

Ο περί της Διεθνούς Συμβάσεως περί Προτύπων Εκπαιδεύσεως, Εκδόσεως Πιστοποιητικών και Τηρήσεως Φυλακών των Ναυτικών, 1978 (Κυρωτικός) και περί Συναφών Θεμάτων (Τροποποιητικός) Νόμος του 2012 εκδίδεται με δημοσίευση στην Επίσημη Εφημερίδα της Κυπριακής Δημοκρατίας σύμφωνα με το Άρθρο 52 του Συντάγματος.

Αριθμός 12(ΙΙΙ) του 2012

**Ο ΠΕΡΙ ΤΗΣ ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΕΩΣ ΠΕΡΙ ΠΡΟΤΥΠΩΝ ΕΚΠΑΙΔΕΥΣΕΩΣ,
ΕΚΔΟΣΕΩΣ ΠΙΣΤΟΠΟΙΗΤΙΚΩΝ ΚΑΙ ΤΗΡΗΣΕΩΣ ΦΥΛΑΚΩΝ ΤΩΝ ΝΑΥΤΙΚΩΝ 1978
(ΚΥΡΩΤΙΚΟΣ) ΚΑΙ ΠΕΡΙ ΣΥΝΑΦΩΝ ΘΕΜΑΤΩΝ (ΤΡΟΠΟΠΟΙΗΤΙΚΟΣ) ΝΟΜΟΣ ΤΟΥ
2012.**

Η Βουλή των Αντιπροσώπων ψηφίζει ως ακολούθως:

Συνοπτικός τίτλος. 1. Ο παρών Νόμος θα αναφέρεται ως ο περί της Διεθνούς Συμβάσεως περί Προτύπων Εκπαιδεύσεως, Εκδόσεως Πιστοποιητικών και Τηρήσεως Φυλακών των Ναυτικών, 1978 (Κυρωτικός) και περί Συναφών Θεμάτων (Τροποποιητικός) Νόμος του 2012 και θα διαβάζεται μαζί με τους περί της Διεθνούς Συμβάσεως περί Προτύπων Εκπαιδεύσεως, Εκδόσεως Πιστοποιητικών και Τηρήσεως Φυλακών των Ναυτικών, 1978 (Κυρωτικούς) και περί Συναφών Θεμάτων Νόμους του 1985 και 1998 (που στο εξής θα αναφέρονται ως «ο βασικός νόμος») και ο βασικός νόμος και ο παρών Νόμος θα αναφέρονται μαζί ως οι περί της Διεθνούς Συμβάσεως περί Προτύπων Εκπαιδεύσεως, Εκδόσεως Πιστοποιητικών και Τηρήσεως Φυλακών των Ναυτικών, 1978 (Κυρωτικοί) και περί Συναφών Θεμάτων Νόμοι του 1985 έως 2012.

Τροποποίηση του άρθρου 2 του βασικού νόμου. 2. Το άρθρο 2 του βασικού νόμου τροποποιείται ως ακολούθως:

(α) Με την αντικατάσταση του ορισμού του όρου «Αποφάσεις» με τον ακόλουθο νέο ορισμό:

«'Αποφάσεις' σημαίνει τις Αποφάσεις 1 και 2 που λήφθηκαν την 25^η Ιουνίου 2010 στη Μανίλα των Φιλιππινών από τη Διάσκεψη των Μερών της Διεθνούς Συμβάσεως περί Προτύπων Εκπαιδεύσεως, Εκδόσεως Πιστοποιητικών και Τηρήσεως Φυλακών των Ναυτικών, 1978 και κατά τις

διατάξεις του άρθρου XII(1)(a)(ix) της Σύμβασης και οι οποίες τίθενται σε ισχύ την 1^η Ιανουαρίου 2012.» και

(β) με την προσθήκη, στην κατάλληλη αλφαβητική σειρά, των ακόλουθων νέων όρων και των ορισμών τους:

«Απόφαση 1' σημαίνει την Απόφαση που λήφθηκε στη Μανίλα και υιοθετεί τις τροποποιήσεις του Παραρτήματος της Σύμβασης·

Απόφαση 2' σημαίνει την Απόφαση που λήφθηκε στη Μανίλα και υιοθετεί τις τροποποιήσεις του Κώδικα της Σύμβασης.».

Προσθήκη νέου άρθρου στο βασικό νόμο. 3. Ο βασικός νόμος τροποποιείται με την προσθήκη, αμέσως μετά το άρθρο 3 αυτού, του ακόλουθου νέου άρθρου 3Α:

«Κύρωση 3Α-(1) Με τον περί της Διεθνούς Συμβάσεως Αποφάσεων. περί Προτύπων Εκπαιδεύσεως, Εκδόσεως 12(II) του 2012. Πιστοποιητικών και Τηρήσεως Φυλακών των Ναυτικών, 1978 (Κυρωτικό) και περί Συναφών Θεμάτων (Τροποποιητικό) Νόμο του 2012 κυρώνονται οι Αποφάσεις.

Πίνακας. (2) Τα κείμενα των Αποφάσεων εκτίθενται σε Τρίτο Μέρος. πρωτότυπο στα αγγλικά στο Τρίτο Μέρος του Τέταρτο Πίνακα και σε μετάφραση στα ελληνικά στο Τέταρτο Μέρος. Μέρος του Πίνακα:

Νοείται ότι σε περίπτωση αντίθετης μεταξύ των δύο κειμένων υπερισχύει το κείμενο που εκτίθεται στο Τρίτο Μέρος του Πίνακα.».

Τροποποίηση του άρθρου 8 του βασικού νόμου. 4. Το άρθρο 8 του βασικού νόμου τροποποιείται με την αντικατάσταση σ' αυτό της φράσης «δια χρηματικής ποινής μέχρι πέντε χιλιάδων λιρών» (δεύτερη γραμμή) με τη φράση «με χρηματική ποινή μέχρι οχτώ χιλιάδες πεντακόσια ευρώ (€8500)».

Τροποποίηση του άρθρου 10 του βασικού νόμου. 5. Το εδάφιο (1) του άρθρου 10 του βασικού νόμου τροποποιείται με την αντικατάσταση σ' αυτό της φράσης «με χρηματική ποινή από εκατό μέχρι πέντε χιλιάδες λίρες» (τέταρτη και πέμπτη γραμμή) με τη φράση «με χρηματική ποινή από διακόσια ευρώ (€200) μέχρι οχτώ χιλιάδες πεντακόσια ευρώ (€8500)».

Τροποποίηση του άρθρου 13 του βασικού νόμου. 6.-(1) Το εδάφιο (2) του άρθρου 13 του βασικού νόμου τροποποιείται ως ακολούθως:

(α) Με την αντικατάσταση, στην παράγραφο (β) αυτού, της φράσης «κατά τις διατάξεις των παραγράφων 1 έως 3» (δέκατη γραμμή), με τη φράση «κατά τις διατάξεις των παραγράφων 1 έως 4»·

(β) με την αντικατάσταση, στην παράγραφο (δ) αυτού, της φράσης «κατά τις διατάξεις των παραγράφων 1 έως 3 (δεύτερη γραμμή) με τη φράση «κατά τις διατάξεις των παραγράφων 1 έως 7»·

(γ) με την αντικατάσταση, στην παράγραφο (ε) αυτού, της φράσης, «κατά τις διατάξεις της παραγράφου 4 του Κανονισμού 1/9» (δέκατη και ενδέκατη γραμμή) με τη φράση «κατά τις διατάξεις των παραγράφων 14 έως 16 του Κανονισμού 1/2»·

(δ) με την αντικατάσταση, στην παράγραφο (θ) αυτού, της φράσης «κατά τις διατάξεις των Κανονισμών II/1 έως II/4 και III/1 έως III/4 του Παραρτήματος» (τρίτη και τέταρτη γραμμή) με τη φράση «κατά τις διατάξεις των Κανονισμών II/1 έως II/5 και III/1 έως III/7 του Παραρτήματος» και

(ε) με την αντικατάσταση της παραγράφου (ια) αυτού με την ακόλουθη νέα παράγραφο (ια):

«(ια) περί των προϋποθέσεων, των όρων και της διαδικασίας προς έκδοση πιστοποιητικού ικανότητας χειριστού σωστικών μέσων, μέσων πυρόσβεσης, παροχής πρώτων βοηθειών, αξιωματικού προστασίας του πλοίου και εκπαίδευσης σχετικής με την προστασία του πλοίου και οδηγίες για όλους τους ναυτικούς, κατά τις διατάξεις των Κανονισμών VI/2, VI/3, VI/4, VI/5 και VI/6 του Παραρτήματος.».

(2) Το εδάφιο (3) του άρθρου 13 του βασικού νόμου, τροποποιείται με την αντικατάσταση σ' αυτό της φράσης «μέχρι πέντε χιλιάδες λίρες» (τρίτη γραμμή) με την φράση «μέχρι οχτώ χιλιάδες πεντακόσια ευρώ (€8500)».

Τροποποίηση του Πίνακα του βασικού νόμου με την προσθήκη νέων Μερών σ' αυτό.

7. Ο Πίνακας του βασικού νόμου τροποποιείται με την προσθήκη, αμέσως μετά το Δεύτερο Μέρος αυτού, των ακόλουθων νέων Μερών:



CONFERENCE OF PARTIES TO THE
INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS, 1978
Agenda item 10

STCW/CONF.2/33
1 July 2010
Original: ENGLISH

**ADOPTION OF THE FINAL ACT AND ANY INSTRUMENTS, RESOLUTIONS AND
RECOMMENDATIONS RESULTING FROM THE WORK OF THE CONFERENCE**

Attachment 1 to the Final Act of the Conference

Resolution 1

**The Manila Amendments to the annex to the
International Convention on Standards of Training, Certification and Watchkeeping
for Seafarers (STCW), 1978**

Text adopted by the Conference

THE 2010 MANILA CONFERENCE,

RECALLING Article XII(1)(b) of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (hereinafter referred to as "the Convention"), concerning the procedure for amendment by a Conference of Parties,

HAVING CONSIDERED the Manila amendments to the annex to the Convention proposed and circulated to the Members of the Organization and to all Parties to the Convention,

1. ADOPTS, in accordance with article XII(1)(b)(ii) of the Convention, amendments to the annex to the Convention, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with article XII(1)(a)(vii) of the Convention, that the amendments annexed hereto shall be deemed to have been accepted on 1 July 2011, unless, prior to that date, more than one third of Parties to the Convention or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more have notified the Secretary-General that they object to the amendments;
3. INVITES Parties to note that, in accordance with article XII(1)(a)(ix) of the Convention, the amendments annexed hereto shall enter into force on 1 January 2012 upon being deemed to have been accepted in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General of the Organization to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to all Members of the Organization which are not Parties to the Convention.

ANNEX

THE MANILA AMENDMENTS TO THE ANNEX TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, is replaced by the following:

"ANNEX

CHAPTER I

General provisions

Regulation I/1

Definitions and clarifications

- 1 For the purpose of the Convention, unless expressly provided otherwise:
 - .1 *Regulations* means regulations contained in the annex to the Convention;
 - .2 *Approved* means approved by the Party in accordance with these regulations;
 - .3 *Master* means the person having command of a ship;
 - .4 *Officer* means a member of the crew, other than the master, designated as such by national law or regulations or, in the absence of such designation, by collective agreement or custom;
 - .5 *Deck officer* means an officer qualified in accordance with the provisions of chapter II of the Convention;
 - .6 *Chief mate* means the officer next in rank to the master and upon whom the command of the ship will fall in the event of the incapacity of the master;
 - .7 *Engineer officer* means an officer qualified in accordance with the provisions of regulation III/1, III/2 or III/3 of the Convention;
 - .8 *Chief engineer officer* means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship;
 - .9 *Second engineer officer* means the engineer officer next in rank to the chief engineer officer and upon whom the responsibility for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship will fall in the event of the incapacity of the chief engineer officer;
 - .10 *Assistant engineer officer* means a person under training to become an engineer officer and designated as such by national law or regulations;

- .11 *Radio operator* means a person holding an appropriate certificate issued or recognized by the Administration under the provisions of the Radio Regulations;
- .12 *GMDSS radio operator* means a person who is qualified in accordance with the provisions of chapter IV of the Convention;
- .13 *Rating* means a member of the ship's crew other than the master or an officer;
- .14 *Near-coastal voyages* means voyages in the vicinity of a Party as defined by that Party;
- .15 *Propulsion power* means the total maximum continuous rated output power, in kilowatts, of all the ship's main propulsion machinery which appears on the ship's certificate of registry or other official document;
- .16 *Radio duties* include, as appropriate, watchkeeping and technical maintenance and repairs conducted in accordance with the Radio Regulations, the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended and, at the discretion of each Administration, the relevant recommendations of the Organization;
- .17 *Oil tanker* means a ship constructed and used for the carriage of petroleum and petroleum products in bulk;
- .18 *Chemical tanker* means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in chapter 17 of the International Bulk Chemical Code;
- .19 *Liquefied gas tanker* means a ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in chapter 19 of the International Gas Carrier Code;
- .20 *Passenger ship* means a ship as defined in the International Convention for the Safety of Life at Sea, 1974, as amended;
- .21 *Ro-ro passenger ship* means a passenger ship with ro-ro spaces or special category spaces as defined in the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended;
- .22 *Month* means a calendar month or 30 days made up of periods of less than one month;
- .23 *STCW Code* means the Seafarers' Training, Certification and Watchkeeping (STCW) Code as adopted by the 1995 Conference resolution 2, as it may be amended by the Organization;
- .24 *Function* means a group of tasks, duties and responsibilities, as specified in the STCW Code, necessary for ship operation, safety of life at sea or protection of the marine environment;

- .25 *Company* means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by these regulations;
- .26 *Seagoing service* means service on board a ship relevant to the issue or revalidation of a certificate or other qualification;
- .27 *ISPS Code* means the International Ship and Port Facility Security (ISPS) Code adopted on 12 December 2002, by resolution 2 of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as may be amended by the Organization;
- .28 *Ship security officer* means the person on board the ship, accountable to the master, designated by the Company as responsible for the security of the ship including implementation and maintenance of the ship security plan and liaison with the company security officer and port facility security officers;
- .29 *Security duties* include all security tasks and duties on board ships as defined by chapter XI-2 of the International Convention for the Safety of Life at Sea (SOLAS 1974, as amended) and the International Ship and Port Facility Security (ISPS) Code;
- .30 *Certificate of competency* means a certificate issued and endorsed for masters, officers and GMDSS radio operators in accordance with the provisions of chapters II, III, IV or VII of this annex and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein;
- .31 *Certificate of proficiency* means a certificate, other than a certificate of competency issued to a seafarer, stating that the relevant requirements of training, competencies or seagoing service in the Convention have been met;
- .32 *Documentary evidence* means documentation, other than a certificate of competency or certificate of proficiency, used to establish that the relevant requirements of the Convention have been met;
- .33 *Electro-technical officer* means an officer qualified in accordance with the provisions of regulation III/6 of the Convention;
- .34 *Able seafarer deck* means a rating qualified in accordance with the provisions of regulation II/5 of the Convention;
- .35 *Able seafarer engine* means a rating qualified in accordance with the provisions of regulation III/5 of the Convention; and
- .36 *Electro-technical rating* means a rating qualified in accordance with the provisions of regulation III/7 of the Convention.

2 These regulations are supplemented by the mandatory provisions contained in part A of the STCW Code and:

- .1 any reference to a requirement in a regulation also constitutes a reference to the corresponding section of part A of the STCW Code;
- .2 in applying these regulations, the related guidance and explanatory material contained in part B of the STCW Code should be taken into account to the greatest degree possible in order to achieve a more uniform implementation of the Convention provisions on a global basis;
- .3 amendments to part A of the STCW Code shall be adopted, brought into force and take effect in accordance with the provisions of article XII of the Convention concerning the amendment procedure applicable to the annex; and
- .4 part B of the STCW Code shall be amended by the Maritime Safety Committee in accordance with its rules of procedure.

3 The references made in article VI of the Convention to "the Administration" and "the issuing Administration" shall not be construed as preventing any Party from issuing and endorsing certificates under the provisions of these regulations.

Regulation I/2

Certificates and endorsements

1 Certificates of competency shall be issued only by the Administration, following verification of the authenticity and validity of any necessary documentary evidence.

2 Certificates issued in accordance with the provisions of regulations V/1-1 and V/1-2 to masters and officers shall only be issued by an Administration.

3 Certificates shall be in the official language or languages of the issuing country. If the language used is not English, the text shall include a translation into that language.

4 In respect of radio operators, Parties may:

- .1 include the additional knowledge required by the relevant regulations in the examination for the issue of a certificate complying with the Radio Regulations; or
- .2 issue a separate certificate indicating that the holder has the additional knowledge required by the relevant regulations.

5 The endorsement required by article VI of the Convention to attest the issue of a certificate shall only be issued if all the requirements of the Convention have been complied with.

6 At the discretion of a Party, endorsements may be incorporated in the format of the certificates being issued as provided for in section A-I/2 of the STCW Code. If so incorporated, the form used shall be that set forth in section A-I/2, paragraph 1. If issued otherwise, the form of endorsements used shall be that set forth in paragraph 2 of that section.

7 An Administration which recognizes under regulation I/10:

- .1 a certificate of competency; or
- .2 a certificate of proficiency issued to masters and officers in accordance with the provisions of regulations V/1-1 and V/1-2 shall endorse such certificate to attest its recognition only after ensuring the authenticity and validity of the certificate.

The endorsement shall only be issued if all requirements of the Convention have been complied with. The form of the endorsement used shall be that set forth in paragraph 3 of section A-I/2 of the STCW Code.

8 The endorsements referred to in paragraphs 5, 6 and 7:

- .1 may be issued as separate documents;
- .2 shall be issued by the Administration only;
- .3 shall each be assigned a unique number, except that endorsements attesting the issue of a certificate may be assigned the same number as the certificate concerned, provided that number is unique; and
- .4 shall expire as soon as the certificate endorsed expires or is withdrawn, suspended or cancelled by the Party which issued it and, in any case, not more than five years after their date of issue.

9 The capacity in which the holder of a certificate is authorized to serve shall be identified in the form of endorsement in terms identical to those used in the applicable safe manning requirements of the Administration.

10 Administrations may use a format different from the format given in section A-I/2 of the STCW Code, provided that, as a minimum, the required information is provided in Roman characters and Arabic figures, taking into account the variations permitted under section A-I/2.

11 Subject to the provisions of regulation I/10, paragraph 5, any certificate required by the Convention must be kept available in its original form on board the ship on which the holder is serving.

