

Updates and amendments



Safety: Eddie Janson

Captain Eddie Janson of MariTrain AB, instructor and consultant in maritime safety, points the Shipgaz spotlight at safety related matters.

On the STCW conference in Manila, Philippines, in June 2010, some major revisions to the STCW code were adopted. It is not a new code, it is updates and amendments to the STCW-95, which is based on the STCW-78.

The changes will enter into force on January 1, 2012, but since all certificates issued according to STCW-95 are valid for five years, certificates issued before this date will be valid until their expiry date.

Below follows a brief explanation of some of the new rules.

On certain types of vessels the workload can be higher in periods for example during a tank cleaning. As per the new amendments it will become possible to make some exemp-

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It was decided that this edition of the STCW code should not be called STCW-10 but instead "Manila Amendments to the STCW Convention".

tions. The minimum hours of rest in a 7-day period can be reduced to 70 hours for maximum two 7-day periods in a row, which must be followed by two 7-day periods with the normal 77 hours of rest. On two occasions in a 7-day period the minimum rest can be divided into three periods instead of two.

The new rule will allow only the Administration to issue Certificates of Competency and requires the administration to keep a database on all

issued certificates for verification if in doubt.

For vessels operating in Polar waters the Master and the watch officers will have to have received special training for ships operating in ice.

Until now you must have been sailing for at least twelve months during the last five years to be able to renew your certificate of competency without taking a refresher course.

This has led to some strange situations where for example a person who had been ashore for four years and began to work on board for the last year of validity of his certificate could not renew it. To avoid situations like this it will now be sufficient with three months service in total during the six months immediately prior to revalidating.

A part that will not be changed is that the seagoing service can be replaced with "functions considered being equivalent to the seagoing service". This part has been interpreted differently by different administrations. For example the Swedish Ad-

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ministration is very strict in allowing other than actual seaservice.

For the first time administrations are encouraged to approve the use of e-learning. The code includes guidelines for how the e-learning shall be conducted but it is up to each administration to approve any e-learning provider. The administration must register approved training providers.

With the new code everyone employed on board shall have received security training. This training is divided into three categories:

- The Ship Security Officer shall receive training sufficient for his duties.
- Shipboard personnel with security duties shall receive training in security awareness.
- All other crewmembers shall receive "security-related familiarization training".

Section B-1/14 regarding familiarization for new crewmembers on board will be extended and much more detailed on what familiarization is to include. The responsibility for the familiarization will now rest on the Company.

There will be new competence tables for the positions Able Seafarer Deck, Able Seafarer Engine, electro-technical officers and electro-technical ratings.

The competence tables for deck officers will become more up to date with new technology. The knowledge of using Decca and Loran will be removed, while the use of ECDIS will be included. Instead of "Ability to transmit and receive signals by Morse light" it will be enough to be able transmit and receive SOS by Morse code.

For both deck and engine officers Leadership and teamworking skills will be included, which is something many of us has been waiting for.

These are just a few of the changes that will come with the Manila amendment. The Manila amendments is one step towards higher quality standards for seafarers all over the world, now it is up to the administrations to implement it. ★

SECURITY EXPERTS?

→ In the section about security familiarization training for all crew it is noted in the new Code: "Seafarers and shipboard personnel are not security experts and it is not the aim of the provisions of the Convention or this Code to convert them into security specialists."



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Annons, 1/2 stående