an officer.
5. Seagoing service experience of cadet: refers to authorized seagoing service experience of cadets and students approved by maritime administration in receiving training according to the on board training record book for cadets designated tasks.
6. Trainee: refers to personnel on board practicing the duties of a rating.
7. Officers in charge of navigational watch: refers to deck officer on the bridge in charge of the navigational watch while navigating, at anchor or in berth.
8. Officers in charge of engineering watch: refers to engineer officer in charge of engineering watch.
9. Unauthorized disembarkation seafarer in foreign country: refers to seafarer disembarking and leaving without permission or overstaying leave.

## Chapter II Qualifications

Article 3 A seafarer should hold a Seafarer Service Book issued by a maritime administration.

Article 4 A Seafarer's medical examination certificate from a foreign hospital shall be verified by ROC embassies, representative offices or other organizations authorized by the Ministry of Foreign Affairs or holding a master's certificate.

Article 5 The requirements of a cadet's eligibility are as follows:

1. Deck cadet

- (1) Students who have graduated from the marine department of domestic private or public institutions of higher education or foreign institutions of higher education recognized by the Ministry of Education, or students of marine or equivalent academic departments who have to practice on board in accordance with the educational system.
- (2) Students who have graduated from the marine or equivalent division of public and private maritime vocational senior high schools.
- (3) Personnel completing the cultivation course of first or second class deck officer from domestic seafarer training institutions.

2. Engineer cadet

- (1) Students who have graduated from the engineering department of domestic private or public institutions of higher education or foreign institutions of higher education recognized by the Ministry of Education, or students of engineering or equivalent academic departments who have to practice on board in accordance with the educational system.
- (2) Students who have graduated from the engineering or equivalent division of public and private maritime vocational senior high schools.
- (3) Personnel completing the cultivation course of first or second class engineer officers from domestic seafarer training institutions.

Starting from August 1, 2016, prior to being employed, cadets specified in the preceding paragraph shall hold related qualification certificates of seafarer professional training issued by maritime administration, whereas students of maritime, engineering or equivalent academic departments having to practice on board in accordance with the education system should hold certified documents of STCW convention course credit.

Article 6

The cadets should be at least 16 years of age.

The on board training period of deck and engineer cadets should

not exceed two years.

The cadets during the on board training period are deemed seaman

#### Article 7

Any person with one of the following qualifications or qualifying certificates is able to apply for relevant duties of a rating in vessels on international routes or direct cross straits routes over three hundred nautical miles between ports of Taiwan and Mainland Area:

1. Graduated from marine academic institution with a major in navigation, engineering or related field (or completed all required courses).
2. Graduated from marine vocational senior high schools with a major in navigation, engineering or related field (or completed all required courses) with at least six months of apprenticeship.
3. Qualification certificate of domestic seafarer training institutions for ratings with at least six months of apprenticeship.
4. The former officer.
5. Qualification certificate of domestic seafarer training institutions for officer.
6. Veterans of non-commissioned officers of Navy and offshore boat teams of other military branches with at least two years' service experience in the deck or engine department.
7. Having at least one year's experience as rating in voyages on domestic routes.
8. Having a seafarer practicing certificate for deck and engine departments on fishing vessels.
9. Having proof of cooking experience in a commercially registered restaurant for more than 1 year, or a restaurant technician license higher than Grade C.
10. Being hired as seaman for general affairs or passenger department (except chef, senior chef and kitchen worker).
11. Mechanic able to repair ship's equipment with a certificate of proof of serving on a ship repair plant or related shop for more than two years.
12. Returned from overseas with experience of seafarer on international routes.

The preceding seafarer shall complete relevant professional training and possess a certificate issued by the competent authority.

Article 8

Personnel meeting one of the requirements specified in Paragraph 1 of the preceding Article or the following conditions can apply for rating in vessels on domestic routes or direct cross straits routes within three hundred nautical miles between ports of Taiwan and Mainland Area:

1. Holding qualifications certificate for officer from domestic seafarer training institutions.
2. Holding qualification certificate for rating from domestic seafarer training institutions.
3. Veteran non-commissioned officers of Navy and offshore boat teams of other military branches with at least one year's service experience in a deck or engine department.
4. Completing navigational and engineering apprenticeship for six months on a ship of more than 500 gross tonnages navigating on domestic routes approved by maritime administration.
5. The veteran non-commissioned naval officers who have graduated from a related academic department.
6. The former ordinary seafarer of fishing vessels with over one year of service.
7. The former power-driven small ship driver with documented proof of at least two years' service.

The preceding seafarer shall complete relevant professional training and possess a certificate issued by the competent authority.

After serving an apprenticeship for over three months and having passed the qualifying evaluation by the master or chief engineer officer, a rating serving in the deck or engine department of vessels with a total tonnage less than five hundred is able to transfer within a department without being under the restriction specified in subparagraph 2 of paragraph 1, and is subject to the minimum duty position of the department.

Only seafarers with experience of more than one year are exempt from the requirement specified in preceding subparagraph 4 of paragraph 1.

Article 9 A trainee should be at least 16 years of age. The on board apprenticeship should not exceed two years.  
The trainees during the apprenticeship are deemed seaman.

### **Chapter III Responsibilities**

#### Section 1 General Provisions

Article 10 A seafarer must effectively comply with the seafarer service code detailed in the Seafarer Service Book as follows:

1. Scrupulously observe government decrees without conduct that endangers national interests or security.
2. Maintain marine safety without conduct endangering human life or the vessel's cargo.
3. Ensure the vessel's function without conduct that destroys equipment or damages fixtures.
4. Strictly obey laws and regulations, without conducting carriage of private cargo or illegal smuggling.
5. Obey superior's commands without insubordination or violence.
6. Effectively perform individual duties without neglecting duties or arbitrarily switching duties.
7. Comply with vessel's rules without unauthorized disembarkation or absence over leave.
8. Accept summons of interrogation without concealment or misrepresentation in reporting.
9. Safeguard seafarer documents without alteration or misstatement of loss.
10. Cultivate noble character without fighting, gambling or alcoholism and drug abuse.
11. Fulfill the contract without presumptuous requests or dishonest breaches.
12. Observe the law and fulfill one's responsibilities without default or unauthorized undertaking.

Article 11 A seaman disembarking for sick leave should report to the director in writing and obtain approval from the master or be relayed by dispatch personnel. Sick leave ashore due to injury should be approved by the master and reported to the employer.