12 Each Party shall ensure that certificates are issued only to candidates who comply with the requirements of this regulation.

13 Candidates for certification shall provide satisfactory proof:

- .1 of their identity;
- .2 that their age is not less than that prescribed in the regulation relevant to the certificate applied for;
- .3 that they meet the standards of medical fitness specified in section A-I/2 of the STCW Code;

- 4 of having completed the seagoing service and any related compulsory training required by these regulations for the certificate applied for; and
- 5 that they meet the standards of competence prescribed by these regulations for the capacities, functions and levels that are to be identified in the endorsement to the certificate.

14 Each Party undertakes to maintain a register or registers of all certificates and endorsements for masters, officers, and, as applicable, ratings which are issued, have expired or have been revalidated, suspended, cancelled or reported lost or destroyed and of dispensations issued.

15 Each Party undertakes to make available information on the status of such certificates of competency, endorsements and dispensations to other Parties and companies which request verification of the authenticity and validity of certificates produced to them by seafarers seeking recognition of their certificates under regulation I/10 or employment on board ship.

16 As of 1 January 2017, the information on the status of information required to be available in accordance with paragraph 15 of this regulation shall be made available, in the English language, through electronic means.

Regulation I/3

Principles governing near-coastal voyages

1 Any Party defining near-coastal voyages for the purpose of the Convention shall not impose training, experience or certification requirements on the seafarers serving on board the ships entitled to fly the flag of another Party and engaged on such voyages in a manner resulting in more stringent requirements for such seafarers than for seafarers serving on board ships entitled to fly its own flag. In no case shall any such Party impose requirements in respect of seafarers serving on board ships entitled to fly the flag of another Party in excess of those of the Convention in respect of ships not engaged on near-coastal voyages.

2 A Party that, for ships afforded the benefits of the near-coastal voyage provisions of the Convention, which includes voyages off the coast of other Parties within the limits of their near-coastal definition, shall enter into an undertaking with the Parties concerned specifying the details of both involved trading areas and other relevant conditions.

3 With respect to ships entitled to fly the flag of a Party regularly engaged on near-coastal voyages off the coast of another Party, the Party whose flag the ship is entitled to fly shall prescribe training, experience and certification requirements for seafarers serving on such ships at least equal to those of the Party off whose coast the ship is engaged, provided that they do not exceed the requirements of the Convention in respect of ships not engaged on near-coastal voyages. Seafarers serving on a ship which extends its voyage beyond what is defined as a near-coastal voyage by a Party and enters waters not covered by that definition shall fulfil the appropriate competency requirements of the Convention.

4 A Party may afford a ship which is entitled to fly its flag the benefits of the near-coastal voyage provisions of the Convention when it is regularly engaged off the coast of a non-Party on near-coastal voyages as defined by the Party.

5 The certificates of seafarers issued by a Party for its defined near-coastal voyages limits may be accepted by other Parties for service in their defined near-coastal voyages limits,

provided the Parties concerned enter into an undertaking specifying the details of involved trading areas and other relevant conditions thereof.

6 Parties defining near-coastal voyages, in accordance with the requirements of this regulation, shall:

- .1 meet the principles governing near-coastal voyages specified in section A-I/3;
- .2 communicate to the Secretary-General, in conformity with the requirements of regulation I/7, the details of the provisions adopted; and
- .3 incorporate the near-coastal voyages limits in the endorsements issued pursuant to regulation I/2, paragraphs 5, 6 or 7.

7 Nothing in this regulation shall, in any way, limit the jurisdiction of any State, whether or not a Party to the Convention.

Regulation I/4

Control procedures

1 Control exercised by a duly authorized control officer under article X shall be limited to the following:

- .1 verification in accordance with article X(1) that all seafarers serving on board who are required to be certificated in accordance with the Convention hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5;
- .2 verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration; and
- .3 assessment, in accordance with section A-I/4 of the STCW Code, of the ability of the seafarers of the ship to maintain watchkeeping and security standards, as appropriate, as required by the Convention if there are clear grounds for believing that such standards are not being maintained because any of the following have occurred:
 - .3.1 the ship has been involved in a collision, grounding or stranding, or
 - .3.2 there has been a discharge of substances from the ship when under way, at anchor or at berth which is illegal under any international convention, or
 - .3.3 the ship has been manoeuvred in an erratic or unsafe manner whereby routing measures adopted by the Organization or safe navigation practices and procedures have not been followed, or
 - .3.4 the ship is otherwise being operated in such a manner as to pose a danger to persons, property, the environment, or a compromise to security.

2. Deficiencies which may be deemed to pose a danger to persons, property or the environment include the following:

- .1 failure of seafarers to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5;
- .2 failure to comply with the applicable safe manning requirements of the Administration;
- .3 failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the Administration;
- .4 absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radiocommunications or the prevention of marine pollution; and
- .5 inability to provide, for the first watch at the commencement of a voyage and for subsequent relieving watches, persons who are sufficiently rested and otherwise fit for duty.

3 Failure to correct any of the deficiencies referred to in paragraph 2, in so far as it has been determined by the Party carrying out the control that they pose a danger to persons, property or the environment, shall be the only grounds under article X on which a Party may detain a ship.

Regulation I/5

National provisions

1 Each Party shall establish processes and procedures for the impartial investigation of any reported incompetency, act, omission or compromise to security that may pose a direct threat to safety of life or property at sea or to the marine environment by the holders of certificates or endorsements issued by that Party in connection with their performance of duties related to their certificates and for the withdrawal, suspension and cancellation of such certificates for such cause and for the prevention of fraud.

2 Each Party shall take and enforce appropriate measures to prevent fraud and other unlawful practices involving certificates and endorsements issued.

3 Each Party shall prescribe penalties or disciplinary measures for cases in which the provisions of its national legislation giving effect to the Convention are not complied with in respect of ships entitled to fly its flag or of seafarers duly certificated by that Party.

4 In particular, such penalties or disciplinary measures shall be prescribed and enforced in cases in which:

- .1 a company or a master has engaged a person not holding a certificate as required by the Convention;
- .2 a master has allowed any function or service in any capacity required by these regulations to be performed by a person holding an appropriate certificate to be-

performed by a person not holding the required certificate, a valid dispensation or having the documentary proof required by regulation I/10, paragraph 5; or

- .3 a person has obtained by fraud or forged documents an engagement to perform any function or serve in any capacity required by these regulations to be performed or filled by a person holding a certificate or dispensation.

5 A Party, within whose jurisdiction there is located any company which, or any person who, is believed on clear grounds to have been responsible for, or to have knowledge of, any apparent non-compliance with the Convention specified in paragraph 4, shall extend all co-operation possible to any Party which advises it of its intention to initiate proceedings under its jurisdiction.

Regulation I/6

Training and assessment

Each Party shall ensure that:

- .1 the training and assessment of seafarers, as required under the Convention, are administered, supervised and monitored in accordance with the provisions of section A-I/6 of the STCW Code; and
- .2 those responsible for the training and assessment of competence of seafarers, as required under the Convention, are appropriately qualified in accordance with the provisions of section A-I/6 of the STCW Code for the type and level of training or assessment involved.

Regulation I/7

Communication of information

1 In addition to the information required to be communicated by article IV, each Party shall provide to the Secretary-General, within the time periods prescribed and in the format specified in section A-I/7 of the STCW Code, such other information as may be required by the Code or other steps taken by the Party to give the Convention full and complete effect.

2 When complete information as prescribed in article IV and section A-I/7 of the STCW Code has been received and such information confirms that full and complete effect is given to the provisions of the Convention, the Secretary-General shall submit a report to this effect to the Maritime Safety Committee.

3 Following subsequent confirmation by the Maritime Safety Committee, in accordance with procedures adopted by the Committee, that the information which has been provided demonstrates that full and complete effect is given to the provisions of the Convention:

- .1 the Maritime Safety Committee shall identify the Parties so concerned;
- .2 shall review the list of Parties which communicated information that demonstrated that they give full and complete effect to the relevant provisions of the Convention, to retain in this list only the Parties so concerned; and

3 other Parties shall be entitled, subject to the provisions of regulations I/4 and I/10, to accept, in principle, that certificates issued by or on behalf of the Parties identified in paragraph 3.1 are in compliance with the Convention.

4 Amendments to the Convention and STCW Code, with dates of entry into force later than the date information has been, or will be, communicated to the Secretary-General in accordance with the provisions of paragraph 1, are not subject to the provisions of section A-I/7, paragraphs 1 and 2.

Regulation I/8

Quality standards

1 Each Party shall ensure that:

.1 in accordance with the provisions of section A-I/8 of the STCW Code, all training, assessment of competence, certification, including medical certification, endorsement and revalidation activities carried out by non-governmental agencies or entities under its authority are continuously monitored through a quality standards system to ensure achievement of defined objectives, including those concerning the qualifications and experience of instructors and assessors; and

.2 where governmental agencies or entities perform such activities, there shall be a quality standards system.

2 Each Party shall also ensure that an evaluation is periodically undertaken, in accordance with the provisions of section A-I/8 of the STCW Code, by qualified persons who are not themselves involved in the activities concerned. This evaluation shall include all changes to national regulations and procedures in compliance with the amendments to the Convention and STCW Code, with dates of entry into force later than the date information was communicated to the Secretary-General.

3 A report containing the results of the evaluation required by paragraph 2 shall be communicated to the Secretary-General in accordance with the format specified in section A-I/7 of the STCW Code.

Regulation I/9

Medical standards

1 Each Party shall establish standards of medical fitness for seafarers and procedures for the issue of a medical certificate in accordance with the provisions of this regulation and of section A-I/9 of the STCW Code.

2 Each Party shall ensure that those responsible for assessing the medical fitness of seafarers are medical practitioners recognized by the Party for the purpose of seafarer medical examinations, in accordance with the provisions of section A-I/9 of the STCW Code.

3 Every seafarer holding a certificate issued under the provisions of the Convention, who is serving at sea, shall also hold a valid medical certificate issued in accordance with the provisions of this regulation and of section A-I/9 of the STCW Code.

4 Every candidate for certification shall:

- .1 be not less than 16 years of age;
- .2 provide satisfactory proof of his/her identity; and
- .3 meet the applicable medical fitness standards established by the Party.

5 Medical certificates shall remain valid for a maximum period of two years unless the seafarer is under the age of 18, in which case the maximum period of validity shall be one year.

6 If the period of validity of a medical certificate expires in the course of a voyage, then the medical certificate shall continue in force until the next port of call where a medical practitioner recognized by the Party is available, provided that the period shall not exceed three months.

7 In urgent cases the Administration may permit a seafarer to work without a valid medical certificate until the next port of call where a medical practitioner recognized by the Party is available, provided that:

- .1 the period of such permission does not exceed three months; and
- .2 the seafarer concerned is in possession of an expired medical certificate of recent date.

Regulation I/10

Recognition of certificates

1 Each Administration shall ensure that the provisions of this regulation are complied with, in order to recognize, by endorsement in accordance with regulation I/2, paragraph 7, a certificate issued by or under the authority of another Party to a master, officer or radio operator and that:

- .1 the Administration has confirmed, through an evaluation of that Party, which may include inspection of facilities and procedures, that the requirements of the Convention regarding standards of competence, training and certification and quality standards are fully complied with; and
- .2 an undertaking is agreed with the Party concerned that prompt notification will be given of any significant change in the arrangements for training and certification provided in compliance with the Convention.

2 Measures shall be established to ensure that seafarers who present, for recognition, certificates issued under the provisions of regulations II/2, III/2 or III/3, or issued under regulation VII/1 at the management level, as defined in the STCW Code, have an appropriate knowledge of the maritime legislation of the Administration relevant to the functions they are permitted to perform.

3 Information provided and measures agreed upon under this regulation shall be communicated to the Secretary-General in conformity with the requirements of regulation I/7.

4 Certificates issued by or under the authority of a non-Party shall not be recognized.

5 Notwithstanding the requirement of regulation I/2, paragraph 7, an Administration may, if circumstances require, subject to the provisions of paragraph 1, allow a seafarer to serve for a period not exceeding three months on board a ship entitled to fly its flag, while holding an appropriate and valid certificate issued and endorsed as required by another Party for use on board that Party's ships but which has not yet been endorsed so as to render it appropriate for service on board ships entitled to fly the flag of the Administration. Documentary proof shall be readily available that application for an endorsement has been submitted to the Administration.

6 Certificates and endorsements issued by an Administration under the provisions of this regulation in recognition of, or attesting the recognition of, a certificate issued by another Party shall not be used as the basis for further recognition by another Administration.

Regulation I/11

Revalidation of certificates

1 Every master, officer and radio operator holding a certificate issued or recognized under any chapter of the Convention other than chapter VI, who is serving at sea or intends to return to sea after a period ashore, shall, in order to continue to qualify for seagoing service, be required, at intervals not exceeding five years, to:

- .1 meet the standards of medical fitness prescribed by regulation I/9; and
- .2 establish continued professional competence in accordance with section A-I/11 of the STCW Code.

2 Every master, officer and radio operator shall, for continuing seagoing service on board ships for which special training requirements have been internationally agreed upon, successfully complete approved relevant training.

3 Every master and officer shall, for continuing seagoing service on board tankers, meet the requirements in paragraph 1 of this regulation and be required, at intervals not exceeding five years, to establish continued professional competence for tankers in accordance with section A-I/11, paragraph 3 of the STCW Code.

4 Each Party shall compare the standards of competence which it required of candidates for certificates issued before 1 January 2017 with those specified for the appropriate certificate in part A of the STCW Code, and shall determine the need for requiring the holders of such certificates to undergo appropriate refresher and updating training or assessment.

5 The Party shall, in consultation with those concerned, formulate or promote the formulation of a structure of refresher and updating courses as provided for in section A-I/11 of the STCW Code.

6 For the purpose of updating the knowledge of masters, officers and radio operators, each Administration shall ensure that the texts of recent changes in national and international regulations concerning the safety of life at sea, security and the protection of the marine environment are made available to ships entitled to fly its flag.

Regulation I/12

Use of simulators

1 The performance standards and other provisions set forth in section A-I/12 and such other requirements as are prescribed in part A of the STCW Code for any certificate concerned shall be complied with in respect of:

- .1 all mandatory simulator-based training;
- .2 any assessment of competency required by part A of the STCW Code which is carried out by means of a simulator; and
- .3 any demonstration, by means of a simulator, of continued proficiency required by part A of the STCW Code.

Regulation I/13

Conduct of trials

1 These regulations shall not prevent an Administration from authorizing ships entitled to fly its flag to participate in trials.

2 For the purposes of this regulation, the term *trial* means an experiment or series of experiments, conducted over a limited period, which may involve the use of automated or integrated systems in order to evaluate alternative methods of performing specific duties or satisfying particular arrangements prescribed by the Convention, which would provide at least the same degree of safety, security and pollution prevention as provided by these regulations.

3 The Administration authorizing ships to participate in trials shall be satisfied that such trials are conducted in a manner that provides at least the same degree of safety, security and pollution prevention as provided by these regulations. Such trials shall be conducted in accordance with guidelines adopted by the Organization.

4 Details of such trials shall be reported to the Organization as early as practicable but not less than six months before the date on which the trials are scheduled to commence. The Organization shall circulate such particulars to all Parties.

5 The results of trials authorized under paragraph 1, and any recommendations the Administration may have regarding those results, shall be reported to the Organization, which shall circulate such results and recommendations to all Parties.

6 Any Party having any objection to particular trials authorized in accordance with this regulation should communicate such objection to the Organization as early as practicable. The Organization shall circulate details of the objection to all Parties.

7 An Administration which has authorized a trial shall respect objections received from other Parties relating to such trial by directing ships entitled to fly its flag not to engage in a trial while navigating in the waters of a coastal State which has communicated its objection to the Organization.

8 An Administration which concludes, on the basis of a trial, that a particular system will provide at least the same degree of safety, security and pollution prevention as provided by these

regulations may authorize ships entitled to fly its flag to continue to operate with such a system indefinitely, subject to the following requirements:

- .1 the Administration shall, after results of the trial have been submitted in accordance with paragraph 5, provide details of any such authorization, including identification of the specific ships which may be subject to the authorization, to the Organization, which will circulate this information to all Parties;
- .2 any operations authorized under this paragraph shall be conducted in accordance with any guidelines developed by the Organization, to the same extent as they apply during a trial;
- .3 such operations shall respect any objections received from other Parties in accordance with paragraph 7, to the extent such objections have not been withdrawn; and
- .4 an operation authorized under this paragraph shall only be permitted pending a determination by the Maritime Safety Committee as to whether an amendment to the Convention would be appropriate, and, if so, whether the operation should be suspended or permitted to continue before the amendment enters into force.

9 At the request of any Party, the Maritime Safety Committee shall establish a date for the consideration of the trial results and for the appropriate determinations.

Regulation I/14

Responsibilities of companies

1 Each Administration shall, in accordance with the provisions of section A-I/14, hold companies responsible for the assignment of seafarers for service on their ships in accordance with the provisions of the present Convention, and shall require every such company to ensure that:

- .1 each seafarer assigned to any of its ships holds an appropriate certificate in accordance with the provisions of the Convention and as established by the Administration;
- .2 its ships are manned in compliance with the applicable safe manning requirements of the Administration;
- .3 seafarers assigned to any of its ships have received refresher and updating training as required by the Convention;
- .4 documentation and data relevant to all seafarers employed on its ships are maintained and readily accessible, and include, without being limited to, documentation and data on their experience, training, medical fitness and competency in assigned duties;
- .5 seafarers, on being assigned to any of its ships, are familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties;

- .6 the ship's complement can effectively coordinate their activities in an emergency situation and in performing functions vital to safety, security and to the prevention or mitigation of pollution; and
- .7 at all times on board its ships there shall be effective oral communication in accordance with chapter V, regulation 14, paragraphs 3 and 4 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended.

Regulation I/15

Transitional provisions

1 Until 1 January 2017, a Party may continue to issue, recognize and endorse certificates in accordance with the provisions of the Convention which applied immediately prior to 1 January 2012 in respect of those seafarers who commenced approved seagoing service, an approved education and training programme or an approved training course before 1 July 2013.

2 Until 1 January 2017, a Party may continue to renew and revalidate certificates and endorsements in accordance with the provisions of the Convention which applied immediately prior to 1 January 2012.

CHAPTER II

Master and deck department

Regulation II/1

Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more

- 1 Every officer in charge of a navigational watch serving on a seagoing ship of 500 gross tonnage or more shall hold a certificate of competency.
- 2 Every candidate for certification shall:
 - .1 be not less than 18 years of age;
 - .2 have approved seagoing service of not less than 12 months as part of an approved training programme which includes onboard training that meets the requirements of section A-II/1 of the STCW Code and is documented in an approved training record book, or otherwise have approved seagoing service of not less than 36 months;
 - .3 have performed, during the required seagoing service, bridge watchkeeping duties under the supervision of the master or a qualified officer for a period of not less than six months;
 - .4 meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations;
 - .5 have completed approved education and training and meet the standard of competence specified in section A-II/1 of the STCW Code; and
 - .6 meet the standard of competence specified in section A-VI/1, paragraph 2, section A-VI/2, paragraphs 1 to 4, section A-VI/3, paragraphs 1 to 4 and section A-VI/4, paragraphs 1 to 3 of the STCW Code.

Regulation II/2

Mandatory minimum requirements for certification of masters and chief mates on ships of 500 gross tonnage or more

Master and chief mate on ships of 3,000 gross tonnage or more

- 1 Every master and chief mate on a seagoing ship of 3,000 gross tonnage or more shall hold a certificate of competency.
- 2 Every candidate for certification shall:
 - .1 meet the requirements for certification as an officer in charge of a navigational watch on ships of 500 gross tonnage or more and have approved seagoing service in that capacity:
 - .1.1 for certification as chief mate, not less than 12 months, and

- .1.2 for certification as master, not less than 36 months; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate; and
- .2 have completed approved education and training and meet the standard of competence specified in section A-II/2 of the STCW Code for masters and chief mates on ships of 3,000 gross tonnage or more.

Master and chief mate on ships of between 500 and 3,000 gross tonnage

- 3 Every master and chief mate on a seagoing ship of between 500 and 3,000 gross tonnage shall hold a certificate of competency.
- 4 Every candidate for certification shall:
 - .1 for certification as chief mate, meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more;
 - .2 for certification as master, meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more and have approved seagoing service of not less than 36 months in that capacity; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate; and
 - .3 have completed approved training and meet the standard of competence specified in section A-II/2 of the STCW Code for masters and chief mates on ships of between 500 and 3,000 gross tonnage.

Regulation II/3

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage

Ships not engaged on near-coastal voyages

- 1 Every officer in charge of a navigational watch serving on a seagoing ship of less than 500 gross tonnage not engaged on near-coastal voyages shall hold a certificate of competency for ships of 500 gross tonnage or more.
- 2 Every master serving on a seagoing ship of less than 500 gross tonnage not engaged on near-coastal voyages shall hold a certificate of competency for service as master on ships of between 500 and 3,000 gross tonnage.

Ships engaged on near-coastal voyages *Officer in charge of a navigational watch*

- 3 Every officer in charge of a navigational watch on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall hold a certificate of competency.

4 Every candidate for certification as officer in charge of a navigational watch on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall:

- .1 be not less than 18 years of age;
- .2 have completed:
 - .2.1 special training, including an adequate period of appropriate seagoing service as required by the Administration, or
 - .2.2 approved seagoing service in the deck department of not less than 36 months;
- .3 meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations;
- .4 have completed approved education and training and meet the standard of competence specified in section A-II/3 of the STCW Code for officers in charge of a navigational watch on ships of less than 500 gross tonnage engaged on near-coastal voyages; and
- .5 meet the standard of competence specified in section A-VI/1, paragraph 2, section A-VI/2, paragraphs 1 to 4, section A-VI/3, paragraphs 1 to 4 and section A-VI/4, paragraphs 1 to 3 of the STCW Code.

Master

5 Every master serving on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall hold a certificate of competency.

6 Every candidate for certification as master on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall:

- .1 be not less than 20 years of age;
- .2 have approved seagoing service of not less than 12 months as officer in charge of a navigational watch;
- .3 have completed approved education and training and meet the standard of competence specified in section A-II/3 of the STCW Code for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages; and
- .4 meet the standard of competence specified in section A-VI/1, paragraph 2, section A-VI/2, paragraphs 1 to 4, section A-VI/3, paragraphs 1 to 4 and section A-VI/4, paragraphs 1 to 3 of the STCW Code.

Exemptions

7 The Administration, if it considers that a ship's size and the conditions of its voyage are such as to render the application of the full requirements of this regulation and section A-II/3 of the STCW Code unreasonable or impracticable, may to that extent exempt the master and the officer in charge of a navigational watch on such a ship or class of ships from some of the requirements, bearing in mind the safety of all ships which may be operating in the same waters.

Regulation II/4

Mandatory minimum requirements for certification of ratings forming part of a navigational watch

1 Every rating forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more, other than ratings under training and ratings whose duties while on watch are of an unskilled nature, shall be duly certificated to perform such duties.

2 Every candidate for certification shall:

- .1 be not less than 16 years of age;
- .2 have completed:
 - .2.1 approved seagoing service including not less than six months of training and experience, or
 - .2.2 special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months; and
- .3 meet the standard of competence specified in section A-II/4 of the STCW Code.

3 The seagoing service, training and experience required by subparagraphs 2.2.1 and 2.2.2 shall be associated with navigational watchkeeping functions and involve the performance of duties carried out under the direct supervision of the master, the officer in charge of the navigational watch or a qualified rating.

Regulation II/5

Mandatory minimum requirements for certification of ratings as able seafarer deck

1 Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be duly certificated.

2 Every candidate for certification shall:

- .1 be not less than 18 years of age;
- .2 meet the requirements for certification as a rating forming part of a navigational watch;

These requirements are not those for certification of Able Seamen as contained in the ILO Certification of Able Seamen Convention, 1946, or any subsequent convention.

- .3 while qualified to serve as a rating forming part of a navigational watch, have approved seagoing service in the deck department of:
 - .3.1 not less than 18 months, or
 - .3.2 not less than 12 months and have completed approved training; and
- .4 meet the standard of competence specified in section A-II/5 of the STCW Code.

3 Every Party shall compare the standards of competence which it required of Able Seamen for certificates issued before 1 January 2012 with those specified for the certificate in section A-II/5 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.

4 Until 1 January 2012, a Party which is also a Party to the International Labour Organization Certification of Able Seamen Convention, 1946 (No. 74) may continue to issue, recognize and endorse certificates in accordance with the provisions of the aforesaid convention.

5 Until 1 January 2017, a Party which is also a Party to the International Labour Organization Certification of Able Seamen Convention, 1946 (No. 74) may continue to renew and revalidate certificates and endorsements in accordance with the provisions of the aforesaid convention.

6 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the deck department for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation for that Party.

CHAPTER III

Engine department

Regulation III/1

Mandatory minimum requirements for certification of officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room

- 1 Every officer in charge of an engineering watch in a manned engine-room or designated duty engineer officer in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall hold a certificate of competency.
- 2 Every candidate for certification shall:
 - .1 be not less than 18 years of age;
 - .2 have completed combined workshop skills training and an approved seagoing service of not less than 12 months as part of an approved training programme which includes onboard training that meets the requirements of section A-III/1 of the STCW Code and is documented in an approved training record book, or otherwise have completed combined workshop skills training and an approved seagoing service of not less than 36 months of which not less than 30 months shall be seagoing service in the engine department;
 - .3 have performed, during the required seagoing service, engine-room watchkeeping duties under the supervision of the chief engineer officer or a qualified engineer officer for a period of not less than six months;
 - .4 have completed approved education and training and meet the standard of competence specified in section A-III/1 of the STCW Code; and
 - .5 meet the standard of competence specified in section A-VI/1, paragraph 2, section A-VI/2, paragraphs 1 to 4, section A-VI/3, paragraphs 1 to 4 and section A-VI/4, paragraphs 1 to 3 of the STCW Code.

Regulation III/2

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

- 1 Every chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of 3,000 kW propulsion power or more shall hold a certificate of competency.
- 2 Every candidate for certification shall:
 - .1 meet the requirements for certification as an officer in charge of an engineering watch on seagoing ships powered by main propulsion machinery of 750 kW propulsion power or more and have approved seagoing service in that capacity:

- .1.1 for certification as second engineer officer, have not less than 12 months as qualified engineer officer, and
- .1.2 for certification as chief engineer officer, have not less than 36 months; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as second engineer officer; and
- .2 have completed approved education and training and meet the standard of competence specified in section A-III/2 of the STCW Code.

Regulation III/3

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power

1 Every chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power shall hold a certificate of competency.

2 Every candidate for certification shall:

- .1 meet the requirements for certification as an officer in charge of an engineering watch and:
 - .1.1 for certification as second engineer officer, have not less than 12 months of approved seagoing service as assistant engineer officer or engineer officer, and
 - .1.2 for certification as chief engineer officer, have not less than 24 months of approved seagoing service of which not less than 12 months shall be served while qualified to serve as second engineer officer; and
- .2 have completed approved education and training and meet the standard of competence specified in section A-III/3 of the STCW Code.

3 Every engineer officer who is qualified to serve as second engineer officer on ships powered by main propulsion machinery of 3,000 kW propulsion power or more, may serve as chief engineer officer on ships powered by main propulsion machinery of less than 3,000 kW propulsion power, provided the certificate is so endorsed.

Regulation III/4

Mandatory minimum requirements for certification of ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

1 Every rating forming part of an engine-room watch or designated to perform duties in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more, other than ratings under training and ratings whose duties are of an unskilled nature, shall be duly certificated to perform such duties.

- 2 Every candidate for certification shall:
 - .1 be not less than 16 years of age;
 - .2 have completed:
 - .2.1 approved seagoing service including not less than six months of training and experience, or
 - .2.2 special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months; and
 - .3 meet the standard of competence specified in section A-III/4 of the STCW Code.

3 The seagoing service, training and experience required by subparagraphs 2.2.1 and 2.2.2 shall be associated with engine-room watchkeeping functions and involve the performance of duties carried out under the direct supervision of a qualified engineer officer or a qualified rating.

Regulation III/5

Mandatory minimum requirements for certification of ratings as able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

1 Every able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be duly certificated.

- 2 Every candidate for certification shall:
 - .1 be not less than 18 years of age;
 - .2 meet the requirements for certification as a rating forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room;
 - .3 while qualified to serve as a rating forming part of an engineering watch, have approved seagoing service in the engine department of:
 - .3.1 not less than 12 months, or
 - .3.2 not less than 6 months and have completed approved training; and
 - .4 meet the standard of competence specified in section A-III/5 of the STCW Code.

3 Every Party shall compare the standard of competence which it required of ratings in the engine department for certificates issued before 1 January 2012 with those specified for the certificate in section A-III/5 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.

4 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the engine department for a period of not less

than 12 months within the last 60 months preceding the entry into force of this regulation for that Party.

Regulation III/6

Mandatory minimum requirements for certification of electro-technical officers

- 1 Every electro-technical officer serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall hold a certificate of competency.
- 2 Every candidate for certification shall:
 - .1 be not less than 18 years of age;
 - .2 have completed not less than 12 months of combined workshop skills training and approved seagoing service of which not less than 6 months shall be seagoing service as part of an approved training programme which meets the requirements of section A-III/6 of the STCW Code and is documented in an approved training record book, or otherwise not less than 36 months of combined workshop skills training and approved seagoing service of which not less than 30 months shall be seagoing service in the engine department;
 - .3 have completed approved education and training and meet the standard of competence specified in section A-III/6 of the STCW Code; and
 - .4 meet the standard of competence specified in section A-VI/1, paragraph 2, section A-VI/2, paragraphs 1 to 4, section A-VI/3, paragraphs 1 to 4 and section A-VI/4, paragraphs 1 to 3 of the STCW Code.
- 3 Every Party shall compare the standard of competence which it required of electro-technical officers for certificates issued before 1 January 2012 with those specified for the certificate in section A-III/6 of the STCW Code, and shall determine the need for requiring those personnel to update their qualifications.
- 4 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity on board a ship for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation for that Party and meet the standard of competence specified in section A-III/6 of the STCW Code.
- 5 Notwithstanding the above requirements of paragraph 1 to 4, a suitably qualified person may be considered by a Party to be able to perform certain functions of section A-III/6.

Regulation III/7

Mandatory minimum requirements for certification of electro-technical ratings

- 1 Every electro-technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be duly certificated.

2 Every candidate for certification shall:

.1 be not less than 18 years of age;

.2 have:

.2.1 completed approved seagoing service including not less than 12 months training and experience, or

.2.2 completed approved training, including an approved period of seagoing service which shall not be less than 6 months, or

.2.3 qualifications that meet the technical competences in table A-III/7 and an approved period of seagoing service, which shall not be less than 3 months; and

.3 meet the standard of competence specified in section A-III/7 of the STCW Code.

3 Every Party shall compare the standard of competence which it required of electro-technical ratings for certificates issued before 1 January 2012 with those specified for the certificate in section A-III/7 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.

4 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity on board a ship for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation for that Party and meet the standard of competence specified in section A-III/7 of the STCW Code.

5 Notwithstanding the above requirements of paragraphs 1 to 4, a suitably qualified person may be considered by a Party to be able to perform certain functions of section A-III/7.

CHAPTER IV

Radiocommunication and radio operators

Explanatory note

Mandatory provisions relating to radio watchkeeping are set forth in the Radio Regulations and in the International Convention for the Safety of Life at Sea, 1974, as amended. Provisions for radio maintenance are set forth in the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, and the guidelines adopted by the Organization.

Regulation IV/1

Application

1 Except as provided in paragraph 2, the provisions of this chapter apply to radio operators on ships operating in the global maritime distress and safety system (GMDSS) as prescribed by the International Convention for the Safety of Life at Sea, 1974, as amended.

2 Radio operators on ships not required to comply with the provisions of the GMDSS in chapter IV of the SOLAS Convention are not required to meet the provisions of this chapter. Radio operators on these ships are, nevertheless, required to comply with the Radio Regulations. The Administration shall ensure that the appropriate certificates as prescribed by the Radio Regulations are issued to or recognized in respect of such radio operators.

Regulation IV/2

Mandatory minimum requirements for certification of GMDSS radio operators

1 Every person in charge of or performing radio duties on a ship required to participate in the GMDSS shall hold an appropriate certificate related to the GMDSS, issued or recognized by the Administration under the provisions of the Radio Regulations.

2 In addition, every candidate for certification of competency under this regulation for service on a ship, which is required by the International Convention for the Safety of Life at Sea, 1974, as amended, to have a radio installation, shall:

- .1 be not less than 18 years of age; and
- .2 have completed approved education and training and meet the standard of competence specified in section A-IV/2 of the STCW Code.

* Refer to the Radio Maintenance Guidelines for the Global Maritime Distress and Safety System (GMDSS) Related to Sea Areas A3 and A4 adopted by the Organization by resolution A.702(17), as amended.

CHAPTER V

Special training requirements for personnel on certain types of ships

Regulation V/1-1

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on oil and chemical tankers

1 Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on oil or chemical tankers shall hold a certificate in basic training for oil and chemical tanker cargo operations.

2 Every candidate for a certificate in basic training for oil and chemical tanker cargo operations shall have completed basic training in accordance with provisions of section A-VI/1 of the STCW Code and shall have completed:

- .1 at least three months of approved seagoing service on oil or chemical tankers and meet the standard of competence specified in section A-V/1-1, paragraph 1 of the STCW Code; or
- .2 an approved basic training for oil and chemical tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 1 of the STCW Code.

3 Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations on oil tankers shall hold a certificate in advanced training for oil tanker cargo operations.

4 Every candidate for a certificate in advanced training for oil tanker cargo operations shall:

- .1 meet the requirements for certification in basic training for oil and chemical tanker cargo operations; and
- .2 while qualified for certification in basic training for oil and chemical tanker cargo operations, have:
 - .2.1 at least three months of approved seagoing service on oil tankers, or
 - .2.2 at least one month of approved onboard training on oil tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; and
- .3 have completed approved advanced training for oil tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 2 of the STCW Code.

5 Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging, care in transit, handling of cargo, tank

cleaning or other cargo-related operations on chemical tankers shall hold a certificate in advanced training for chemical tanker cargo operations.

6 Every candidate for a certificate in advanced training for chemical tanker cargo operations shall:

- .1 meet the requirements for certification in basic training for oil and chemical tanker cargo operations; and
- .2 while qualified for certification in basic training for oil and chemical tanker cargo operations, have:
 - .2.1 at least three months of approved seagoing service on chemical tankers, or
 - .2.2 at least one month of approved onboard training on chemical tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; and
- .3 have completed approved advanced training for chemical tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 3 of the STCW Code.

7 Administrations shall ensure that a certificate of proficiency is issued to seafarers, who are qualified in accordance with paragraphs 2, 4 or 6 as appropriate, or that an existing certificate of competency or certificate of proficiency is duly endorsed.

Regulation V/1-2

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on liquefied gas tankers

1 Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on liquefied gas tankers shall hold a certificate in basic training for liquefied gas tanker cargo operations.

2 Every candidate for a certificate in basic training for liquefied gas tanker cargo operations shall have completed basic training in accordance with provisions of section A-VI/1 of the STCW Code and shall have completed:

- .1 at least three months of approved seagoing service on liquefied gas tankers and meet the standard of competence specified in section A-V/1-2, paragraph 1 of the STCW Code; or
- .2 an approved basic training for liquefied gas tanker cargo operations and meet the standard of competence specified in section A-V/1-2, paragraph 1 of the STCW Code.

3 Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations on liquefied gas tankers shall hold a certificate in advanced training for liquefied gas tanker cargo operations.

4 Every candidate for a certificate in advanced training for liquefied gas tanker cargo operations shall:

- .1 meet the requirements for certification in basic training for liquefied gas tanker cargo operations; and
- .2 while qualified for certification in basic training for liquefied gas tanker cargo operations, have:
 - .2.1 at least three months of approved seagoing service on liquefied gas tankers, or
 - .2.2 at least one month of approved onboard training on liquefied gas tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; and
- .3 have completed approved advanced training for liquefied gas tanker cargo operations and meet the standard of competence specified in section A-V/1-2, paragraph 2 of the STCW Code.

5 Administrations shall ensure that a certificate of proficiency is issued to seafarers, who are qualified in accordance with paragraphs 2 or 4 as appropriate, or that an existing certificate of competency or certificate of proficiency is duly endorsed.

Regulation V/2

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships

1 This regulation applies to masters, officers, ratings and other personnel serving on board passenger ships engaged on international voyages. Administrations shall determine the applicability of these requirements to personnel serving on passenger ships engaged on domestic voyages.

2 Prior to being assigned shipboard duties on board passenger ships, seafarers shall have completed the training required by paragraphs 4 to 7 below in accordance with their capacity, duties and responsibilities.

3 Seafarers who are required to be trained in accordance with paragraphs 4, 6 and 7 below shall, at intervals not exceeding five years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.