Article 12 Seafarers shall work shifts according to schedule while ships are sailing or in berth, and the seafarers on watchkeeping shall not be absent without the director's permission. When changing shifts, if

the relieving personnel have not taken over the task, the seafarer on watchkeeping should continue to work and report to the director or to the master if the situation is serious.

Article 13 Seafarers shall work in shift according to schedule while the ship is berthed in port. The number of seafarers in duty should be enough to deal with an emergency situation in order to prevent accidents.

Without the director or master's permission, seamen of each department are not allowed to disembark. Unless otherwise provided by law, approved leave numbers of seafarers should be determined in accordance with vessel requirements. Seamen permitted to disembark should be back on board before the stipulated time.

Article 14 All seafarers shall participate in all regularly held safety drills such as survival and firefighting. All implemented exercises should be separately recorded into logbook of navigation, engine and telecommunications for future reference.

Article 15 Any unregistered cargo found on board by each department director or all levels of seamen should be reported to the master to handle immediately. The master must jettison any such unregistered cargo which are found to be illegal items, or items which are lethal or will cause damage to the vessel or cargo on board.

Article 16 The vessel shall keep records of seafarer training and appraisal information for future reference.

Article 17 The vessel shall carry a record of the ship's history including major repairs and modifications, major personnel changes and other important events starting from construction to the decommissioning of the ship.

Article 18 In case of emergency, all seamen of each level shall be subject to the command of the master to assist in rescue activities without absence. The master in severe cases shall send emergency or distress telecommunications and try to inform employers or the representative around him.

Article 19 Facing distress and incapable of saving the ship, the master shall give the order to abandon ship according to the law, and seamen shall immediately deploy ship abandonment procedures to engage in survival actions. Lifeboats on board shall not be

arbitrarily lowered down without the order of the master.

The portable radio equipment used in lifeboats should be carried by the designated officer who shall act along with the master.

Article 20 Responsibilities of seafarer unspecified in these rules shall be prescribed by employers.

## Section 2 Master

Article 21 The master is responsible for commanding all seamen, travelers and anyone on board, and manages all affairs of the ship, as well as safeguarding human life and the property of the vessel.

Article 22 The master shall be responsible for seamen' training and appraisals. Seamen whose work or behavior has been seen to impair marine safety and discipline must be stopped and, when necessary, repatriated in appropriate areas with an immediate report to employer.

Article 23 The master should pay attention to the following matters in order to take hold of related matters and maintain the vessel in good condition:

1. Responsible for the preparation and keeping of various required loading, unloading and other documents in accordance with provisions of the convention or regulations.
2. To supervise seamen' work at all levels and inspect cabins if passengers are carried on board.
3. To review and sign the logbook and related books at any time. Any omission of such duty should immediately be ascertained and corrected.
4. To instruct relevant departments to carry out the check and verification of all equipment and appurtenances in accordance with the prescribed time schedule, and to supervise the inspection of internal and external hulls at any time.

Article 24 The master should maintain sufficient deployment and task forces to deal with various situations in order to ensure vessel safety and protect the marine environment.

Article 25 In irregular or unfamiliar harbor waterways, the master may hire a pilot but should continuously pay attention to the ship sailing conditions to ensure safety.

Article 26 Regardless whether at sea or in berth, the master shall take appropriate actions to deal with major events and report to the employer and maritime administration immediately.

- Article 27 For accidents involving striking rock, collision and running aground, the master shall pay attention to the following points and take necessary measures:
1. The damaged part and extent of damage to the vessel.
  2. The situation and degree of seawater intrusion in the cabin and double bottom.
  3. The draft and depth of water around the vessel.
  4. The damage of the cabin bulkhead and double bottom.
  5. The selection of a safe anchorage and planning for proper sailing after the vessel is out of danger.
  6. The prevention of vessel movement or overturning when water intrusion reaches saturation point.
  7. The pollution caused by leaking pollutants to the marine environment.
- Article 28 While entering or leaving port, the vessel shall report its position, course, speed and names of departure and destination ports to the radio station specified by the port authority.
- Article 29 When moored in any harbor with prevalent infectious diseases, the master shall inform all ship personnel and restrict them from disembarkation. All necessary control measures should be taken to prevent infection.
- Article 30 Should any seaman or passenger on the voyage die, the master shall immediately report it to the employer to convey the bad news to victims' family. The deceased who meets the following conditions shall be buried at sea under the decision of the master:
1. Vessel cruising in international waters.
  2. Being dead for over 24 hours or death is caused by infectious disease and the deceased has been sterilized.
  3. Unable to keep the corpse for reasons of hygiene or the port of entry forbids vessels to keep cadavers, or other legitimate reasons.
  4. A death certificate shall be issued by the ship's doctor (if available).
- While conducting sea burial, the master shall hold an appropriate death ceremony and adopt measures to prevent the corpse from floating up. The ceremony shall be recorded or photographed in as much detail as possible. Relics of the deceased such as hair remains and personal belongings shall be entrusted to personnel

to forward to the deceased's spouse or immediate family members.

Article 31 In case of accident and not being able to perform duties, the master shall immediately report to the employer to send a deputy to take over, and before the deputy's arrival, the vessel during the voyage should be taken charge of by the seaman of the highest rank in the deck department.

Article 32 When handing over duties, the master should advise the deputy about the details of special properties such as the ship's voyage, manipulation as well as the management of seamen. The administered instruments, atlas and public properties shall be handed over, registered into the logbook, and then jointly signed and reported to the employer.

### Section 3 Deck department

Article 33 Seamen of deck department refer to the following:

1. Chief mate, deck officer and deck cadet.
2. Boatswain, deputy boatswain, ships' carpenters, able sailor, quartermaster, sailor and deck trainee.
3. Other seamen of deck department.

Article 34 Duties of deck department directors are as follows:

1. The operation and navigation issues of the ship.
2. The maintenance, repair and materials for the hull, deck equipment, marine instruments and attachments
3. The meteorological observations and reports.
4. The use and proper maintenance of deck communications equipment.
5. Reports on the ship's route, position and the record of logbook.
6. The management, assessment and training of deck department personnel.
7. The preparation and supervision of cargo handling.
8. The preparation, repair and proper maintenance of charts and nautical books.
9. The communication among engine, general affairs (passenger sector) and telecommunications departments
10. Medical, general administration and seafarers' welfare.
11. On-board safety and security matters.
12. Other matters related to deck department.

Article 35

Officers in charge of navigational watch shall govern seamen operations and conduct the following operations:

1. Cautiously comply with marine rules when carrying out watchkeeping.
2. Follow the marine instructions of the master without arbitrarily modifying.
3. Maintain course and speed set by the master. Stopgap might be taken under conditions of urgency but should be reported to the master immediately.
4. Pay attention to the weather and sea conditions and report to the master in case of emergency immediately.
5. Sign and review the night shift order book first while carrying out night watchkeeping.
6. Take charge for communications and liaison, and immediately report to the master.
7. Pay attention to weather and the nearby sea conditions when the ship is anchored or berthed.
8. Inform relieving personnel of the ship operation situation, orders to be subjected and other important matters in detail.
9. Record all relevant matters into the logbook while on watchkeeping.
10. Other matters assigned by supervisor.

Article 36

The chief mate should be on watchkeeping when the ship is sailing or in port and should adhere to the orders of the master and take charge of all administrative responsibility as well as govern all seamen of the deck and general affairs departments to implement their duties as follows:

1. Appraise work and conduct of all seamen of the deck and general affairs departments.
2. Check the supply and maintenance of materials as well as deck equipment and appurtenances, and take charge of application and utilization.
3. Guide of survival, firefighting and other drills, and take charge of the maintenance of equipment.
4. Record and keep the logbook, equipment and facility catalogs, loading and unloading cargo files as well as other relevant documents which shall be kept and recorded by the chief mate.

5. Carry out duties in the bow or the assigned job position to command seamen to implement their tasks in accordance with the master's instructions while the vessel is entering and leaving the port and anchored.
6. Responsible for handling on board foreign official business and supervising loading and unloading operations, as well as direct the unloading operation of dangerous or special cargos in accordance with the requirements of safety laws and regulations.
7. Enumerate seamen of all levels and jointly check any private carrying of passengers or cargo with each department director before the ship sails.
8. Pay attention to periodic maintenance and inspection on the sanitation of accommodation and make records; responsible for the treatment of injured seafarers or passengers.
9. Lead relevant personnel to prepare the instruments in accordance with regulations while the ship is undergoing various inspections.
10. Arrange the examination, maintenance and repair of hull and deck equipment, supervise the cleanliness of the deck and general affairs department and assign seaman's work.
11. Regularly check the following items and maintain records:
  - (1) The supply of food and drinking water.
  - (2) Premises and equipment related to food and drinking water storage and handling.
  - (3) Kitchen and other appurtenances related to food preparation and serving.
12. The training, directing and evaluating of deck cadets.
13. Other duties which should be the responsibility of the chief mate in accordance with international conventions, laws and regulations and employer's rules as well as the master's instructions.

While handing over duties, the chief mate should advise the successor about the details of operational conditions and marine inert as well as hand over the managed documents, atlas and public properties item by item, and then jointly sign and report to the master.

Article 37

The deck officer should be watchkeeping when the ship is sailing

or in port and should adhere to orders given by supervisors with duties as follows:

1. Properly keep and calibrate onboard marine equipment and instruments, as well as properly keep and correct marine charts and any nautical books and charts.
2. Carry out duty on the position assigned by the master while vessels are entering and leaving the port or anchored and direct seafarers to execute their jobs in accordance with the orders of the master.
3. On duty in accordance with the orders of the master while the ship is berthed and directing the cargo loading and unloading operations
4. Keep and record summary logbook, magnetic compass deviation book, and nautical instruments record, and fill in the midday report.
5. Take charge of mail handling and keeping, and keep mail registration book recording the date and number of pieces of mail received and delivered.
6. Responsible for the cleaning and maintenance of all equipment and appurtenances on deck, external and internal to the bridge.
7. Keep the medicines and medical equipment on board.
8. Assist the chief mate in handling ships entering and leaving processes as well as general administrative matters.
9. In conjunction with the engineer officer to conduct trial runs, bells, whistle, and report ship's draft and reserves of fuel and fresh water to the master before ship starts sailing.
10. Properly keep and check rescue, firefighting and deck communications equipment.
11. Responsible for water pilot picking up or sending off, and check the safety of the rope ladder and gangway ramp.
12. Other duties for which the deck officer should be responsible in accordance with international conventions, laws, regulations and employer's rules as well as the superiors' instructions.

Duty of individual deck officer on a ship with more than two deck officers should be set by the employer in accordance with preceding provisions.

Duty of deck office in ship without position of deck officer should be carried out by personnel assigned by the master.

Article 38

The boatswain shall follow the orders of the chief mate or deck officer in charge of navigational watch to lead the work of ratings in the deck department.

Article 39

The deputy boatswain and ship's carpenter shall adhere to the orders of the chief mate, deck officer in charge of navigational watch or boatswain to take charge of the maintenance of anchor gear, deck equipment, materials, tools and lamps, as well as check the closure of cargo tank vent and inspect the water tank. The daily measured water conditions shall report to the chief mate.

Article 40

The able sailor, quartermaster, sailor should handle steering and observation when the ship is sailing, or on watchkeeping at the ladder entrance when ship is berthed in the port, and are responsible for the cleanliness of the internal and external hull, deck machinery and living cabins as well as for the preparation of cargo loading and unloading in accordance with the orders of the chief mate, officer in charge of navigational watch or boatswain.

Deck cadets shall assist in and practice the work of each level seafarer under the guidance of the master and officers. The tasks of deck cadets are assigned by the master and chief mate and are assessed according to specified training and appropriate evaluation items of the on board training record book for deck cadets and/or reinforcement training records book.

Deck trainee shall assist in and practice the work of each level seafarer under the guidance of the boatswain and ratings. The tasks of deck trainee are assigned by the chief mate and are assessed according to specified training and appropriate evaluation items of the on board training record book for ratings forming part of navigational watch.

Seafarers without certificate of competency issued by the competent authority shall not in charge of navigational watch.

#### Section 4 Engine department

Article 41

Seamen of engine department refer to the following:

1. Chief engineer officer, second engineer officer, engineer officer, engineer cadet.

2. Chief mechanic head, deputy chief mechanic head, mechanic, deputy mechanic, copper technician, electrician, pump technician, air conditioning technician, and engineer trainee.