4 Masters, officers and other personnel designated on muster lists to assist passengers in emergency situations on board passenger ships shall have completed training in crowd management as specified in section A-V/2, paragraph 1 of the STCW Code.

5 Personnel providing direct service to passengers in passenger spaces on board passenger ships shall have completed the safety training specified in section A-V/2, paragraph 2 of the STCW Code.

6 Masters, chief engineer officers, chief mates, second engineer officers and any person designated on muster lists of having responsibility for the safety of passengers in emergency situations on board passenger ships shall have completed approved training in crisis management and human behaviour as specified in section A-V/2, paragraph 3 of the STCW Code.

7 Masters, chief engineer officers, chief mates, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings on board ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 4 of the STCW Code.

8 Administrations shall ensure that documentary evidence of the training which has been completed is issued to every person found qualified under the provisions of this regulation.

CHAPTER VI

Emergency, occupational safety, security, medical care and survival functions

Regulation VI/1

Mandatory minimum requirements for safety familiarization, basic training and instruction for all seafarers

1 Seafarers shall receive safety familiarization and basic training or instruction in accordance with section A-VI/1 of the STCW Code and shall meet the appropriate standard of competence specified therein.

2 Where basic training is not included in the qualification for the certificate to be issued, a certificate of proficiency shall be issued, indicating that the holder has attended the course in basic training.

Regulation VI/2

Mandatory minimum requirements for the issue of certificates of proficiency in survival craft, rescue boats and fast rescue boats

1 Every candidate for a certificate of proficiency in survival craft and rescue boats other than fast rescue boats shall:

- .1 be not less than 18 years of age;
- .2 have approved seagoing service of not less than 12 months or have attended an approved training course and have approved seagoing service of not less than six months; and
- .3 meet the standard of competence for certificates of proficiency in survival craft and rescue boats, set out in section A-VI/2, paragraphs 1 to 4 of the STCW Code.

2 Every candidate for a certificate of proficiency in fast rescue boats shall:

- .1 be the holder of a certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
- .2 have attended an approved training course; and
- .3 meet the standard of competence for certificates of proficiency in fast rescue boats, set out in section A-VI/2, paragraphs 7 to 10 of the STCW Code.

Regulation VI/3

Mandatory minimum requirements for training in advanced fire fighting

1 Seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire, with particular emphasis on organization, tactics and command, in accordance with the provisions of section A-VI/3, paragraphs 1 to 4 of the STCW Code and shall meet the standard of competence specified therein.

2 Where training in advanced fire fighting is not included in the qualifications for the certificate to be issued, a certificate of proficiency shall be issued indicating that the holder has attended a course of training in advanced fire fighting.

Regulation VI/4

Mandatory minimum requirements relating to medical first aid and medical care

1 Seafarers designated to provide medical first aid on board ship shall meet the standard of competence in medical first aid specified in section A-VI/4, paragraphs 1 to 3 of the STCW Code.

2 Seafarers designated to take charge of medical care on board ship shall meet the standard of competence in medical care on board ships specified in section A-VI/4, paragraphs 4 to 6 of the STCW Code.

3 Where training in medical first aid or medical care is not included in the qualifications for the certificate to be issued, a certificate of proficiency shall be issued indicating that the holder has attended a course of training in medical first aid or in medical care.

Regulation VI/5

Mandatory minimum requirements for the issue of certificates of proficiency for ship security officers

1 Every candidate for a certificate of proficiency as ship security officer shall:

- .1 have approved seagoing service of not less than 12 months or appropriate seagoing service and knowledge of ship operations; and
- .2 meet the standard of competence for certification of proficiency as ship security officer, set out in section A-VI/5, paragraphs 1 to 4 of the STCW Code.

2 Administrations shall ensure that every person found qualified under the provisions of this regulation is issued with a certificate of proficiency.

Regulation VI/6

Mandatory minimum requirements for security-related training and instruction for all seafarers

1 Seafarers shall receive security-related familiarization and security-awareness training or instruction in accordance with section A-VI/6, paragraphs 1 to 4 of the STCW Code and shall meet the appropriate standard of competence specified therein.

2 Where security awareness is not included in the qualification for the certificate to be issued, a certificate of proficiency shall be issued indicating that the holder has attended a course in security awareness training.

3 Every Party shall compare the security-related training or instruction it requires of seafarers who hold or can document qualifications before the entry into force of this regulation with those specified in section A-VI/6, paragraph 4 of the STCW Code, and shall determine the need for requiring these seafarers to update their qualifications.

Seafarers with designated security duties

4 Seafarers with designated security duties shall meet the standard of competence specified in section A-VI/6, paragraphs 6 to 8 of the STCW Code.

5 Where training in designated security duties is not included in the qualifications for the certificate to be issued, a certificate of proficiency shall be issued indicating that the holder has attended a course of training for designated security duties.

6 Every Party shall compare the security training standards required of seafarers with designated security duties who hold or can document qualifications before the entry into force of this regulation with those specified in section A-VI/6, paragraph 8 of the STCW Code, and shall determine the need for requiring these seafarers to update their qualifications.

CHAPTER VII

Alternative certification

Regulation VII/1

Issue of alternative certificates

1 Notwithstanding the requirements for certification laid down in chapters II and III of this annex, Parties may elect to issue or authorize the issue of certificates other than those mentioned in the regulations of those chapters, provided that:

- .1 the associated functions and levels of responsibility to be stated on the certificates and in the endorsements are selected from and identical to those appearing in sections A-II/1, A-II/2, A-II/3, A-II/4, A-II/5, A-III/1, A-III/2, A-III/3, A-III/4, A-III/5 and A-IV/2 of the STCW Code;
- .2 the candidates have completed approved education and training and meet the requirements for standards of competence, prescribed in the relevant sections of the STCW Code and as set forth in section A-VII/1 of this Code, for the functions and levels that are to be stated in the certificates and in the endorsements;
- .3 the candidates have completed approved seagoing service appropriate to the performance of the functions and levels that are to be stated on the certificate. The minimum duration of seagoing service shall be equivalent to the duration of seagoing service prescribed in chapters II and III of this annex. However, the minimum duration of seagoing service shall be not less than as prescribed in section A-VII/2 of the STCW Code;
- .4 the candidates for certification who are to perform the function of navigation at the operational level shall meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; and
- .5 the certificates are issued in accordance with the requirements of regulation I/2 and the provisions set forth in chapter VII of the STCW Code.

2 No certificate shall be issued under this chapter unless the Party has communicated information to the Organization in accordance with article IV and regulation I/7.

Regulation VII/2

Certification of seafarers

1 Every seafarer who performs any function or group of functions specified in tables A-II/1, A-II/2, A-II/3, A-II/4 or A-II/5 of chapter II or in tables A-III/1, A-III/2, A-III/3, A-III/4 or A-III/5 of chapter III or A-IV/2 of chapter IV of the STCW Code shall hold a certificate of competency or certificate of proficiency, as applicable.

Regulation VII/3

Principles governing the issue of alternative certificates

1 Any Party which elects to issue or authorize the issue of alternative certificates shall ensure that the following principles are observed:

- .1 no alternative certification system shall be implemented unless it ensures a degree of safety at sea and has a preventive effect as regards pollution at least equivalent to that provided by the other chapters; and
- .2 any arrangement for alternative certification issued under this chapter shall provide for the interchangeability of certificates with those issued under the other chapters.

2 The principle of interchangeability in paragraph 1 shall ensure that:

- .1 seafarers certificated under the arrangements of chapters II and/or III and those certificated under chapter VII are able to serve on ships which have either traditional or other forms of shipboard organization; and
- .2 seafarers are not trained for specific shipboard arrangements in such a way as would impair their ability to take their skills elsewhere.

3 In issuing any certificate under the provisions of this chapter, the following principles shall be taken into account:

- .1 the issue of alternative certificates shall not be used in itself:
 - .1.1 to reduce the number of crew on board,
 - .1.2 to lower the integrity of the profession or "de-skill" seafarers, or
 - .1.3 to justify the assignment of the combined duties of the engine and deck watchkeeping officers to a single certificate holder during any particular watch; and
- .2 the person in command shall be designated as the master; and the legal position and authority of the master and others shall not be adversely affected by the implementation of any arrangement for alternative certification.

4 The principles contained in paragraphs 1 and 2 of this regulation shall ensure that the competency of both deck and engineer officers is maintained.

CHAPTER VIII

Watchkeeping

Regulation VIII/1

Fitness for duty

- 1 Each Administration shall, for the purpose of preventing fatigue:
 - .1 establish and enforce rest periods for watchkeeping personnel and those whose duties involve designated safety, security and prevention of pollution duties in accordance with the provisions of section A-VIII/1 of the STCW Code; and
 - .2 require that watch systems are so arranged that the efficiency of all watchkeeping personnel is not impaired by fatigue and that duties are so organized that the first watch at the commencement of a voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty.
- 2 Each Administration shall, for the purpose of preventing drug and alcohol abuse, ensure that adequate measures are established in accordance with the provisions of section A-VIII/1 while taking into account the guidance given in section B-VIII/1 of the STCW Code.

Regulation VIII/2

Watchkeeping arrangements and principles to be observed

- 1 Administrations shall direct the attention of companies, masters, chief engineer officers and all watchkeeping personnel to the requirements, principles and guidance set out in the STCW Code which shall be observed to ensure that a safe continuous watch or watches appropriate to the prevailing circumstances and conditions are maintained on all seagoing ships at all times.
- 2 Administrations shall require the master of every ship to ensure that watchkeeping arrangements are adequate for maintaining a safe watch or watches, taking into account the prevailing circumstances and conditions and that, under the master's general direction:
 - .1 officers in charge of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they shall be physically present on the navigating bridge or in a directly associated location such as the chartroom or bridge control room at all times;
 - .2 radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty;
 - .3 officers in charge of an engineering watch, as defined in the STCW Code, under the direction of the chief engineer officer, shall be immediately available and on call to attend the machinery spaces and, when required, shall be physically present in the machinery space during their periods of responsibility;

- .4 an appropriate and effective watch or watches are maintained for the purpose of safety at all times, while the ship is at anchor or moored and, if the ship is carrying hazardous cargo, the organization of such watch or watches takes full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions prevailing on board, afloat or ashore; and
 - .5 as applicable, an appropriate and effective watch or watches are maintained for the purposes of security.”
-



CONFERENCE OF PARTIES TO THE
INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS, 1978
Agenda item 10

STCW/CONF.2/34
3 August 2010
Original: ENGLISH

ADOPTION OF THE FINAL ACT AND ANY INSTRUMENTS, RESOLUTIONS AND
RECOMMENDATIONS RESULTING FROM THE WORK OF THE CONFERENCE

Attachment 2 to the Final Act of the Conference

Resolution 2

The Manila Amendments to the Seafarers' Training, Certification
and Watchkeeping (STCW) Code

Text adopted by the Conference

THE 2010 MANILA CONFERENCE,

HAVING ADOPTED resolution 1 on Adoption of the Manila amendments to the annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978,

RECOGNIZING the importance of establishing detailed mandatory standards of competence and other mandatory provisions necessary to ensure that all seafarers shall be properly educated and trained, adequately experienced, skilled and competent to perform their duties in a manner which provides for the safety of life, property and security at sea and the protection of the marine environment,

ALSO RECOGNIZING the need to allow for the timely amendment of such mandatory standards and provisions in order to effectively respond to changes in technology, operations, practices and procedures used on board ships,

RECALLING that a large percentage of maritime casualties and pollution incidents are caused by human error,

APPRECIATING that one effective means of reducing the risks associated with human error in the operation of seagoing ships is to ensure that the highest practicable standards of training, certification and competence are maintained in respect of the seafarers who are or will be employed on such ships,

DESIRING to achieve and maintain the highest practicable standards for the safety of life, property and security at sea and in port and for the protection of the environment,

HAVING CONSIDERED amendments to the Seafarers' Training, Certification and Watchkeeping (STCW) Code, comprised in part A – Mandatory standards regarding provisions

of the annex to the 1978 STCW Convention, as amended, and part B – Recommended guidance regarding provisions of the 1978 STCW Convention, as amended, proposed and circulated to all Members of the Organization and all Parties to the Convention,

NOTING that regulation I/1, paragraph 2, of the annex to the 1978 STCW Convention provides that amendments to part A of the STCW Code shall be adopted, brought into force and take effect in accordance with the provisions of article XII of the Convention concerning the amendment procedure applicable to the annex,

HAVING CONSIDERED amendments to the STCW Code proposed and circulated to the Members of the Organization and to all Parties to the Convention,

1. ADOPTS amendments to the Seafarers' Training, Certification and Watchkeeping (STCW) Code, set out in annex to the present resolution;
2. DETERMINES, in accordance with article XII(1)(a)(vii) of the Convention, that the amendments to part A of the STCW Code shall be deemed to have been accepted on 1 July 2011, unless, prior to that date, more than one third of Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more have notified the Secretary-General that they object to the amendments;
3. INVITES Parties to note that, in accordance with article XII(1)(a)(ix) of the Convention, the amendments to part A of the STCW Code annexed hereto shall enter into force on 1 January 2012 upon being deemed to have been accepted in accordance with paragraph 2 above;
4. RECOMMENDS that the guidance contained in part B of the STCW Code, as amended, should be taken into account by all Parties to the 1978 STCW Convention as from the date of entry into force of the amendments to part A of the STCW Code;
5. REQUESTS the Maritime Safety Committee to keep the STCW Code under review and amend it, as appropriate;
6. ALSO REQUESTS the Secretary-General of the Organization to transmit certified copies of the present resolution and the text of amendments to the STCW Code contained in the annex to all Parties to the Convention;
7. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to all Members of the Organization which are not Parties to the Convention.

* * *

ANNEX

THE MANILA AMENDMENTS TO THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE

1 The part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code is replaced by the following:

"PART A

Mandatory standards regarding provisions of the annex to the STCW Convention

Introduction

1 This part of the STCW Code contains mandatory provisions to which specific reference is made in the annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, hereinafter referred to as the STCW Convention. These provisions give in detail the minimum standards required to be maintained by Parties in order to give full and complete effect to the Convention.

2 Also contained in this part are standards of competence required to be demonstrated by candidates for the issue and revalidation of certificates of competency under the provisions of the STCW Convention. To clarify the linkage between the alternative certification provisions of chapter VII and the certification provisions of chapters II, III and IV, the abilities specified in the standards of competence are grouped, as appropriate, under the following seven functions:

- .1 Navigation
- .2 Cargo handling and stowage
- .3 Controlling the operation of the ship and care for persons on board
- .4 Marine engineering
- .5 Electrical, electronic and control engineering
- .6 Maintenance and repair
- .7 Radiocommunications

at the following levels of responsibility:

- .1 Management level
- .2 Operational level
- .3 Support level

Functions and levels of responsibility are identified by subtitle in the tables of standards of competence given in chapters II, III and IV of this part. The scope of the function at the level of responsibility stated in a subtitle is defined by the abilities listed under it in column 1 of the table. The meaning of "function" and "level of responsibility" is defined in general terms in section A-I/1 below.

3 The numbering of the sections of this part corresponds with the numbering of the regulations contained in the annex to the STCW Convention. The text of the sections may be divided into numbered parts and paragraphs, but such numbering is unique to that text alone.

CHAPTER I

Standards regarding general provisions

Section A-I/1

Definitions and clarifications

1 The definitions and clarifications contained in article II and regulation I/1 apply equally to the terms used in parts A and B of this Code. In addition, the following supplementary definitions apply only to this Code:

- .1 *Standard of competence* means the level of proficiency to be achieved for the proper performance of functions on board ship in accordance with the internationally agreed criteria as set forth herein and incorporating prescribed standards or levels of knowledge, understanding and demonstrated skill;
- .2 *Management level* means the level of responsibility associated with:
 - .2.1 serving as master, chief mate, chief engineer officer or second engineer officer on board a seagoing ship, and
 - .2.2 ensuring that all functions within the designated area of responsibility are properly performed;
- .3 *Operational level* means the level of responsibility associated with:
 - .3.1 serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as radio operator on board a seagoing ship, and
 - .3.2 maintaining direct control over the performance of all functions within the designated area of responsibility in accordance with proper procedures and under the direction of an individual serving in the management level for that area of responsibility;
- .4 *Support level* means the level of responsibility associated with performing assigned tasks, duties or responsibilities on board a seagoing ship under the direction of an individual serving in the operational or management level;
- .5 *Evaluation criteria* are the entries appearing in column 4 of the "Specification of Minimum Standard of Competence" tables in part A and provide the means for an assessor to judge whether or not a candidate can perform the related tasks, duties and responsibilities; and
- .6 *Independent evaluation* means an evaluation by suitably qualified persons, independent of, or external to, the unit or activity being evaluated, to verify that the administrative and operational procedures at all levels are managed, organized, undertaken and monitored internally in order to ensure their fitness for purpose and achievement of stated objectives.

Section A-I/2

Certificates and endorsements

1 Where, as provided in regulation I/2, paragraph 6, the endorsement required by article VI of the Convention is incorporated in the wording of the certificate itself, the certificate shall be issued in the format shown hereunder, provided that the words "or until the date of expiry of any extension of the validity of this certificate as may be shown overleaf" appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the certificate is required to be replaced upon its expiry. Guidance on completion of the form is contained in section B-I/2 of this Code.

(Official Seal)

(COUNTRY)

**CERTIFICATE ISSUED UNDER THE PROVISIONS OF
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978,
AS AMENDED**

The Government of certifies that
has been found duly qualified in accordance with the provisions of regulation of the
above Convention, as amended, and has been found competent to perform the following functions, at the
levels specified, subject to any limitations indicated until or until the date of expiry
of any extension of the validity of this certificate as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified in the
applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

.....
Signature of duly authorized official

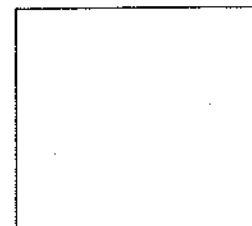
.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with regulation I/2, paragraph 11 of
the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate

Photograph of the holder of the certificate



The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

The validity of this certificate is hereby extended until	
<i>(Official Seal)</i>	..... <i>Signature of the authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

2 Except as provided in paragraph 1, the form used to attest the issue of a certificate shall be as shown hereunder, provided that the words "or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf" appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the endorsement is required to be replaced upon its expiry. Guidance on completion of the form is contained in section B-I/2 of this Code.