3. Other seamen of the engine department.

Article 42

Tasks of engine department officers are as follows:

1. The operation, performance, maintenance and repair issues of main and auxiliary engines, boilers, motors, etc.
2. Maintenance, repair and other related matters of deck machinery.
3. Recording and properly maintenance of engineering logbook, engineer summary logbook, brief history of machinery, equipment directories, facility catalogs, telegram books and other records.
4. The management and maintenance of firefighting, explosion, anti-poison equipment.
5. The application, acceptance and maintenance of fuel, materials, spares and tools.
6. The maintenance and repair of the internal hull.
7. Management, assessment and training of engine department personnel.
8. On-board safety and security.
9. Other matters relating to the engine department.

Article 43

The officers in charge of engineering watch shall lead related seamen to operate and pay attention to the following matters:

1. Control the automatic operation of the main, auxiliary and boiler in the engine cabin and monitor a variety of instrument lights to maintain normal conditions.
2. Maintain the proper supply of fuel, lubricating oil and fresh water as well as the normal level of pressure gauges, thermometers, water level indicators, and keep circulating cooling water running smoothly.
3. Keep the operation of the main engine at the specified speed without arbitrarily changing unless being approved by the chief engineer officer or the bridge.
4. Maintain normal water level of the boiler, properly adjust powerful ventilation pressure and maintain the pressure inside the boiler.
5. Keep the cabin interior clean. Water should be treated through

oil-water separation devices and can only be pumped overboard after reaching emission standards and obtaining the master's approval to avoid ocean environment pollution.

6. While encountering waves which lead the ship's main machine to run freely, if there is no speed adjustment equipment, close attention and exercise should be applied in proper speed adjustment.
7. For all kinds of anomalous sounds of mechanical operation or any unusual circumstances, the speed of operation shall be reduced and necessary emergency measures shall be taken, as well as such condition reported to the chief engineer officer, the master and deck officer in charge of navigational watch to help make the appropriate disposition.
8. Maintain the normal and steady voltage of the electricity supply from the engine department to all other departments to avoid power interruption.
9. Keep alert at any time, accept commands from bridge and adopt appropriate measures.
10. Advise the relieving personnel about machine running situation, orders received and other important matters when changing shifts.
11. All relevant matters should be credited to the engineer logbook in detail while on watchkeeping.
12. Other matters as assigned by superiors.

#### Article 44

Adhere to orders of the master to manage all matters of the engine department and lead all level of seamen in the engine department to carry out their tasks. Duties of chief engineer officer are as follows:

1. Assess all seamen's work and conduct of engine department.
2. Manage the operation, maintenance and repair of machinery, equipment and appurtenances.
3. Check the supply and properly keep conditions for required fuel, materials, and spare parts, and is responsible for applying and overseeing their utilization.
4. Properly keep and supervise engineering logbook, engineer summary logs, brief history of the machine, equipment catalog, appurtenances directory and other records to be maintained by chief engineer officer.

5. Supervise department seamen to conduct survival and firefighting safety drills, as well as the operation and maintenance of emergency equipment.
6. Arrange engineering watch shift for seamen in engine department according to orders of the master.
7. Conduct coordination between engine and deck departments.
8. Other matters stipulated by international conventions, laws and regulations, and employer's rule as well as events assigned by the master.

When handing over duties, the chief engineer officer should advise the successor about the details of special properties of the ship and engineer operational conditions. The administered instruments, and public properties shall be handed over item by item, and then jointly signed and reported to the master.

#### Article 45

The second engineer officer should be on watchkeeping when the ship is sailing or in port and should adhere to the orders of the chief engineer officer and handle technical and administrative matters of the engine department as well as lead all seamen in this department to carry out their tasks. Duties of second engineer officer are as follows:

1. Assist chief engineer officer to appraise work and conduct of all seamen in engine department.
2. Take charge of collating the inventory of cabin equipment, appurtenances and spare parts.
3. Supervise the application, maintenance and repair of the main and auxiliary machinery and boilers.
4. Check the utilization and proper keeping of fuel, materials, spare parts and tools required by the engine department.
5. Supervise the engine department cleaning and mechanical maintenance, and assign work to department seamen.
6. Develop engine department maintenance plan and apply for various fuel, materials, spare parts and tools.
7. Enumerate seamen in engine department and inspect any private carriage of passengers or cargo as well as report fuel and fresh water reserves to chief engineer officer before the ship sails.
8. Carry out training, instruction and assessment for engineer cadets.

9. Other matters stipulated by international conventions, laws and regulations, employment regulations and events instructed by superiors.

When handing over duties, the second engineer officer should advise the successor about the details of special properties of ship and engineer operational conditions. The administered instruments, atlas and public properties shall be handed over item by item, and then jointly signed and reported to the chief engineer officer.

#### Article 46

The third engineer should be on watchkeeping when the ship is sailing or in port and should adhere to the orders of superiors to assist the management matters of the engine department with responsibility as follows:

1. Assist the second engineer officer to carry out operation, maintenance and repair work for main and auxiliary machinery, boilers and deck machinery.
2. Take charge of the operation, maintenance and repair of auxiliary machinery of generators, steering gear, freezer, oil pump, donkey boiler, freshwater making machine.
3. Responsible for water quality testing and treatment.
4. Responsible for the warm-up of main and auxiliary machinery before the ship sails. Jointly test steering gear, calibrate deck watch and test bell with deck officer.
5. Measure stock of fuel oil and various lubricants oils and submit a list for chief engineer officer after calculation.
6. Properly keep and record engineer summary log and fill in the midday report form.
7. Other matters stipulated by international conventions, laws and regulations, employment regulations and events instructed by superiors.

Duty of individual engineer officer in ship with more than two engineer officers should be set by employer in accordance with preceding provisions.

Duty of engineer officer on a ship without an engineer officer position should be carried out by personnel assigned by the chief engineer officer.

#### Article 47

While vessels are entering and leaving port, sailing or berthed at anchor, all seamen in engine department shall be ready in the

assigned positions.

Article 48

Chief mechanic head, deputy chief mechanic head, mechanic and electrician should be rotated on watchkeeping in accordance with regulations, and adhere to orders of the second engineer officer or engineer officer in charge of engineering watch to handle engine department matters.

Engineer cadets shall assist and practice works of each level seaman under the guidance of the chief engineer officer and officers. The tasks of engineer cadets are assigned by the second engineer officer and assessed according to specified training and appropriate evaluation items of on board training record book for engineer cadets and/or reinforcement training records book.

Engineer trainee shall assist and practice work of each level seaman under the guidance of chief mechanic head and ratings. The tasks of engineer trainee are assigned by the second engineer officer and are assessed according to specified training and appropriate evaluation items of the on board training record book for ratings forming part of engineering watch.

Seamen without certificate of competency issued by the competent authority shall not in charge of engineering watch.

#### Section 5 Telecommunications department

Article 49

Seamen of telecommunications department refer to the following personnel:

1. Radio electronic operator, GMDSS general operator, GMDSS restricted operator.
2. Other seamen of the telecommunications department.

Article 50

Tasks of telecommunications department director are as follows:

1. The application and maintenance of telecommunications equipment.
2. Assist with the maintenance of electronic marine aids.
3. Radio communication matters.
4. Weather reports sending and receiving.
5. Apply, organize, properly keep and prudentially use material required by telecommunications department.
6. The log records and reports of telecommunications department.
7. The management, assessment and training of telecommunications department personnel.

8. The duty attendance, operation and management of radio equipment, global maritime distress and safety system.
9. Keep and apply for radio licenses.
10. Other matters concerning the telecommunications department.

Article 51 Telecommunications personnel shall be responsible for all communication tasks according to the orders of the master. Telecommunication tasks in ships without full-time telecommunications personnel should be responsible by deck officer who holds the GMDSS general operator's certificate of competency.

Article 52 Telecommunications personnel shall follow the following sequence in operating ship's telecom stations:

1. Communications for distress.
2. Communications for emergency.
3. Communications for safety
4. Communications for radio navigation and positioning.
5. Marine safety communications for aircraft navigation regarding search and rescue operations.
6. Communications relating to ship sailing dynamics and meteorological observation reports sent to the meteorological agency.
7. Other communications.

Article 53 The telecommunication personnel should immediately copy any received distress, urgency, marine safety telecommunication, weather report and notice to seafarers in sailing area to the master for review, and should follow the instructions of the master in the special case of climate change. Any distress, urgency or safety of marine telecommunications should be recorded in the telecommunications log in detail by telecommunications personnel.

Article 54 On ships authorized by a meteorological agency to report weather, telecom staff will be on deck when sailing to ensure a timely supply of meteorological information reports by radio, or receive messages from the meteorological agency.

Article 55 Communication between two vessels should avoid interfering with work of radio stations on the coast, by terminating communication or changing frequency in response to coastal

radio stations' requests.

Article 56 While relinquishing their own duties, the telecom personnel should hand over administered machines, appurtenances, materials, lists, passwords and other documents according to checklist, and jointly sign and report to the master.

Article 57 Telecommunications personnel shall comply with the requirement of regulation. Regulation not specified in this text should be prescribed in accordance with relevant international and domestic telecommunications laws and regulations.

#### Section 6 General affairs department (or Passengers department)

Article 58 General affairs department refers to the following seamen of all levels:

1. Purser and clerks.
2. Doctors and nurses.
3. Head of meals, head steward, steward, chief chef, second chef, kitchen workers and launderers.
4. Other seamen of the general affairs department.

A passenger ship must be reported to and approved by the Ministry of Transportation and Communication, and shall establish a separate department of passenger department to replace the general affairs department. In addition to the seamen specified in the preceding paragraph, the passenger department shall add a professional manager, administrative assistant manager, and assistant meals manager or appropriately adjust required staffing composition.

Article 59 Tasks of general affairs department (or passengers department) are as follows:

1. Pay wages and allowances for seafarers and offer communal meals.
2. Provide meals and beverages for seafarers and passengers.
3. Cleanliness and hygiene management for seafarer bedrooms, dining rooms and cabins.
4. Care for the ill and provide medical treatment for seafarers and passengers.
5. Passengers' ticket checking and compensation fares.
6. Arrangements for passenger seats, entertainment, news and religion.
7. The placement of passenger baggage and excess baggage

charges.

8. The handling of valuables safekeeping, onboard banking and telecommunications.
9. Counsel passenger to participate in survival and firefighting drills.
10. Take care of passengers wearing life jackets and arrange survival boat occupancy.
11. Application and management for materials required by general affairs department.
12. Take charge of management, assessment and training for general affairs department personnel.
13. Other matters related to general affairs department.

The relevant matters listed in the preceding paragraph on vessels without setting up general affairs or passenger department in accordance with regulations should be the responsibility of the chief mate or other designated personnel.

The general affairs departments should uphold the instructions of the chief mate to handle matters in charge.

The passenger department should uphold the instructions of the master to handle matters in charge; however, affairs concerning seamen shall be handled jointly with the chief mate.

Article 60

The general ratings in vessels implementing general ratings system refers to the following levels of seamen:

1. The generalist head.
2. The deputy generalist head.
3. The generalist.
4. The deputy generalist.

Article 61

When a vessel is sailing or berthed in port, the generalist on deck department shall adhere to orders of the chief mate or deck officer in charge of navigational watch to form part of watchkeeping, engage in ship cleaning, maintenance, loading and unloading of cargo and to assist the work of the general affairs department when necessary.

Article 62

When a vessel is sailing or berthed in port, the generalist on engine department shall adhere to orders of the second engineer officer or engineer officer in charge of engineering watch to form part of watchkeeping, assist engineer officers to engage in normal operation, maintenance and other relevant matters of

main and auxiliary machinery, boilers and deck machinery.

## **Chapter IV Employment and Management**

### **Article 63**

A seafarer who is applying for a Seafarer Service Book should submit the following documents:

1. The application form.
2. The original seafarers' qualification certificate and a copy (the original will be returned after inspection).
3. The original ID or equivalent documents and a copy (the original will be returned after inspection).
4. Two two-inch frontal-view bust without any headwear photographs, taken in the past year.
5. Seafarer medical certificate issued by public or teaching hospitals within the last two years.
6. Minors should present legal representatives license certificate.

The effective period of the Seafarer Service Book is ten years and renewal should be applied for before expiry in accordance with rules specified in the preceding paragraph. In the case of failure to apply for renewal due to ship service abroad, the seafarer should apply for renewal within seven days after returning to a domestic port.

### **Article 64**

When employed seafarers are boarding to serve at domestic ports, or when an employment contract is terminated or a seafarer who has changed duty disembarks at domestic ports, the employer should apply for appointment or dismissal approval visa to the office of maritime administration and record it in the Seafarer Service Book.