(Official Seal)

(COUNTRY)

**ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE
UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS, 1978, AS AMENDED**

The Government of certifies that certificate No. has been issued to who has been found duly qualified in accordance with the provisions of regulation of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate

Photograph of the holder of the certificate



The validity of this endorsement is hereby extended until

(Official Seal)

.....
Signature of duly authorized official

Date of revalidation

.....
Name of duly authorized official

The validity of this endorsement is hereby extended until

(Official Seal)

.....
Signature of the authorized official

Date of revalidation

.....
Name of duly authorized official

3 The form used to attest the recognition of a certificate shall be as shown hereunder, except that the words "or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf" appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the endorsement is required to be replaced upon its expiry. Guidance on completion of the form is contained in section B-1/2 of this Code.

(Official Seal)

(COUNTRY)

**ENDORSEMENT ATTESTING THE RECOGNITION OF A CERTIFICATE
UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS, 1978, AS AMENDED**

The Government of certifies that certificate No. issued to by or on behalf of the Government of is duly recognized in accordance with the provisions of regulation I/10 of the above Convention, as amended, and the lawful holder is authorized to perform the following functions, at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe Manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

.....
Signature of duly authorized official

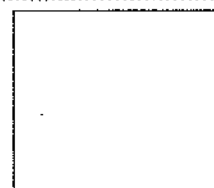
.....
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate

Photograph of the holder of the certificate



The validity of this endorsement is hereby extended until	
(Official Seal)	..... <i>Signature of duly authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

The validity of this endorsement is hereby extended until	
(Official Seal)	..... <i>Signature of the authorized official</i>
Date of revalidation .....	..... <i>Name of duly authorized official</i>

4 In using formats which may be different from those set forth in this section, pursuant to regulation I/2, paragraph 10, Parties shall ensure that in all cases:

- .1 all information relating to the identity and personal description of the holder, including name, date of birth, photograph and signature, along with the date on which the document was issued, shall be displayed on the same side of the documents; and
- .2 all information relating to the capacity or capacities in which the holder is entitled to serve, in accordance with the applicable safe manning requirements of the Administration, as well as any limitations, shall be prominently displayed and easily identified.

ISSUE AND REGISTRATION OF CERTIFICATES

Approval of seagoing service

5 In approving seagoing service required by the Convention, Parties should ensure that the service concerned is relevant to the qualification being applied for, bearing in mind that, apart from the initial familiarization with service in seagoing ships, the purpose of such service is to allow the seafarer to be instructed in and to practice, under appropriate supervision, those safe and proper seagoing practices, procedures and routines which are relevant to the qualification applied for.

Approval of training courses

6 In approving training courses and programmes, Parties should take into account that the relevant IMO Model Courses can assist in the preparation of such courses and programmes and ensure that the detailed learning objectives recommended therein are suitably covered.

Electronic access to registers

7 In the maintenance of the electronic register in accordance with paragraph 15 of regulation I/2, provisions shall be made to allow controlled electronic access to such register or registers to allow Parties and companies to confirm:

- .1 the name of the seafarer to whom such certificate, endorsement or other qualification was issued, its relevant number, date of issue and date of expiry;
- .2 the capacity in which the holder may serve and any limitations attaching thereto; and
- .3 the functions the holder may perform, the levels authorized and any limitations attached thereto.

Development of a database for certificate registration

8 In implementing the requirement in paragraph 14 of regulation I/2 for the maintenance of a register of certificates and endorsements, a standard database is not necessary provided that all the relevant information is recorded and available in accordance with regulation I/2.

9 The following items of information should be recorded and available, either on paper or electronically, in accordance with regulation I/2:

.1 **Status of certificate**

Valid
Suspended
Cancelled
Reported lost
Destroyed

with a record of changes to status to be kept, including dates of changes.

.2 **Certificate details**

Seafarer's name
Date of birth
Nationality
Gender
Preferably a photograph
Relevant document number
Date of issue
Date of expiry
Last revalidation date
Details of dispensation(s)

.3 Competency details

STCW standard of competence (e.g., regulation II/1)

Capacity

Function

Level of responsibility

Endorsements

Limitations

.4 Medical details

Date of issue of latest medical certificate relating to the issue or revalidation of the certificate of competency.

Section A-I/3

Principles governing near-coastal voyages

1 When a Party defines near-coastal voyages, *inter alia*, for the purpose of applying variations to the subjects listed in column 2 of the standard of competence tables contained in chapters II and III of part A of the Code, for the issue of certificates valid for service on ships entitled to fly the flag of that Party and engaged on such voyages, account shall be taken of the following factors, bearing in mind the effect on the safety and security of all ships and on the marine environment:

- .1 type of ship and the trade in which it is engaged;
- .2 gross tonnage of the ship and the propulsion power in kilowatts of the main machinery;
- .3 nature and length of the voyages;
- .4 maximum distance from a port of refuge;
- .5 adequacy of the coverage and accuracy of navigational position-fixing devices;
- .6 weather conditions normally prevailing in the near-coastal voyages area;
- .7 provision of shipboard and coastal communication facilities for search and rescue; and
- .8 the availability of shore-based support, regarding especially technical maintenance on board.

2 It is not intended that ships engaged on near-coastal voyages extend their voyages worldwide, under the excuse that they are navigating constantly within the limits of designated near-coastal voyages of neighbouring Parties.

Section A-I/4

Control procedures

1 The assessment procedure provided for in regulation I/4, paragraph 1.3, resulting from any of the occurrences mentioned therein shall take the form of a verification that members of the crew who are required to be competent do in fact possess the necessary skills related to the occurrence.

2 It shall be borne in mind when making this assessment that onboard procedures are relevant to the International Safety Management (ISM) Code and that the provisions of this Convention are confined to the competence to safely execute those procedures.

3 Control procedures under this Convention shall be confined to the standards of competence of the individual seafarers on board and their skills related to watchkeeping as defined in part A of this Code. Onboard assessment of competency shall commence with verification of the certificates of the seafarers.

4 Notwithstanding verification of the certificate, the assessment under regulation I/4, paragraph 1.3 can require the seafarer to demonstrate the related competency at the place of duty. Such demonstration may include verification that operational requirements in respect of watchkeeping standards have been met and that there is a proper response to emergency situations within the seafarer's level of competence.

5 In the assessment, only the methods for demonstrating competence together with the criteria for its evaluation and the scope of the standards given in part A of this Code shall be used.

6 Assessment of competency related to security shall be conducted for those seafarers with specific security duties only in case of clear grounds, as provided for in chapter XI/2 of the International Convention for the Safety of Life at Sea (SOLAS). In all other cases, it shall be confined to the verification of the certificates and/or endorsements of the seafarers.

Section A-I/5

National provisions

The provisions of regulation I/5 shall not be interpreted as preventing the allocation of tasks for training under supervision or in cases of *force majeure*.

Section A-I/6

Training and assessment

1 Each Party shall ensure that all training and assessment of seafarers for certification under the Convention is:

- .1 structured in accordance with written programmes, including such methods and media of delivery, procedures, and course material as are necessary to achieve the prescribed standard of competence; and
- .2 conducted, monitored, evaluated and supported by persons qualified in accordance with paragraphs 4, 5 and 6.

2 Persons conducting in-service training or assessment on board ship shall only do so when such training or assessment will not adversely affect the normal operation of the ship and they can dedicate their time and attention to training or assessment.

Qualifications of instructors, supervisors and assessors*

3 Each Party shall ensure that instructors, supervisors and assessors are appropriately qualified for the particular types and levels of training or assessment of competence of seafarers either on board or ashore, as required under the Convention, in accordance with the provisions of this section.

In-service training

4 Any person conducting in-service training of a seafarer, either on board or ashore, which is intended to be used in qualifying for certification under the Convention, shall:

- .1 have an appreciation of the training programme and an understanding of the specific training objectives for the particular type of training being conducted;
- .2 be qualified in the task for which training is being conducted; and
- .3 if conducting training using a simulator:
 - .3.1 have received appropriate guidance in instructional techniques involving the use of simulators; and
 - .3.2 have gained practical operational experience on the particular type of simulator being used.

5 Any person responsible for the supervision of in-service training of a seafarer intended to be used in qualifying for certification under the Convention shall have a full understanding of the training programme and the specific objectives for each type of training being conducted.

Assessment of competence

6 Any person conducting in-service assessment of competence of a seafarer, either on board or ashore, which is intended to be used in qualifying for certification under the Convention, shall:

- .1 have an appropriate level of knowledge and understanding of the competence to be assessed;
- .2 be qualified in the task for which the assessment is being made;
- .3 have received appropriate guidance in assessment methods and practice;
- .4 have gained practical assessment experience; and
- .5 if conducting assessment involving the use of simulators, have gained practical assessment experience on the particular type of simulator under the supervision and to the satisfaction of an experienced assessor.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Training and assessment within an institution

7 Each Party which recognizes a course of training, a training institution, or a qualification granted by a training institution, as part of its requirements for the issue of a certificate required under the Convention, shall ensure that the qualifications and experience of instructors and assessors are covered in the application of the quality standard provisions of section A-I/8. Such qualification, experience and application of quality standards shall incorporate appropriate training in instructional techniques, and training and assessment methods and practice, and shall comply with all applicable requirements of paragraphs 4 to 6.

Section A-I/7

Communication of information

1 The information required by regulation I/7, paragraph 1 shall be communicated to the Secretary-General in the formats prescribed in the paragraphs hereunder.

PART 1 – INITIAL COMMUNICATION OF INFORMATION

2 Within one calendar year of entry into force of regulation I/7, each Party shall report on the steps it has taken to give the Convention full and complete effect, which report shall include the following:

- .1 contact details and organization chart of the ministry, department or governmental agency responsible for administering the Convention;
- .2 a concise explanation of the legal and administrative measures provided and taken to ensure compliance, particularly with regulations I/2, I/6 and I/9;
- .3 a clear statement of the education, training, examination, competency assessment and certification policies adopted;
- .4 a concise summary of the courses, training programmes, examinations and assessments provided for each certificate issued pursuant to the Convention;
- .5 a concise outline of the procedures followed to authorize, accredit or approve training and examinations, medical fitness and competency assessments required by the Convention, the conditions attached thereto, and a list of the authorizations, accreditations and approvals granted;
- .6 a concise summary of the procedures followed in granting any dispensation under article VIII of the Convention; and
- .7 the results of the comparison carried out pursuant to regulation I/11 and a concise outline of the refresher and upgrading training mandated.

PART 2 – SUBSEQUENT REPORTS

3 Each Party shall, within six months of:

- .1 retaining or adopting any equivalent education or training arrangements pursuant to article IX, provide a full description of such arrangements;
- .2 recognizing certificates issued by another Party, provide a report summarizing the measures taken to ensure compliance with regulation I/10; and
- .3 authorizing the employment of seafarers holding alternative certificates issued under regulation VII/1 on ships entitled to fly its flag, provide the Secretary-General with a specimen copy of the type of safe manning documents issued to such ships.

4 Each Party shall report the results of each evaluation carried out pursuant to regulation I/8, paragraph 2 within six months of its completion. The report of the evaluation shall include the following information:

- .1 the qualifications and experience of those who conducted the evaluation; (e.g., certificates of competency held, experience as a seafarer and independent evaluator, experience in the field of maritime training and assessment, experience in the administration of certification systems, or any other relevant qualifications/experience);
- .2 the terms of reference for the independent evaluation and those of the evaluators;
- .3 a list of training institutions/centres covered by the independent evaluation; and
- .4 the results of the independent evaluation, including:
 - .1 verification that:
 - .1.1 all applicable provisions of the Convention and STCW Code, including their amendments, are covered by the Party's quality standards system in accordance with section A-I/8, paragraph 3.1; and
 - .1.2 all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of defined objectives in accordance with section A-I/8, paragraph 3.2;
 - .2 a brief description of:
 - .2.1 the non-conformities found, if any, during the independent evaluation,
 - .2.2 the corrective measures recommended to address the identified non-conformities, and
 - .2.3 the corrective measures carried out to address the identified non-conformities.

5 Parties shall report the steps taken to implement any subsequent mandatory amendments to the Convention and STCW Code, not previously included in the report on the initial communication of information pursuant to regulation I/7 or any previous report pursuant to regulation I/8. The information shall be included in the next report pursuant to regulation I/8, paragraph 3, following the entry into force of the amendment.

6 The information on the steps taken to implement mandatory amendments to the Convention and STCW Code shall include the following, where applicable:

- .1 a concise explanation of the legal and administrative measures provided and taken to ensure compliance with the amendment;
- .2 a concise summary of any courses, training programmes, examinations and assessments provided to comply with the amendment;
- .3 a concise outline of the procedures followed to authorize, accredit or approve training and examinations, medical fitness and competency assessments required under the amendment;
- .4 a concise outline of any refresher training and upgrading training required to meet the amendments; and
- .5 a comparison between the measures to implement the amendment and existing measures contained in previous reports pursuant to regulation I/7, paragraph 1 and/or regulation I/8, paragraph 2 where applicable.

PART 3 – PANEL OF COMPETENT PERSONS

7 The Secretary-General shall maintain a list of competent persons approved by the Maritime Safety Committee, including competent persons made available or recommended by the Parties, who may be called upon to evaluate the reports submitted pursuant to regulation I/7 and regulation I/8 and may be called to assist in the preparation of the report required by regulation I/7, paragraph 2. These persons shall ordinarily be available during relevant sessions of the Maritime Safety Committee or its subsidiary bodies, but need not conduct their work solely during such sessions.

8 In relation to regulation I/7, paragraph 2, the competent persons shall be knowledgeable of the requirements of the Convention and at least one of them shall have knowledge of the system of training and certification of the Party concerned.

9 When a report is received from any Party under regulation I/8, paragraph 3, the Secretary-General will designate competent persons from the list maintained in accordance with paragraph 7 above, to consider the report and provide their views on whether:

- .1 the report is complete and demonstrates that the Party has carried out an independent evaluation of the knowledge, understanding, skills and competence acquisition and assessment activities, and of the administration of the certification system (including endorsement and revalidation), in accordance with section A-I/8, paragraph 3;
- .2 the report is sufficient to demonstrate that:
 - .2.1 the evaluators were qualified,

- .2.2 the terms of reference were clear enough to ensure that:
 - .2.2.1 all applicable provisions of the Convention and STCW Code, including their amendments, are covered by the Party's quality standards system; and
 - .2.2.2 the implementation of clearly defined objectives in accordance with regulation I/8, paragraph 1 could be verified over the full range of relevant activities,
- .2.3 the procedures followed during the independent evaluation were appropriate to identify any significant non-conformities in the Party's system of training, assessment of competence, and certification of seafarers, as may be applicable to the Party concerned, and
- .2.4 the actions being taken to correct any noted non-conformities are timely and appropriate.

10 Any meeting of the competent persons shall:

- .1 be held at the discretion of the Secretary-General;
- .2 be comprised of an odd number of members, ordinarily not to exceed five persons;
- .3 appoint its own chairman; and
- .4 provide the Secretary-General with the agreed opinion of its members, or if no agreement is reached, with both the majority and minority views.

11 The competent persons shall, on a confidential basis, express their views in writing on:

- .1 a comparison of the facts reported in the information communicated to the Secretary-General by the Party with all relevant requirements of the Convention;
- .2 the report of any relevant evaluation submitted under regulation I/8, paragraph 3;
- .3 the report of any steps taken to implement the amendments to the STCW Convention and Code submitted under paragraph 5; and
- .4 any additional information provided by the Party.

Corrective actions must be timely and appropriate means those actions must be focused on the underpinning/root causes of deficiencies and must be arranged to take place in a prescribed time schedule.

PART 4 – REPORT TO THE MARITIME SAFETY COMMITTEE

12 In preparing the report to the Maritime Safety Committee required by regulation I/7, paragraph 2, the Secretary-General shall:

- .1 solicit and take into account the views expressed by competent persons selected from the list established pursuant to paragraph 7;
- .2 seek clarification, when necessary, from the Party of any matter related to the information provided under regulation I/7, paragraph 1; and
- .3 identify any area in which the Party may have requested assistance to implement the Convention.

13 The Party concerned shall be informed of the arrangements for the meetings of competent persons, and its representatives shall be entitled to be present to clarify any matter related to the information provided pursuant to regulation I/7, paragraph 1.

14 If the Secretary-General is not in a position to submit the report called for by paragraph 2 of regulation I/7, the Party concerned may request the Maritime Safety Committee to take the action contemplated by paragraph 3 of regulation I/7, taking into account the information submitted pursuant to this section and the views expressed in accordance with paragraphs 10 and 11.

Section A-I/8

Quality standards

National objectives and quality standards

1 Each Party shall ensure that the education and training objectives and related standards of competence to be achieved are clearly defined and that the levels of knowledge, understanding and skills appropriate to the examinations and assessments required under the Convention are identified. The objectives and related quality standards may be specified separately for different courses and training programmes and shall cover the administration of the certification system.

2 The field of application of the quality standards shall cover the administration of the certification system, all training courses and programmes, examinations and assessments carried out by or under the authority of a Party and the qualifications and experience required of instructors and assessors, having regard to the policies, systems, controls and internal quality assurance reviews established to ensure achievement of the defined objectives.

3 Each Party shall ensure that an independent evaluation of the knowledge, understanding, skills and competence acquisition and assessment activities, and of the administration of the certification system, is conducted at intervals of not more than five years in order to verify that:

- .1 all applicable provisions of the Convention and STCW Code, including their amendments, are covered by the quality standards system;
- .2 all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of the defined objectives;
- .3 the results of each independent evaluation are documented and brought to the attention of those responsible for the area evaluated; and
- .4 timely action is taken to correct deficiencies.

Section A-I/9
Medical standards

1 Parties, when establishing standards of medical fitness for seafarers as required by regulation I/9, shall adhere to the minimum in-service eyesight standards set out in table A-I/9 and take into account the criteria for physical and medical fitness set out in paragraph 2. They should also take into account the guidance given in section B-I/9 of this Code and table B-I/9 regarding assessment of minimum physical abilities.

These standards may, to the extent determined by the Party without prejudice to the safety of the seafarers or the ship, differentiate between those persons seeking to start a career at sea and those seafarers already serving at sea and between different functions on board, bearing in mind the different duties of seafarers. They shall also take into account any impairment or disease that will limit the ability of the seafarer to effectively perform his/her duties during the validity period of the medical certificate.

2 The standards of physical and medical fitness established by the Party shall ensure that seafarers satisfy the following criteria:

- .1 have the physical capability, taking into account paragraph 5 below, to fulfil all the requirements of the basic training as required by section A-VI/1, paragraph 2;
- .2 demonstrate adequate hearing and speech to communicate effectively and detect any audible alarms;
- .3 have no medical condition, disorder or impairment that will prevent the effective and safe conduct of their routine and emergency duties on board during the validity period of the medical certificate;
- .4 are not suffering from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health and safety of other persons on board; and
- .5 are not taking any medication that has side effects that will impair judgment, balance, or any other requirements for effective and safe performance of routine and emergency duties on board.