When a domestically employed seafarer boards to serve at foreign ports, the employer should submit the seafarer's appointment status to the office of maritime administration. When seafarers disembark at foreign ports due to employment contract termination, the employer should apply for an appointment or dismissal approval visa to the office of maritime administration within 15 days after the seafarer returns to the country and record it in the Seafarer Service Book.

When a seafarer is boarding who is employed abroad to serve at foreign ports, the employer should submit the seafarer's appointment status to the office of maritime administration as well as submit the Seafarer Service Book, job appointment

application, photocopy of employment contract, immigration certificate and other documents to apply for appointment or dismissal approval visa to the office of maritime administration when the seafarer returns and arrives at the first domestic port, and record such application in the Seafarer Service Book.

Article 65

When employing a seafarer to serve on board, the employer should sign a written contract of employment and transmit it to the maritime administration for review. The same requirement applies to amendments or terminations of the employment contract.

When a seafarer's employment contract is terminated in a foreign country, the employer shall send the dismissed seafarer back to the original employment place in Taiwan.

When a seafarer's employment contract is terminated in a foreign country and he is not able to return to Taiwan immediately, the employer shall provide the reason in writing with supporting documents attached and submit them to the maritime administration for reference in advance.

A seafarer's employment contract specified in preceding paragraph 1 shall include the following:

1. Seafarer's name, age, date of birth, address, place of birth, identity card or passport number. Seafarers who are minors shall be subject to a licensed contract of legal representatives with legal representative's name, age, identity card or passport number and address.
2. Duties of employed seafarer.
3. Name, address and uniform number of the employer and name of the ship, or the name, address, uniform number of agent when contract is signed by legal agent, or the name, age, identity card or passport number and address of the individual.
4. Employment benefits: wages, allowances and meal expenses.
5. Period of employment.
6. Conditions of contract termination.
7. Agreement concerning sending back to original employment place.
8. Working conditions and welfare matters.
9. Date and place of contract concluded.

Article 66

A seafarer may apply to the maritime administration for the

issuance of a seagoing service experience certificate.

Article 67

A seafarer approved to be employed by a foreign vessel shall submit appointment recognition document issued by the employer's agent or representative along with a passport or outbound and inbound certificates according to the following regulations:

1. A seafarer who boards or disembarks at domestic or foreign ports due to employment termination or duty change shall apply for an appointment or dismissal recognition visa and record it in Seafarer Service Book.
2. A seafarer who does not hold a seafarer competency certificate issued by a competent authority shall submit, in addition to documents specified in the preceding paragraph, the seafarer competency certificate issued by foreign countries for approval, and shall record the foreign experience in the Seafarer Service Book.

Article 68

For any omission, error or change of record item in the Seafarer Service Book, the seafarer should submit relevant documents to the maritime administration to request correction. Without justified reason, the seafarer should not reject maritime administration's notification of requiring the seafarer to send the Seafarer Service Book for direct correction.

Article 69

For voluntary identity abandonment, the seafarer shall return the Seafarer Service Book to the maritime administration and abolish his identity as well as cancel his Seafarer Service Book. For identity restoration, the seafarer shall apply to the maritime administration.

Article 70

If a Seafarer Service Book is lost or damaged, the seafarer shall submit an application form to the maritime administration for replacement or renewal. Regarding the validity period for replacement or renewal, the original Service Book shall prevail.

Article 71

Deleted

Article 72

Deleted

Article 73

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Article 74

Cadets studying at schools accredited by the competent educational authority with formal academic status and having to practice on board according to the rules shall submit a training plan drafted by the school in detail about the training items,

along with a medical examination form, to apply to the maritime administration for a Seafarer Service Book.

Cadets or trainees apart from the foregoing paragraph shall prepare academic certificates, seafarer cultivation training completion certificates or seafarers' examination qualification certificates, along with medical examination form, to apply to the maritime administration for a Seafarer Service Book.

The medical examinations of cadet or trainee apply to the standards and regulations for seafarers.

Article 74-1

The cadets specified in the preceding paragraph are divided into deck and engineer cadets. The internship for a deck cadet should be at least one year, and at least six months for an engineer cadet. When a cadet or trainee is employed to practice on board, both sides should sign a seafarer fixed-term employment contract.

With regard to the fixed-term employment contract specified in the preceding paragraph, the employer shall pay the wages to cadets or trainees in accordance with the ROC seafarer minimum monthly salary standards.

Employer shall provide adequate quality of food, bedrooms, bedding, tableware and personal safety equipment for cadets or trainees.

Article 74-2

Enrolled students of Marine Squad of Water Police Division, Marine Squad of Maritime Patrol Division, Engineer Squad and Engineer Squad of Maritime Patrol Division of Taiwan Police College as well as Water Policy Department of Central Police University are permitted to practice on official ship of more than 500 gross tonnage and to carry out tasks in accordance with regulations of paragraph 1, 3 and 4 of Article 74.

Schools should notify the maritime administration to record the issue of proof of internship specified in the preceding paragraph by relevant agencies of official vessels for students and multiply the number of student practice days by two thirds as their seagoing service experience of cadets or trainees.

Article 74-3

For short-term training of marine academic students (less than one year) or of engineering academic departments students (less than six months) , the schools shall draft a training plan with a clearly defined training program to submit along with medical examination forms and students on-board register to the maritime

administration to apply for a Seafarer Service Book; students' seagoing service experience during their teaching and training periods shall be recorded into their Seafarer Service Book.

Article 74-4 For students carrying out short-term teaching and training on board as specified in the preceding Article, the employer can depend on his own business needs to sign seafarer fixed-term employment contracts with students according to subparagraph 2 of paragraph 1 of Article 74.

Article 75 The master and officers should guide and assist cadets to learn seafarer work at all levels. The chief mate and second engineer officer shall be responsible for the management and appraisal of cadets' work and daily life.

Article 76 Seamen serving on board are appraised by the master and reported to the employer, while the master is appraised by the employer.

Article 77 Vessel shall prepare a seafarers roster to record the whole seafarers' duties, names, date of birth, date of embarkation, passport number and validity period and have it signed and kept by the master. The roster shall be amended if there is any change to the above-mentioned items.

Article 78 In case of a ship accident or other circumstance, the maritime administration, ROC embassies, representative offices or other institutions authorized by the Ministry of Foreign Affairs may consult relevant seafarers to provide assistance or investigation when necessary.

Article 79 Ratings shall obtain watchkeeping qualifications according to the following regulations:

1. Deck department: sailors or other seamen in the deck department shall have at least one year experience in domestic routes or more than two months experience in international routes along with certificate of competency for ratings forming part of navigational watch issued by the competent authority.
2. Engine department: deputy chief mechanic head or other seamen of the engine department shall have at least one year experience in domestic routes or more than two months experience in international routes along with certificate of competency for ratings forming part of engineering watch

issued by the competent authority.

Article 80

The eligibilities of ratings for promotion are as follows:

1. Boatswain, deputy boatswain or ship's carpenters are to be selected by employer from able sailor or quartermaster serving on board.
2. Chief mechanic head, deputy chief mechanic head, copper technician, electrician, pump technician and air conditioning technician are to be selected by employer from seamen with qualified mechanic competence.

Article 81

The employment of a seafarer of general affairs department shall be approved by the maritime administration in accordance with Article 7.

Article 81-1

Head of meals, chief chef, second chef and kitchen workers of general affairs department shall be more than age of 18 as well as have completed the ship's cooks essential training and obtained training qualification certificate.

Training specified in the preceding paragraph shall be arranged by domestic seafarer training institutions approved by the competent authority. Its training program shall be developed in accordance with the requirements of the Maritime Labor Convention and reported to the competent authority for approval before implementation.

Article 82

The eligibilities for the promotion of ratings in general department are as follows:

1. The application of able sailors, quartermasters or mechanic to transfer to general department shall serve as deputy generalist first, and can only be promoted to formal generalist after six months seagoing experience and on board training record book along with the certificate of competency for ratings forming part of navigational and engineering watch issued by the competent authority.
2. The promotion of the deputy generalist who was not engaged in able seamen, quartermasters or mechanic to generalist shall be with one year's seagoing service experience in the position and training record book along with the certificate of competency for ratings forming part of navigational and engineering watch issued by the competent authority.
3. The generalist head, deputy generalist head shall be selected

by the employer among the ratings with qualifications of generalist.

Article 83

The seagoing service experience certificate visa of seafarers serving on official vessels shall be issued by the organization which the seafarer work for and submitted to the maritime administration for audit. The seagoing service experience ratification shall be calculated as two thirds multiple by the years of service.

The seagoing service experience certificate mentioned above shall specify its purpose.

Article 83-1

For seafarers employed by the Port Authority or other government agencies in vessels performing official duties, its subordinate agencies shall integrate shift schedules in accordance with the seafarers' minimum safety shift allocation configuration of the seafarers' minimum allocation standard, and compile a register for actual allocation for the maritime administration to check at any time. The shift allocation of seagoing service experience specified above shall be calculated on the basis of a two-thirds day. The seagoing service experience of seafarers serving in different types of vessels should be calculated separately. The seagoing service experience of senior seafarers of low position specified in subparagraph 1 shall be calculated in accordance with the minimum allocation standard of the actual position in the serving vessel.

Article 83-2

The employer shall establish health and safety and accident prevention system or plan, to provide the seafarer with occupational safety and health protection.

The system or plan must include following issues:

1. Risk assessment of occupational safety and health management and the training and instruction to seafarers.
2. Reasonable prevention measures and the verification, report, correction of unsafe situation.
3. Duty of instructing the seafarers to take care of the occupational safety and health management.
4. To set up the ship safety committee, but with exemption for ships with seafarers less than 5 persons.
5. Other occupational safety and health management issues.

Article 83-3

Personnel serving as vessel inspectors according to the Maritime Labor Convention, 2006 (hereinafter referred to as the

Convention) should be equipped with inspection knowledge and skills specified in the Convention and obtain a certificate conforming to inspector qualifications of the Convention.

The inspection items specified in the preceding paragraph are as follows:

1. Minimum age
2. Medical certification
3. Qualifications of seafarers
4. Seafarers' employment agreements
5. Use of any licensed or certified or regulated private recruitment and placement service
6. Hours of work or rest
7. Manning levels for the ship
8. Accommodation
9. On-board recreational facilities
10. Food and catering
11. Health and safety and accident prevention
12. On-board medical care
13. On-board complaint procedures
14. Payment of wages

The competent authority may appoint the maritime administration or other authorized institution to handle operations of inspector training or certificate issuance.

The appointed operations specified in the preceding subparagraph shall be publicized in the Government Gazette and websites in accordance with the requirements of regulations.

## **Chapter V Award and Punishment**

### **Section 1 Award**

Article 84 Awards for seafarer can be divided into the following types:

1. Appreciation
2. Merit.
3. Written award or medal.

Article 85 A seafarer with one of the following conditions is entitled to appreciation:

1. Outstanding achievements in event handling.
2. Working hard without negligence for more than 3 years.

Article 86 A seafarer with one of the following circumstances is entitled to an award of merit:

1. Special merit in ship maintenance and repair.
2. Rescue merit for vessel in distress.
3. Safeguard national interests without yielding to stress.
4. Support for various patriotic movements or initiating patriotic donation activities.
5. Provide marine knowledge and technology with significant contribution to the development of shipping.
6. Promote citizen diplomacy with specific effects.
7. Other special achievements.

Article 87

A seafarer with one of the following circumstances is entitled to the written award or medal:

1. Serve for more than a decade with excellent performance.
2. Special merit in rescuing the vessel or other vessels under dangerous conditions.
3. Outstanding achievements in government loyalty.
4. Exposure or assist in a major accident in advance to protect the ship from damage.
5. Innovation or research to improve the equipment of the ship.

Section 2 Punishment

Article 88

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Article 89

A seafarer with one of the following circumstances is subject to a warning:

1. Failure or undue report to the maritime administration in accordance with legal requirement.
2. Refuse a request for assistance by the maritime administration or ROC embassies, representative offices or other institutions authorized by the Ministry of Foreign Affairs without justified reason.
3. Non-compliance in word or deed in daily life.
4. Failure to comply with the requirement for medical examinations.
5. Unexcused loss of Seafarer Service Book, certificate of competency and certificate of endorsement or other relevant documents.
6. Relatively minor conduct of default or unauthorized undertaking in accordance with law or duty.