3 Medical fitness examinations of seafarers shall be conducted by appropriately qualified and experienced medical practitioners recognized by the Party.

4 Each Party shall establish provisions for recognizing medical practitioners. A register of recognized medical practitioners shall be maintained by the Party and made available to other Parties, companies and seafarers on request.

5 Each Party shall provide guidance for the conduct of medical fitness examinations and issuing of medical certificates, taking into account provisions set out in section B-I/9 of this Code. Each Party shall determine the amount of discretion given to recognized medical practitioners on the application of the medical standards, bearing in mind the different duties of seafarers, except that there shall not be discretion with respect to the minimum eyesight standards for distance vision aided, near/immediate vision and colour vision in table A-I/9 for seafarers in the deck department required to undertake look-out duties. A Party may allow discretion on the

application of these standards with regard to seafarers in the engine department, on the condition that seafarers' combined vision fulfils the requirements set out in table A-I/9.

6 Each Party shall establish processes and procedures to enable seafarers who, after examination, do not meet the medical fitness standards or have had a limitation imposed on their ability to work, in particular with respect to time, field of work or trading area, to have their case reviewed in line with that Party's provisions for appeal.

7 The medical certificate provided for in regulation I/9, paragraph 3 shall include the following information as a minimum:

- .1 **Authorizing authority** and the requirements under which the document is issued
- .2 **Seafarer information**
 - .2.1 Name: (*Last, first, middle*)
 - .2.2 Date of birth: (*day/month/year*)
 - .2.3 Gender: (*Male/Female*)
 - .2.4 Nationality
- .3 **Declaration of the recognized medical practitioner**
 - .3.1 Confirmation that identification documents were checked at the point of examination: *Y/N*
 - .3.2 Hearing meets the standards in section A-I/9: *Y/N*
 - .3.3 Unaided hearing satisfactory? *Y/N*
 - .3.4 Visual acuity meets standards in section A-I/9? *Y/N*
 - .3.5 Colour vision* meets standards in section A-I/9? *Y/N*
 - .3.5.1 Date of last colour vision test.
 - .3.6 Fit for look-out duties? *Y/N*
 - .3.7 No limitations or restrictions on fitness? *Y/N*
If "N", specify limitations or restrictions.
 - .3.8 Is the seafarer free from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health of other persons on board?: *Y/N*
 - .3.9 Date of examination: (*day/month/year*)
 - .3.10 Expiry date of certificate: (*day/month/year*)

* Note: Colour vision assessment only needs to be conducted every six years.

.4 Details of the issuing authority

.4.1 Official stamp (including name) of the issuing authority

.4.2 Signature of the authorized person

.5 Seafarer's signature – *confirming that the seafarer has been informed of the content of the certificate and of the right to a review in accordance with paragraph 6 of section A-I/9*

8 Medical certificates shall be in the official language of the issuing country. If the language used is not English, the text shall include a translation into that language.

Table A-I/9
Minimum in-service eyesight standards for seafarers

STCW Convention regulation	Category of seafarer	Distance vision Aided ¹		Near/immediate vision	Colour vision ³	Visual fields ⁴	Night blindness ⁴	Diplopia (double vision) ⁴
		One eye	Other eye	Both eyes together, aided or unaided ¹				
I/11 II/1 II/2 II/3 II/4 II/5 VII/2	Masters, deck officers and ratings required to undertake look-out duties	0.5 ²	0.5	Vision required for ship's navigation (e.g., chart and nautical publication reference, use of bridge instrumentation and equipment, and identification of aids to navigation)	See Note 6	Normal Visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident
I/11 III/1 III/2 III/3 III/4 III/5 III/6 III/7 VII/2	All engineer officers, electro-technical officers, electro-technical ratings and ratings or others forming part of an engine-room watch	0.4 ⁵	0.4 (see Note 5)	Vision required to read instruments in close proximity, to operate equipment, and to identify systems/ components as necessary	See Note 7	Sufficient visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident
I/11 IV/2	GMDSS Radio operators	0.4	0.4	Vision required to read instruments in close proximity, to operate equipment, and to identify systems/ components as necessary	See Note 7	Sufficient visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident

Notes:

- 1 Values given in Snellen decimal notation.
- 2 A value of at least 0.7 in one eye is recommended to reduce the risk of undetected underlying eye disease.
- 3 As defined in the *International Recommendations for Colour Vision Requirements for Transport* by the Commission Internationale de l'Eclairage (CIE-143-2001 including any subsequent versions).
- 4 Subject to assessment by a clinical vision specialist where indicated by initial examination findings.
- 5 Engine department personnel shall have a combined eyesight vision of at least 0.4.
- 6 CIE colour vision standard 1 or 2.
- 7 CIE colour vision standard 1, 2 or 3.

Section A-I/10

Recognition of certificates

1 The provisions of regulation I/10, paragraph 4 regarding the non-recognition of certificates issued by a non-Party shall not be construed as preventing a Party, when issuing its own certificate, from accepting seagoing service, education and training acquired under the authority of a non-Party, provided the Party complies with regulation I/2 in issuing each such certificate and ensures that the requirements of the Convention relating to seagoing service, education, training and competence are complied with.

2 Where an Administration which has recognized a certificate withdraws its endorsement of recognition for disciplinary reasons, the Administration shall inform the Party that issued the certificate of the circumstances.

Section A-I/11

Revalidation of certificates

Professional competence

1 Continued professional competence as required under regulation I/11 shall be established by:

- .1 approved seagoing service, performing functions appropriate to the certificate held, for a period of at least:
 - .1.1 twelve months in total during the preceding five years, or
 - .1.2 three months in total during the preceding six months immediately prior to revalidating; or
- .2 having performed functions considered to be equivalent to the seagoing service required in paragraph 1.1; or
- .3 passing an approved test; or
- .4 successfully completing an approved training course or courses; or
- .5 having completed approved seagoing service, performing functions appropriate to the certificate held, for a period of not less than three months in a supernumerary capacity, or in a lower officer rank than that for which the certificate held is valid immediately prior to taking up the rank for which it is valid.

2 The refresher and updating courses required by regulation I/11 shall be approved and include changes in relevant national and international regulations concerning the safety of life at sea, security and the protection of the marine environment and take account of any updating of the standard of competence concerned.

3 Continued professional competence for tankers as required under regulation I/11, paragraph 3 shall be established by:

- .1 approved seagoing service, performing duties appropriate to the tanker certificate or endorsement held, for a period of at least 3 months in total during the preceding 5 years; or

- .2 successfully completing an approved relevant training course or courses.

Section A-I/12

Standards governing the use of simulators

PART 1 – PERFORMANCE STANDARDS

General performance standards for simulators used in training

- 1 Each Party shall ensure that any simulator used for mandatory simulator-based training shall:
 - .1 be suitable for the selected objectives and training tasks;
 - .2 be capable of simulating the operating capabilities of shipboard equipment concerned, to a level of physical realism appropriate to training objectives, and include the capabilities, limitations and possible errors of such equipment;
 - .3 have sufficient behavioural realism to allow a trainee to acquire the skills appropriate to the training objectives;
 - .4 provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to the training objectives;
 - .5 provide an interface through which a trainee can interact with the equipment, the simulated environment and, as appropriate, the instructor; and
 - .6 permit an instructor to control, monitor and record exercises for the effective debriefing of trainees.

General performance standards for simulators used in assessment of competence

- 2 Each Party shall ensure that any simulator used for the assessment of competence required under the Convention or for any demonstration of continued proficiency so required shall:
 - .1 be capable of satisfying the specified assessment objectives;
 - .2 be capable of simulating the operational capabilities of the shipboard equipment concerned to a level of physical realism appropriate to the assessment objectives, and include the capabilities, limitations and possible errors of such equipment;
 - .3 have sufficient behavioural realism to allow a candidate to exhibit the skills appropriate to the assessment objectives;
 - .4 provide an interface through which a candidate can interact with the equipment and simulated environment;
 - .5 provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to assessment objectives; and

- .6 permit an assessor to control, monitor and record exercises for the effective assessment of the performance of candidates.

Additional performance standards

3 In addition to meeting the basic requirements set out in paragraphs 1 and 2, simulation equipment to which this section applies shall meet the performance standards given hereunder in accordance with their specific type.

Radar simulation

4 Radar simulation equipment shall be capable of simulating the operational capabilities of navigational radar equipment which meets all applicable performance standards adopted by the Organization* and incorporate facilities to:

- .1 operate in the stabilized relative-motion mode and sea- and ground-stabilized true-motion modes;
- .2 model weather, tidal streams, current, shadow sectors, spurious echoes and other propagation effects, and generate coastlines, navigational buoys and search and rescue transponders; and
- .3 create a real-time operating environment incorporating at least two own-ship stations with ability to change own ship's course and speed, and include parameters for at least 20 target ships and appropriate communication facilities.

Automatic Radar Plotting Aid (ARPA) simulation

5 ARPA simulation equipment shall be capable of simulating the operational capabilities of ARPAs which meet all applicable performance standards adopted by the Organization*, and shall incorporate the facilities for:

- .1 manual and automatic target acquisition;
- .2 past track information;
- .3 use of exclusion areas;
- .4 vector/graphic time-scale and data display; and
- .5 trial manoeuvres.

PART 2 – OTHER PROVISIONS

Simulator training objectives

6 Each Party shall ensure that the aims and objectives of simulator-based training are defined within an overall training programme and that specific training objectives and tasks are selected so as to relate as closely as possible to shipboard tasks and practices.

* See relevant/appropriate performance standards adopted by the Organization.

Training procedures

- 7 In conducting mandatory simulator-based training, instructors shall ensure that:
 - .1 trainees are adequately briefed beforehand on the exercise objectives and tasks and are given sufficient planning time before the exercise starts;
 - .2 trainees have adequate familiarization time on the simulator and with its equipment before any training or assessment exercise commences;
 - .3 guidance given and exercise stimuli are appropriate to the selected exercise objectives and tasks and to the level of trainee experience;
 - .4 exercises are effectively monitored, supported as appropriate by audio and visual observation of trainee activity and pre- and post-exercise evaluation reports;
 - .5 trainees are effectively debriefed to ensure that training objectives have been met and that operational skills demonstrated are of an acceptable standard;
 - .6 the use of peer assessment during debriefing is encouraged; and
 - .7 simulator exercises are designed and tested so as to ensure their suitability for the specified training objectives.

Assessment procedures

- 8 Where simulators are used to assess the ability of candidates to demonstrate levels of competency, assessors shall ensure that:
 - .1 performance criteria are identified clearly and explicitly and are valid and available to the candidates;
 - .2 assessment criteria are established clearly and are explicit to ensure reliability and uniformity of assessment and to optimize objective measurement and evaluation, so that subjective judgements are kept to the minimum;
 - .3 candidates are briefed clearly on the tasks and/or skills to be assessed and on the tasks and performance criteria by which their competency will be determined;
 - .4 assessment of performance takes into account normal operating procedures and any behavioural interaction with other candidates on the simulator or with simulator staff;
 - .5 scoring or grading methods to assess performance are used with caution until they have been validated; and
 - .6 the prime criterion is that a candidate demonstrates the ability to carry out a task safely and effectively to the satisfaction of the assessor.

Qualifications of instructors and assessors^{*}

9 Each Party shall ensure that instructors and assessors are appropriately qualified and experienced for the particular types and levels of training and corresponding assessment of competence as specified in regulation I/6 and section A-I/6.

Section A-I/13 *Conduct of trials*

(No provisions)

Section A-I/14 *Responsibilities of companies*

1 Companies, masters and crew members each have responsibility for ensuring that the obligations set out in this section are given full and complete effect and that such other measures as may be necessary are taken to ensure that each crew member can make a knowledgeable and informed contribution to the safe operation of the ship.

2 The company shall provide written instructions to the master of each ship to which the Convention applies, setting forth the policies and the procedures to be followed to ensure that all seafarers who are newly employed on board the ship are given a reasonable opportunity to become familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of their duties, before being assigned to those duties. Such policies and procedures shall include:

- .1 allocation of a reasonable period of time during which each newly employed seafarer will have an opportunity to become acquainted with:
 - .1.1 the specific equipment the seafarer will be using or operating;
 - .1.2 ship-specific watchkeeping, safety, environmental protection, security and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties properly; and
- .2 designation of a knowledgeable crew member who will be responsible for ensuring that an opportunity is provided to each newly employed seafarer to receive essential information in a language the seafarer understands.

3 Companies shall ensure that masters, officers and other personnel assigned specific duties and responsibilities on board their ro-ro passenger ships shall have completed familiarization training to attain the abilities that are appropriate to the capacity to be filled and duties and responsibilities to be taken up, taking into account the guidance given in section B-I/14 of this Code.

Section A-I/15 *Transitional provisions*

(No provisions)

^{*} The relevant IMO Model Course(s) and resolution MSC.64(67), *Recommendations on new and amended performance standards*, may be of assistance in the preparation of courses.

CHAPTER II

Standards regarding the master and deck department

Section A-II/1

Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more

Standard of competence

- 1 Every candidate for certification shall:
 - .1 be required to demonstrate the competence to undertake, at the operational level, the tasks, duties and responsibilities listed in column 1 of table A-II/1;
 - .2 at least hold the appropriate certificate for performing VHF-radiocommunications in accordance with the requirements of the Radio Regulations; and
 - .3 if designated to have primary responsibility for radiocommunications during distress incidents, hold the appropriate certificate issued or recognized under the provisions of the Radio Regulations.
- 2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/1.
- 3 The level of knowledge of the subjects listed in column 2 of table A-II/1 shall be sufficient for officers of the watch to carry out their watchkeeping duties.*
- 4 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 4-1 – Principles to be observed in keeping a navigational watch – and shall also take into account the relevant requirements of this part and the guidance given in part B of this Code.
- 5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/1.

Onboard training

- 6 Every candidate for certification as officer in charge of a navigational watch of ships of 500 gross tonnage or more whose seagoing service, in accordance with paragraph 2.2 of regulation II/1, forms part of a training programme approved as meeting the requirements of this section shall follow an approved programme of onboard training which:
 - .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch, taking into account the guidance given in section B-II/1 of this Code;

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

- .2 is closely supervised and monitored by qualified officers aboard the ships in which the approved seagoing service is performed; and
- .3 is adequately documented in a training record book or similar document.*

Near-coastal voyages

7 The following subjects may be omitted from those listed in column 2 of table A-II/1 for issue of restricted certificates for service on near-coastal voyages, bearing in mind the safety of all ships which may be operating in the same waters:

- .1 celestial navigation; and
- .2 those electronic systems of position fixing and navigation that do not cover the waters for which the certificate is to be valid.

* The relevant IMO Model Course(s) and a similar document produced by the International Shipping Federation may be of assistance in the preparation of training record books.

Table A-II/1
**Specification of minimum standard of competence for officers in charge of a
 navigational watch on ships of 500 gross tonnage or more**

Function: **Navigation at the operational level**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a passage and determine position	<p><i>Celestial navigation</i></p> <p>Ability to use celestial bodies to determine the ship's position</p> <p><i>Terrestrial and coastal navigation</i></p> <p>Ability to determine the ship's position by use of:</p> <p>.1 landmarks</p> <p>.2 aids to navigation, including lighthouses, beacons and buoys</p> <p>.3 dead reckoning, taking into account winds, tides, currents and estimated speed</p> <p>Thorough knowledge of and ability to use nautical charts, and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings and ships' routing information</p> <p><i>Electronic systems of position fixing and navigation</i></p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p> <p>using chart catalogues, charts, nautical publications, radio navigational warnings, sextant, azimuth mirror, electronic navigation equipment, echo-sounding equipment, compass</p>	<p>The information obtained from nautical charts and publications is relevant, interpreted correctly and properly applied. All potential navigational hazards are accurately identified</p> <p>The primary method of fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The position is determined within the limits of acceptable instrument/system errors</p> <p>The reliability of the information obtained from the primary method of position fixing is checked at appropriate intervals</p> <p>Calculations and measurements of navigational information are accurate</p> <p>The charts selected are the largest scale suitable for the area of navigation and charts and publications are corrected in accordance with the latest information available</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	Ability to determine the ship's position by use of electronic navigational aids		Performance checks and tests to navigation systems comply with manufacturer's recommendations and good navigational practice
Plan and conduct a passage and determine position (continued)	<p><i>Echo-sounders</i></p> <p>Ability to operate the equipment and apply the information correctly</p> <p><i>Compass – magnetic and gyro</i></p> <p>Knowledge of the principles of magnetic and gyro-compasses</p> <p>Ability to determine errors of the magnetic and gyro-compasses, using celestial and terrestrial means, and to allow for such errors</p> <p><i>Steering control system</i></p> <p>Knowledge of steering control systems, operational procedures and change-over from manual to automatic control and vice versa. Adjustment of controls for optimum performance</p> <p><i>Meteorology</i></p> <p>Ability to use and interpret information obtained from shipborne meteorological instruments</p> <p>Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems</p> <p>Ability to apply the meteorological information available</p>		<p>Errors in magnetic and gyro-compasses are determined and correctly applied to courses and bearings</p> <p>The selection of the mode of steering is the most suitable for the prevailing weather, sea and traffic conditions and intended manoeuvres.</p> <p>Measurements and observations of weather conditions are accurate and appropriate to the passage</p> <p>Meteorological information is correctly interpreted and applied</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe navigational watch	<p><i>Watchkeeping</i></p> <p>Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Thorough knowledge of the Principles to be observed in keeping a navigational watch</p> <p>The use of routeing in accordance with the General Provisions on Ships' Routeing</p> <p>The use of information from navigational equipment for maintaining a safe navigational watch</p> <p>Knowledge of blind pilotage techniques</p> <p>The use of reporting in accordance with the General Principles for Ship Reporting Systems and with VTS procedures</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience;</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The conduct, handover and relief of the watch conforms with accepted principles and procedures</p> <p>A proper look-out is maintained at all times and in such a way as to conform to accepted principles and procedures</p> <p>Lights, shapes and sound signals conform with the requirements contained in the International Regulations for Preventing Collisions at Sea, 1972, as amended, and are correctly recognized</p> <p>The frequency and extent of monitoring of traffic, the ship and the environment conform with accepted principles and procedures</p> <p>A proper record is maintained of the movements and activities relating to the navigation of the ship</p> <p>Responsibility for the safety of navigation is clearly defined at all times, including periods when the master is on the bridge and while under pilotage</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe navigational watch (continued)	<p><i>Bridge resource management</i></p> <p>Knowledge of bridge resource management principles, including:</p> <ul style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication .3 assertiveness and leadership .4 obtaining and maintaining situational awareness .5 consideration of team experience 	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved training .2 approved in-service experience .3 approved simulator training 	<p>Resources are allocated and assigned as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Questionable decisions and/or actions result in appropriate challenge and response</p> <p>Effective leadership behaviours are identified</p> <p>Team member(s) share accurate understanding of current and predicted vessel state, navigation path, and external environment</p>
<p>Use of radar and ARPA to maintain safety of navigation</p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p><i>Radar navigation</i></p> <p>Knowledge of the fundamentals of radar and automatic radar plotting aids (ARPA)</p> <p>Ability to operate and to interpret and analyse information obtained from radar, including the following:</p> <p>Performance, including:</p> <ul style="list-style-type: none"> .1 factors affecting performance and accuracy .2 setting up and maintaining displays .3 detection of misrepresentation of information, false echoes, sea return, etc., racons and SARTs 	<p>Assessment of evidence obtained from approved radar simulator and ARPA simulator plus in-service experience</p>	<p>Information obtained from radar and ARPA is correctly interpreted and analysed, taking into account the limitations of the equipment and prevailing circumstances and conditions</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Use of radar and ARPA to maintain safety of navigation <i>(continued)</i></p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p>Use, including:</p> <ol style="list-style-type: none"> .1 range and bearing; course and speed of other ships; time and distance of closest approach of crossing, meeting overtaking ships .2 identification of critical echoes; detecting course and speed changes of other ships; effect of changes in own ship's course or speed or both .3 application of the International Regulations for Preventing Collisions at Sea, 1972, as amended .4 plotting techniques and relative- and true-motion concepts .5 parallel indexing 		<p>Action taken to avoid a close encounter or collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Decisions to amend course and/or speed are both timely and in accordance with accepted navigation practice</p> <p>Adjustments made to the ship's course and speed maintain safety of navigation</p> <p>Communication is clear, concise and acknowledged at all times in a seamanlike manner</p> <p>Manoeuvring signals are made at the appropriate time and are in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Use of radar and ARPA to maintain safety of navigation (<i>continued</i>)</p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p>Principal types of ARPA, their display characteristics, performance standards and the dangers of over-reliance on ARPA</p> <p>Ability to operate and to interpret and analyse information obtained from ARPA, including:</p> <ol style="list-style-type: none"> .1 system performance and accuracy, tracking capabilities and limitations, and processing delays .2 use of operational warnings and system tests .3 methods of target acquisition and their limitations .4 true and relative vectors, graphic representation of target information and danger areas .5 deriving and analysing information, critical echoes, exclusion areas and trial manoeuvres 		
<p>Use of ECDIS to maintain the safety of navigation</p> <p><i>Note:</i> Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS</p> <p>These limitations shall be reflected in the endorsements issued to the seafarer concerned</p>	<p><i>Navigation using ECDIS</i></p> <p>Knowledge of the capability and limitations of ECDIS operations, including:</p> <ol style="list-style-type: none"> .1 a thorough understanding of Electronic Navigational Chart (ENC) data, data accuracy, presentation rules, display options and other chart data formats .2 the dangers of over-reliance .3 familiarity with the functions of ECDIS 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved training ship experience .2 approved ECDIS simulator training 	<p>Monitors information on ECDIS in a manner that contributes to safe navigation</p> <p>Information obtained from ECDIS (including radar overlay and/or radar tracking functions, when fitted) is correctly interpreted and analysed, taking into account the limitations of the equipment, all connected sensors (including radar and AIS where interfaced), and prevailing circumstances and conditions.</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>required by performance standards in force</p> <p>Proficiency in operation, interpretation, and analysis of information obtained from ECDIS, including:</p> <ol style="list-style-type: none"> .1 use of functions that are integrated with other navigation systems in various installations, including proper functioning and adjustment to desired settings .2 safe monitoring and adjustment of information, including own position, sea area display, mode and orientation, chart data displayed, route monitoring, user-created information layers, contacts (when interfaced with AIS and/or radar tracking) and radar overlay functions (when interfaced) .3 confirmation of vessel position by alternative means .4 efficient use of settings to ensure conformance to operational procedures, including alarm parameters for anti-grounding, proximity to contacts and special areas, completeness of chart data and chart update status, and backup arrangements .5 adjustment of settings and values to suit the present conditions 		<p>Safety of navigation is maintained through adjustments made to the ship's course and speed through ECDIS-controlled track-keeping functions (when fitted)</p> <p>Communication is clear, concise and acknowledged at all times in a seamanlike manner</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use of ECDIS to maintain the safety of navigation (continued)	.6 situational awareness while using ECDIS including safe water and proximity of hazards, set and drift, chart data and scale selection, suitability of route, contact detection and management, and integrity of sensors		
Respond to emergencies	<p><i>Emergency procedures</i></p> <p>Precautions for the protection and safety of passengers in emergency situations</p> <p>Initial action to be taken following a collision or a grounding; initial damage assessment and control</p> <p>Appreciation of the procedures to be followed for rescuing persons from the sea, assisting a ship in distress, responding to emergencies which arise in port</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 practical training</p>	<p>The type and scale of the emergency is promptly identified</p> <p>Initial actions and, if appropriate, manoeuvring of the ship are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency</p>
Respond to a distress signal at sea	<p><i>Search and rescue</i></p> <p>Knowledge of the contents of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual</p>	<p>Examination and assessment of evidence obtained from practical instruction or approved simulator training, where appropriate</p>	<p>The distress or emergency signal is immediately recognized</p> <p>Contingency plans and instructions in standing orders are implemented and complied with</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use the IMO Standard Marine Communication Phrases and use English in written and oral form	<p><i>English language</i></p> <p>Adequate knowledge of the English language to enable the officer to use charts and other nautical publications, to understand meteorological information and messages concerning ship's safety and operation, to communicate with other ships, coast stations and VTS centres and to perform the officer's duties also with a multilingual crew, including the ability to use and understand the IMO Standard Marine Communication Phrases (IMO SMCP)</p>	Examination and assessment of evidence obtained from practical instruction	<p>English language nautical publications and messages relevant to the safety of the ship are correctly interpreted or drafted</p> <p>Communications are clear and understood</p>
Transmit and receive information by visual signalling	<p><i>Visual signalling</i></p> <p>Ability to use the International Code of Signals</p> <p>Ability to transmit and receive, by Morse light, distress signal SOS as specified in Annex IV of the International Regulations for Preventing Collisions at Sea, 1972, as amended, and appendix 1 of the International Code of Signals, and visual signalling of single-letter signals as also specified in the International Code of Signals</p>	Assessment of evidence obtained from practical instruction and/or simulation	Communications within the operator's area of responsibility are consistently successful

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre the ship	<p><i>Ship manoeuvring and handling</i></p> <p>Knowledge of:</p> <ul style="list-style-type: none"> .1 the effects of deadweight, draught, trim, speed and under-keel clearance on turning circles and stopping distances .2 the effects of wind and current on ship handling .3 manoeuvres and procedures for the rescue of person overboard .4 squat, shallow-water and similar effects .5 proper procedures for anchoring and mooring 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved training on a manned scale ship model, where appropriate 	<p>Safe operating limits of ship propulsion, steering and power systems are not exceeded in normal manoeuvres</p> <p>Adjustments made to the ship's course and speed to maintain safety of navigation</p>

Function: Cargo handling and stowage at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes	<p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of the effect of cargo, including heavy lifts, on the seaworthiness and stability of the ship</p> <p>Knowledge of safe handling, stowage and securing of cargoes, including dangerous, hazardous and harmful cargoes, and their effect on the safety of life and of the ship</p> <p>Ability to establish and maintain effective communications during loading and unloading</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules/regulations, equipment operating instructions and shipboard stowage limitations</p> <p>The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice</p> <p>Communications are clear, understood and consistently successful</p>
Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks	<p>Knowledge and ability to explain where to look for damage and defects most commonly encountered due to:</p> <p>.1 loading and unloading operations</p> <p>.2 corrosion</p> <p>.3 severe weather conditions</p> <p>Ability to state which parts of the ship shall be inspected each time in order to cover all parts within a given period of time</p> <p>Identify those elements of the ship structure which are critical to the safety of the ship</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>The inspections are carried out in accordance with laid-down procedures, and defects and damage are detected and properly reported</p> <p>Where no defects or damage are detected, the evidence from testing and examination clearly indicates adequate competence in adhering to procedures and ability to distinguish between normal and defective or damaged parts of the ship</p>

* It should be understood that deck officers need not be qualified in the survey of ships.

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks <i>(continued)</i>	State the causes of corrosion in cargo spaces and ballast tanks and how corrosion can be identified and prevented Knowledge of procedures on how the inspections shall be carried out Ability to explain how to ensure reliable detection of defects and damages Understanding of the purpose of the "enhanced survey programme"		

Function: Controlling the operation of the ship and care for persons on board at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment and anti-pollution procedures</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p> <p>Importance of proactive measures to protect the marine environment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved training</p>	<p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed</p> <p>Actions to ensure that a positive environmental reputation is maintained</p>
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p>Understanding of the fundamentals of watertight integrity</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The stability conditions comply with the IMO intact stability criteria under all conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice</p>
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p>	<p>Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3</p>	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	Knowledge of action to be taken in the event of fire, including fires involving oil systems		<p>procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority and the levels and time-scales of making reports and informing personnel on board are relevant to the nature of the emergency and reflect the urgency of the problem</p>
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards
Apply medical first aid on board ship	<p><i>Medical aid</i></p> <p>Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship</p>	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	The identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment	Assessment of evidence obtained from examination of approved training	Legislative requirements relating to safety of life at sea, security and protection of the marine environment are correctly identified

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Application of leadership and teamworking skills	<p>Working knowledge of shipboard personnel management and training</p> <p>A. knowledge of related international maritime conventions and recommendations, and national legislation</p> <p>Ability to apply task and workload management, including:</p> <ol style="list-style-type: none"> .1 planning and co-ordination .2 personnel assignment .3 time and resource constraints .4 prioritization <p>Knowledge and ability to apply effective resource management:</p> <ol style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication onboard and ashore .3 decisions reflect consideration of team experiences .4 assertiveness and leadership, including motivation .5 obtaining and maintaining situational awareness 	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved training .2 approved in-service experience .3 practical demonstration 	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements</p> <p>Operations are demonstrated to be in accordance with applicable rules</p> <p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p> <p>Necessary team member(s) share accurate understanding of current and predicted vessel status and operational status and external environment</p> <p>Decisions are most effective for the situation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Application of leadership and teamworking skills (continued)	<p>Knowledge and ability to apply decision-making techniques:</p> <p>.1 situation and risk assessment</p> <p>.2 identify and consider generated options</p> <p>.3 selecting course of action</p> <p>.4 evaluation of outcome effectiveness</p>		
Contribute to the safety of personnel and ship	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p> <p>Knowledge of personal safety and social responsibilities</p>	<p>Assessment of evidence obtained from approved training and experience as set out in section A-VI/1, paragraph 2</p>	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Procedures designed to safeguard the environment are observed at all times</p> <p>Initial and follow-up action on becoming aware of an emergency conforms with established emergency response procedures</p>

Section A-II/2

Mandatory minimum requirements for certification of masters and chief mates on ships of 500 gross tonnage or more

Standard of competence

1 Every candidate for certification as master or chief mate of ships of 500 gross tonnage or more shall be required to demonstrate the competence to undertake, at the management level, the tasks, duties and responsibilities listed in column 1 of table A-II/2.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-II/1 for officers in charge of a navigational watch.

3 Bearing in mind that the master has ultimate responsibility for the safety and security of the ship, its passengers, crew and cargo, and for the protection of the marine environment against pollution by the ship, and that a chief mate shall be in a position to assume that responsibility at any time, assessment in these subjects shall be designed to test their ability to assimilate all available information that affects the safety and security of the ship, its passengers, crew or cargo, or the protection of the marine environment.

4 The level of knowledge of the subjects listed in column 2 of table A-II/2 shall be sufficient to enable the candidate to serve in the capacity of master or chief mate*.

5 The level of theoretical knowledge, understanding and proficiency required under the different sections in column 2 of table A-II/2 may be varied according to whether the certificate is to be valid for ships of 3,000 gross tonnage or more or for ships of between 500 gross tonnage and 3,000 gross tonnage.

6 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.

7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/2.

Near-coastal voyages

8 An Administration may issue a certificate restricted to service on ships engaged exclusively on near-coastal voyages and, for the issue of such a certificate, may exclude such subjects as are not applicable to the waters or ships concerned, bearing in mind the effect on the safety of all ships which may be operating in the same waters.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Table A-II/2
**Specification of minimum standard of competence for masters and chief mates
on ships of 500 gross tonnage or more**

Function: Navigation at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan a voyage and conduct navigation	<p>Voyage planning and navigation for all conditions by acceptable methods of plotting ocean tracks, taking into account, e.g.:</p> <ul style="list-style-type: none"> .1 restricted waters .2 meteorological conditions .3 ice .4 restricted visibility .5 traffic separation schemes .6 vessel traffic service (VTS) areas .7 areas of extensive tidal effects <p>Routeing in accordance with the General Provisions on Ships' Routeing</p> <p>Reporting in accordance with the General principles for Ship Reporting Systems and with VTS procedures</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training <p>using: chart catalogues, charts, nautical publications and ship particulars</p>	<p>The equipment, charts and nautical publications required for the voyage are enumerated and appropriate to the safe conduct of the voyage</p> <p>The reasons for the planned route are supported by facts and statistical data obtained from relevant sources and publications</p> <p>Positions, courses, distances and time calculations are correct within accepted accuracy standards for navigational equipment</p> <p>All potential navigational hazards are accurately identified</p>
Determine position and the accuracy of resultant position fix by any means	<p>Position determination in all conditions:</p> <ul style="list-style-type: none"> .1 by celestial observations .2 by terrestrial observations, including the ability to use appropriate charts, notices to mariners and other publications to assess the accuracy of the resulting position fix .3 using modern electronic 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training 	<p>The primary method chosen for fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The fix obtained by celestial observations is within accepted accuracy levels</p> <p>The fix obtained by terrestrial observations is</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p> navigational aids, with specific knowledge of their operating principles, limitations, sources of error, detection of misrepresentation of information and methods of correction to obtain accurate position fixing</p>	<p>using:</p> <ul style="list-style-type: none"> .1 charts, nautical almanac, plotting sheets, chronometer, sextant and a calculator .2 charts, nautical publications and navigational instruments (azimuth mirror, sextant, log, sounding equipment, compass) and manufacturers' manuals .3 radar, terrestrial electronic position-fixing systems, satellite navigation systems and appropriate nautical charts and publications 	<p>within accepted accuracy levels</p> <p>The accuracy of the resulting fix is properly assessed</p> <p>The fix obtained by the use of electronic navigational aids is within the accuracy standards of the systems in use. The possible errors affecting the accuracy of the resulting position are stated and methods of minimizing the effects of system errors on the resulting position are properly applied</p>
<p>Determine and allow for compass errors</p>	<p>Ability to determine and allow for errors of the magnetic and gyro-compasses</p> <p>Knowledge of the principles of magnetic and gyro-compasses</p> <p>An understanding of systems under the control of the master gyro and a knowledge of the operation and care of the main types of gyro-compass</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training <p>using: celestial observations, terrestrial bearings and comparison between magnetic and gyro-compasses</p>	<p>The method and frequency of checks for errors of magnetic and gyro-compasses ensures accuracy of information</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Coordinate search and rescue operations	A thorough knowledge of and ability to apply the procedures contained in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual	Examination and assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training using: relevant publications, charts, meteorological data, particulars of ships involved, radiocommunication equipment and other available facilities and one or more of the following: <ul style="list-style-type: none"> .1 approved SAR training course .2 approved simulator training, where appropriate .3 approved laboratory equipment training 	The plan for coordinating search and rescue operations is in accordance with international guidelines and standards Radiocommunications are established and correct communication procedures are followed at all stages of the search and rescue operations
Establish watchkeeping arrangements and procedures	Thorough knowledge of content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended Thorough knowledge of the content, application and intent of the Principles to be observed in keeping a navigational watch	Examination and assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate 	Watchkeeping arrangements and procedures are established and maintained in compliance with international regulations and guidelines so as to ensure the safety of navigation, protection of the marine environment and safety of the ship and persons on board