Article 90

Seafarers with one of the following circumstances which is confirmed by the maritime administration shall be subject to a

penalty point:

1. Insubordination to superior's orders or commands.
2. Absent without leave or absent over leave.
3. Neglect of duty.
4. Non-compliance with employer's instructions within the scope of business monitoring.
5. Non-compliance with the provisions of the employment contract.
6. Negligence causing vessel failure or sailing delay or leading to passengers, cargo suffering damage.
7. Causing disaster and loss due to a violation of navigational safety regulations.
8. Mismanagement or neglect of duty damaging ship machinery, equipment or appurtenances.
9. Severe circumstance of default or unauthorized undertaking in accordance with law or duty.

#### Article 91

A seafarer who commits one of the following, as confirmed by the maritime administration, shall be punished with downgrade or withdrawal of Seafarer Service Book for 3 months to 2 years:

1. Severe circumstance of insubordination toward order and command.
2. Absent without leave or absent over leave or absence without leave for the first time in a foreign country.
3. Severe neglect of duty.
4. Severe non-compliance with employer's instructions within the scope of business monitoring.
5. Severe non-compliance with the provisions of the employment contract.
6. Improper operation or use of ship machinery, equipment or facility which causes casualties.
7. Stir seafarers of the same ship to conduct collective strikes or slowdowns which affect the safety of navigation.
8. Cause trouble to or wound people on board.
9. Willfully destroying relevant seafarer's documents to destroy evidence or forge documents' information or hold forged seafarer certificates.
10. Gathering a crowd to gamble which affects work and disrupts ship order.

11. Violate navigational safety regulations which results in severe losses.
12. Severely improper management of ship machinery, equipment or appurtenances or duty negligence causing shipwreck.
13. Coerce and compel the master or other seafarer who are performing their duties according to law.
14. Master who alters the scheduled voyage not due to incident, sea rescue or force majeure.
15. Master knowing passengers or cargo carried are in excess and still keeps on sailing without rejecting.
16. Conduct which violates government ordinances or regulations on navigation.
17. Impose violence on seafarer on board which threatens personal safety.
18. Misconduct which purposely destroys ship, equipment or appurtenances.
19. Severe circumstances of default or unauthorized undertaking in accordance with law or duty.

Article 92

A seafarer who commits one of the following circumstances, as confirmed by the maritime administration shall be punished by Seafarer Service Book withdrawal for 2 to 5 years:

1. Assume other people's duty or have other people assume one's duty.
2. Cause serious disaster and losses due to violation of safety rules.
3. Severely improper management of ship machinery, equipment or appurtenances or duty negligence which causes shipwreck.
4. Severe consequence due to seamen using coercion and compelling the master or other seamen who are performing their duties according to law.
5. Severe harming of national reputation and interest.
6. A seafarer troubling or wounding people to death shall be sentenced to prison for more than 3 years.
7. Failure to comply with the provisions of employment contracts which creates disturbances that leads to the ship being stricken with difficulty.
8. Severe instance of purposely destroying ship, equipment or

appurtenances.

9. Master or department heads fail to report their knowing seamen's engagement in acts that endanger national security.
10. The second time disembarking without permission in foreign countries.
11. Severe instance of default or unauthorized undertaking in accordance with law or duty.

#### Article 93

Seafarers smuggling cargo or people entering or leaving the country shall be punished as follows, in accordance with their frequency and circumstances:

1. Seafarers being ascertained of violating customs anti-smuggling regulations with smuggling dutiable value of imported or export goods more than FOB price of NT \$ 100,000 should be punished by withdrawing the Seafarer Services Book for 3 months, 6 months for the second time and 1 year for the third time, 2 years for the fourth time, and 5 years for the fifth time or more.
2. A seafarer who has violated regulations of the "Punishment of Smuggling Act" and "Tobacco and Alcohol Administration Act" and been sentenced by the courts, regardless whether on probation or not, shall withdraw his Seafarer Service Book for 1 year, 2 years for repeat offenders, 5 years for third time or more of such violation.
3. Department heads of the vessel, including the master, chief mate, chief engineer officer, boatswain, chief mechanic head (including head of fuel and head of fire ignition), Purser (head of meal) smuggling cargo or people entering or leaving the country shall be doubly punished in accordance with the provisions of the preceding two paragraphs.
4. Seafarers transporting unauthorized guns, ammunition, and drugs or smuggling people entering or leaving the country shall withdraw his Seafarer Service Book for 5 years.
5. Seafarers knowing the above-mentioned four circumstances not only without identifying and reporting but helping to disguise, shall be punished by fine points in accordance with the seriousness of the misconduct or withdraw his Seafarer Service Book for 3 months.

A seafarer specified in the preceding paragraph who has been

punished less than 3 years will be unable to work on the original route.

Article 94

Regulations of Seafarer Service Book recovery are as follows:

1. Prior to recovering Seafarer Service Book, the maritime administration should notify the seafarer in writing. For a seafarer who is involved in crime, such action should be performed after the court sentence.
2. The recovery period of Seafarer Service Book shall be calculated from the date that the seafarer returns his/her book. Seafarers may apply to the maritime administration to send back his/her book after the expiration of the recovery period; for overdue book return without a legitimate reason, the maritime administration may directly cancel the book.
3. If a seafarer is being punished by Seafarer Service Book recovery but disembarks in a foreign country without approval and is being repatriated by a foreign government or returning to Taiwan area automatically, the maritime administration shall send a letter to the seafarer's company to recover his/her Seafarer Service Book.
4. When imposing the punishment of Seafarer Service Book recovery, certificate of competency or certificate of endorsement shall also be recovered or canceled.

Article 95

Apart from penalties stipulated by regulation, for seafarer's culpable conduct involving criminal accusations, the navigation agency shall transfer the case to judicial organs to be handled according to law.

Article 96

The competent authorities shall appoint the maritime administration to handle the award and punishment for seafarers and report the results to the competent authorities.

Article 97

A seafarer who is awarded or punished should have it registered in the awards and punishment column of Seafarer Service Book by the maritime administration for the purpose of assessment.

Punished seafarer whose warning has exceeded 1 year and fine point exceeded 3 years may be exempted from re-registration in the Seafarer Service Book.

Seafarers being punished with 1 year recovery of Seafarer Service Book without committing the same misconduct after 7 years of recovery completion, or being punished with more than

1 year recovery of Seafarer Service Book without committing the same misconduct after 10 years of recovery completion may be exempt from registering the case in the Seafarer Service Book.

Article 98

The application forms stipulated in this set of regulations shall be prescribed by the competent authorities separately.

Article 99

These regulations take into force from the day of announcement. But the amended Article 36, 83-2 and 83-3 take into force from 20, August 2013.