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Maintain safe navigation through the use of information from navigation equipment and systems to assist command decision making</p> <p><i>Note: Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</i></p>	<p>An appreciation of system errors and thorough understanding of the operational aspects of navigational systems</p> <p>Blind pilotage planning</p> <p>Evaluation of navigational information derived from all sources, including radar and ARPA, in order to make and implement command decisions for collision avoidance and for directing the safe navigation of the ship</p> <p>The interrelationship and optimum use of all navigational data available for conducting navigation</p>	<p>Examination and assessment of evidence obtained from approved ARPA simulator and one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training 	<p>Information obtained from navigation equipment and systems is correctly interpreted and analysed, taking into account the limitations of the equipment and prevailing circumstances and conditions</p> <p>Action taken to avoid a close encounter or collision with another vessel is in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p>
<p>Maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making</p> <p><i>Note: Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS. This limitation shall be reflected in the endorsement issued to the seafarer concerned</i></p>	<p>Management of operational procedures, system files and data, including:</p> <ol style="list-style-type: none"> .1 manage procurement, licensing and updating of chart data and system software to conform to established procedures .2 system and information updating, including the ability to update ECDIS system version in accordance with vendor's product development .3 create and maintain system configuration and backup files .4 create and maintain log files in accordance with established procedures .5 create and maintain route plan files in accordance with established procedures 	<p>Assessment of evidence obtained from one of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved ECDIS simulator training 	<p>Operational procedures for using ECDIS are established, applied, and monitored</p> <p>Actions taken to minimize risk to safety of navigation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>.6 use ECDIS log-book and track history functions for inspection of system functions, alarm settings and user responses</p> <p>Use ECDIS playback functionality for passage review, route planning and review of system functions</p>		
Forecast weather and oceanographic conditions	<p>Ability to understand and interpret a synoptic chart and to forecast area weather, taking into account local weather conditions and information received by weather fax</p> <p>Knowledge of the characteristics of various weather systems, including tropical revolving storms and avoidance of storm centres and the dangerous quadrants</p> <p>Knowledge of ocean current systems</p> <p>Ability to calculate tidal conditions</p> <p>Use all appropriate nautical publications on tides and currents</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved laboratory equipment training</p>	<p>The likely weather conditions predicted for a determined period are based on all available information</p> <p>Actions taken to maintain safety of navigation minimize any risk to safety of the ship</p> <p>Reasons for intended action are backed by statistical data and observations of the actual weather conditions</p>
Respond to navigational emergencies	<p>Precautions when beaching a ship</p> <p>Action to be taken if grounding is imminent, and after grounding</p> <p>Refloating a grounded ship with and without assistance</p> <p>Action to be taken if collision is imminent and following a collision or impairment of the watertight integrity of the hull by any cause</p>	<p>Examination and assessment of evidence obtained from practical instruction, in-service experience and practical drills in emergency procedures</p>	<p>The type and scale of any problem is promptly identified and decisions and actions minimize the effects of any malfunction of the ship's systems</p> <p>Communications are effective and comply with established procedures</p> <p>Decisions and actions maximize safety of persons on board</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>Assessment of damage control</p> <p>Emergency steering</p> <p>Emergency towing arrangements and towing procedure</p>		
Manoeuvre and handle a ship in all conditions	<p>Manoeuvring and handling a ship in all conditions, including:</p> <ol style="list-style-type: none"> .1 manoeuvres when approaching pilot stations and embarking or disembarking pilots, with due regard to weather, tide, headreach and stopping distances .2 handling ship in rivers, estuaries and restricted waters, having regard to the effects of current, wind and restricted water on helm response .3 application of constant-rate-of-turn techniques .4 manoeuvring in shallow water, including the reduction in under-keel clearance caused by squat, rolling and pitching .5 interaction between passing ships and between own ship and nearby banks (canal effect) .6 berthing and unberthing under various conditions of wind, tide and current with and without tugs .7 ship and tug interaction .8 use of propulsion and manoeuvring systems 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved manned scale ship model, where appropriate 	<p>All decisions concerning berthing and anchoring are based on a proper assessment of the ship's manoeuvring and engine characteristics and the forces to be expected while berthed alongside or lying at anchor</p> <p>While under way, a full assessment is made of possible effects of shallow and restricted waters, ice, banks, tidal conditions, passing ships and own ship's bow and stern wave so that the ship can be safely manoeuvred under various conditions of loading and weather</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre and handle a ship in all conditions <i>(continued)</i>	<p>.9 choice of anchorage; anchoring with one or two anchors in limited anchorages and factors involved in determining the length of anchor cable to be used</p> <p>.10 dragging anchor; clearing fouled anchors</p> <p>.11 dry-docking, both with and without damage</p> <p>.12 management and handling of ships in heavy weather, including assisting a ship or aircraft in distress; towing operations; means of keeping an unmanageable ship out of trough of the sea, lessening drift and use of oil</p> <p>.13 precautions in manoeuvring to launch rescue boats or survival craft in bad weather</p> <p>.14 methods of taking on board survivors from rescue boats and survival craft</p> <p>.15 ability to determine the manoeuvring and propulsion characteristics of common types of ships, with special reference to stopping distances and turning circles at various draughts and speeds</p> <p>.16 importance of navigating at reduced speed to avoid damage caused by own ship's bow wave and stern wave</p>		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre and handle a ship in all conditions (continued)	.17 practical measures to be taken when navigating in or near ice or in conditions of ice accumulation on board .18 use of, and manoeuvring in and near, traffic separation schemes and in vessel traffic service (VTS) areas		
Operate remote controls of propulsion plant and engineering systems and services	Operating principles of marine power plants Ships' auxiliary machinery General knowledge of marine engineering terms	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved simulator training, where appropriate	Plant, auxiliary machinery and equipment is operated in accordance with technical specifications and within safe operating limits at all times

Function: Cargo handling and stowage at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and ensure safe loading, stowage, securing, care during the voyage and unloading of cargoes	Knowledge of and ability to apply relevant international regulations, codes and standards concerning the safe handling, stowage, securing and transport of cargoes Knowledge of the effect on trim and stability of cargoes and cargo operations Use of stability and trim diagrams and stress-calculating equipment, including automatic-data-based (ADB) equipment, and knowledge of loading cargoes and ballasting in order to keep hull stress within acceptable limits	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved simulator training, where appropriate using: stability, trim and stress tables, diagrams and stress-calculating equipment	The frequency and extent of cargo condition monitoring is appropriate to its nature and prevailing conditions Unacceptable or unforeseen variations in the condition or specification of the cargo are promptly recognized and remedial action is immediately taken and designed to safeguard the safety of the ship and those on board Cargo operations are planned and executed in accordance with

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Plan and ensure safe loading, stowage, securing, care during the voyage and unloading of cargoes (continued)</p>	<p>Stowage and securing of cargoes on board ships, including cargo-handling gear and securing and lashing equipment</p> <p>Loading and unloading operations, with special regard to the transport of cargoes identified in the Code of Safe Practice for Cargo Stowage and Securing</p> <p>General knowledge of tankers and tanker operations</p> <p>Knowledge of the operational and design limitations of bulk carriers</p> <p>Ability to use all available shipboard data related to loading, care and unloading of bulk cargoes</p> <p>Ability to establish procedures for safe cargo handling in accordance with the provisions of the relevant instruments such as IMDG Code, IMSBC Code, MARPOL 73/78 Annexes III and V and other relevant information</p> <p>Ability to explain the basic principles for establishing effective communications and improving working relationship between ship and terminal personnel</p>		<p>established procedures and legislative requirements</p> <p>Stowage and securing of cargoes ensures that stability and stress conditions remain within safe limits at all times during the voyage</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Assess reported defects and damage to cargo spaces, hatch covers and ballast tanks and take appropriate action	<p>Knowledge of the limitations on strength of the vital constructional parts of a standard bulk carrier and ability to interpret given figures for bending moments and shear forces</p> <p>Ability to explain how to avoid the detrimental effects on bulk carriers of corrosion, fatigue and inadequate cargo handling</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate <p>using: stability, trim and stress tables, diagrams and stress-calculating equipment</p>	<p>Evaluations are based on accepted principles, well-founded arguments and correctly carried out. The decisions taken are acceptable, taking into consideration the safety of the ship and the prevailing conditions</p>
Carriage of dangerous goods	<p>International regulations, standards, codes and recommendations on the carriage of dangerous cargoes, including the International Maritime Dangerous Goods (IMDG) Code and the International Maritime Solid Bulk Cargoes (IMSBC) Code</p> <p>Carriage of dangerous, hazardous and harmful cargoes; precautions during loading and unloading and care during the voyage</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved specialist training 	<p>Planned distribution of cargo is based on reliable information and is in accordance with established guidelines and legislative requirements</p> <p>Information on dangers, hazards and special requirements is recorded in a format suitable for easy reference in the event of an incident</p>

Function: Controlling the operation of the ship and care for persons on board at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control trim, stability and stress	<p>Understanding of fundamental principles of ship construction and the theories and factors affecting trim and stability and measures necessary to preserve trim and stability</p> <p>Knowledge of the effect on trim and stability of a ship in the event of damage to and consequent flooding of a compartment and countermeasures to be taken</p> <p>Knowledge of IMO recommendations concerning ship stability</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	Stability and stress conditions are maintained within safe limits at all times

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor and control compliance with legislative requirements and measures to ensure safety of life at sea, security and the protection of the marine environment	<p>Knowledge of international maritime law embodied in international agreements and conventions</p> <p>Regard shall be paid especially to the following subjects:</p> <ol style="list-style-type: none"> .1 certificates and other documents required to be carried on board ships by international conventions, how they may be obtained and their period of validity .2 responsibilities under the relevant requirements of the International Convention on Load Lines, 1966, as amended .3 responsibilities under the relevant requirements of the International Convention for the Safety of Life at Sea, 1974, as amended .4 responsibilities under the International Convention for the Prevention of Pollution from Ships, as amended .5 maritime declarations of health and the requirements of the International Health Regulations .6 responsibilities under international instruments affecting the safety of the ship, passengers, crew and cargo .7 methods and aids to prevent pollution of the marine environment by ships .8 national legislation for implementing international agreements and conventions 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	<p>Procedures for monitoring operations and maintenance comply with legislative requirements</p> <p>Potential non-compliance is promptly and fully identified</p> <p>Planned renewal and extension of certificates ensures continued validity of surveyed items and equipment</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain safety and security of the ship's crew and passengers and the operational condition of life-saving, fire-fighting and other safety systems	<p>Thorough knowledge of life-saving appliance regulations (International Convention for the Safety of Life at Sea)</p> <p>Organization of fire drills and abandon ship drills</p> <p>Maintenance of operational condition of life-saving, fire-fighting and other safety systems</p> <p>Actions to be taken to protect and safeguard all persons on board in emergencies</p> <p>Actions to limit damage and save the ship following a fire, explosion, collision or grounding</p>	Examination and assessment of evidence obtained from practical instruction and approved in-service training and experience	Procedures for monitoring fire-detection and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established emergency procedures
Develop emergency and damage control plans and handle emergency situations	<p>Preparation of contingency plans for response to emergencies</p> <p>Ship construction, including damage control</p> <p>Methods and aids for fire prevention, detection and extinction</p> <p>Functions and use of life-saving appliances</p>	Examination and assessment of evidence obtained from approved in-service training and experience	Emergency procedures are in accordance with the established plans for emergency situations

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use of leadership and managerial skill	<p>Knowledge of shipboard personnel management and training</p> <p>A knowledge of related international maritime conventions and recommendations, and national legislation</p> <p>Ability to apply task and workload management, including:</p> <ol style="list-style-type: none"> .1 planning and co-ordination .2 personnel assignment .3 time and resource constraints .4 prioritization <p>Knowledge and ability to apply effective resource management:</p> <ol style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication on board and ashore .3 decisions reflect consideration of team experiences .4 assertiveness and leadership, including motivation .5 obtaining and maintaining situation awareness <p>Knowledge and ability to apply decision-making techniques:</p> <ol style="list-style-type: none"> .1 situation and risk assessment .2 identify and generate options .3 selecting course of action 	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved training .2 approved in-service experience .3 approved simulator training 	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements</p> <p>Operations are demonstrated to be in accordance with applicable rules</p> <p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p> <p>Necessary team member(s) share accurate understanding of current and predicted vessel state and</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use of leadership and managerial skill (continued)	.4 evaluation of outcome effectiveness Development, implementation, and oversight of standard operating procedures		operational status and external environment Decisions are most effective for the situation Operations are demonstrated to be effective and in accordance with applicable rules
Organize and manage the provision of medical care on board	A thorough knowledge* of the use and contents of the following publications: .1 International Medical Guide for Ships or equivalent national publications .2 medical section of the International Code of Signals .3 Medical First Aid Guide for Use in Accidents Involving Dangerous Goods	Examination and assessment of evidence obtained from approved training	Actions taken and procedures followed correctly apply and make full use of advice available

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Section A-II/3

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage, engaged on near-coastal voyages

OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

Standard of competence

- 1 Every candidate for certification shall:
 - .1 be required to demonstrate the competence to undertake, at operational level, the tasks, duties and responsibilities listed in column 1 of table A-II/3;
 - .2 at least hold the appropriate certificate for performing VHF radiocommunications in accordance with the requirements of the Radio Regulations; and
 - .3 if designated to have primary responsibility for radiocommunications during distress incidents, hold the appropriate certificate issued or recognized under the provisions of the Radio Regulations.
- 2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/3.
- 3 The level of knowledge of the subjects listed in column 2 of table A-II/3 shall be sufficient to enable the candidate to serve in the capacity of officer in charge of a navigational watch.
- 4 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 4-1 – Principles to be observed in keeping a navigational watch, and shall also take into account the relevant requirements of this part and the guidance given in part B of this Code.
- 5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/3.

Special training

- 6 Every candidate for certification as officer in charge of a navigational watch on ships of less than 500 gross tonnage, engaged on near-coastal voyages, who, in accordance with paragraph 4.2.1 of regulation II/3, is required to have completed special training, shall follow an approved programme of onboard training which:
 - .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch, taking into account the guidance given in section B-II/1 of this Code;
 - .2 is closely supervised and monitored by qualified officers on board the ships in which the approved seagoing service is performed; and
 - .3 is adequately documented in a training record book or similar document*.

* The relevant IMO Model Course(s) and a similar document produced by the International Shipping Federation may be of assistance in the preparation of training record books.

MASTER

7 Every candidate for certification as master on ships of less than 500 gross tonnage, engaged on near-coastal voyages, shall meet the requirements for an officer in charge of a navigational watch set out below and, in addition, shall be required to provide evidence of knowledge and ability to carry out all the duties of such a master.

Table A-II/3

Specification of minimum standard of competence for officers in charge of a navigational watch and for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages

Function: Navigation at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Plan and conduct a coastal passage and determine position</p> <p>Note: Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS. These limitations shall be reflected in the endorsement issued to the seafarer concerned</p>	<p><i>Navigation</i></p> <p>Ability to determine the ship's position by the use of:</p> <ol style="list-style-type: none"> .1 landmarks .2 aids to navigation, including lighthouses, beacons and buoys .3 dead reckoning, taking into account winds, tides, currents and estimated speed <p>Thorough knowledge of and ability to use nautical charts and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings and ships' routing information</p> <p>Reporting in accordance with General Principles for Ship Reporting Systems and with VTS procedures</p> <p>Note: This item is only required for certification as master</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training <p>using: chart catalogues, charts, nautical publications, radio navigational warnings, sextant, azimuth mirror, electronic navigation equipment, echo-sounding equipment, compass</p>	<p>Information obtained from nautical charts and publications is relevant, interpreted correctly and properly applied</p> <p>The primary method of fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The position is determined within the limits of acceptable instrument/system errors</p> <p>The reliability of the information obtained from the primary method of position fixing is checked at appropriate intervals</p> <p>Calculations and measurements of navigational information are accurate</p> <p>Charts and publications selected are the largest scale on board suitable for the area of navigation and charts are corrected in accordance with the latest information available</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a coastal passage and determine position <i>(continued)</i>	Voyage planning and navigation for all conditions by acceptable methods of plotting coastal tracks, taking into account, e.g.: <ul style="list-style-type: none"> .1 restricted waters .2 meteorological conditions .3 ice .4 restricted visibility .5 traffic separation schemes .6 vessel traffic service (VTS) areas .7 areas of extensive tidal effects <i>Note:</i> This item is only required for certification as master Thorough knowledge of and ability to use ECDIS	Examination and assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved training ship experience .2 approved ECDIS simulator training 	

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a coastal passage and determine position (continued)	<p><i>Navigational aids and equipment</i></p> <p>Ability to operate safely and determine the ship's position by use of all navigational aids and equipment commonly fitted on board the ships concerned</p> <p><i>Compasses</i></p> <p>Knowledge of the errors and corrections of magnetic compasses</p> <p>Ability to determine errors of the compass, using terrestrial means, and to allow for such errors</p> <p><i>Automatic pilot</i></p> <p>Knowledge of automatic pilot systems and procedures; change-over from manual to automatic control and vice versa; adjustment of controls for optimum performance</p> <p><i>Meteorology</i></p> <p>Ability to use and interpret information obtained from shipborne meteorological instruments</p> <p>Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems</p> <p>Ability to apply the meteorological information available</p>	Assessment of evidence obtained from approved radar simulator	<p>Performance checks and tests of navigation systems comply with manufacturer's recommendations, good navigational practice and IMO resolutions on performance standards for navigational equipment</p> <p>Interpretation and analysis of information obtained from radar is in accordance with accepted navigational practice and takes account of the limits and accuracy levels of radar</p> <p>Errors in magnetic compasses are determined and applied correctly to courses and bearings</p> <p>Selection of the mode of steering is the most suitable for prevailing weather, sea and traffic conditions and intended manoeuvres</p> <p>Measurements and observations of weather conditions are accurate and appropriate to the passage</p> <p>Meteorological information is evaluated and applied to maintain the safe passage of the vessel</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe navigational watch	<p><i>Watchkeeping</i></p> <p>Thorough knowledge of content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Knowledge of content of the Principles to be observed in keeping a navigational watch</p> <p>Use of routing in accordance with the General Provisions on Ships' Routing</p> <p>Use of reporting in accordance with the General Principles for Ship Reporting Systems and with VTS procedures</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The conduct, handover and relief of the watch conforms with accepted principles and procedures</p> <p>A proper look-out is maintained at all times and in conformity with accepted principles and procedures</p> <p>Lights, shapes and sound signals conform with the requirements contained in the International Regulations for Preventing Collisions at Sea, 1972, as amended and are correctly recognized</p> <p>The frequency and extent of monitoring of traffic, the ship and the environment conform with accepted principles and procedures</p> <p>Action to avoid close encounters and collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Decisions to adjust course and/or speed are both timely and in accordance with accepted navigation procedures</p> <p>A proper record is maintained of movements and activities relating to the navigation of the ship</p> <p>Responsibility for safe navigation is clearly defined at all times, including periods when the master is on the bridge and when under pilotage</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies	<p>Emergency procedures, including:</p> <ol style="list-style-type: none"> .1 precautions for the protection and safety of passengers in emergency situations .2 initial assessment of damage and damage control .3 action to be taken following a collision .4 action to be taken following a grounding <p>In addition, the following material should be included for certification as master:</p> <ol style="list-style-type: none"> .1 emergency steering .2 arrangements for towing and for being taken in tow .3 rescuing persons from the sea .4 assisting a vessel in distress .5 appreciation of the action to be taken when emergencies arise in port 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 practical instruction 	<p>The type and scale of the emergency is promptly identified</p> <p>Initial actions and, if appropriate, manoeuvring are in accordance with contingency plans and are appropriate to the urgency of the situation and the nature of the emergency</p>
Respond to a distress signal at sea	<p><i>Search and rescue</i></p> <p>Knowledge of the contents of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual</p>	<p>Examination and assessment of evidence obtained from practical instruction or approved simulator training, where appropriate</p>	<p>The distress or emergency signal is immediately recognized</p> <p>Contingency plans and instructions in standing orders are implemented and complied with</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre the ship and operate small ship power plants	<p><i>Ship manoeuvring and handling</i></p> <p>Knowledge of factors affecting safe manoeuvring and handling</p> <p>The operation of small ship power plants and auxiliaries</p> <p>Proper procedures for anchoring and mooring</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	<p>Safe operating limits of ship propulsion, steering and power systems are not exceeded in normal manoeuvres</p> <p>Adjustments made to the ship's course and speed maintain safety of navigation</p> <p>Plant, auxiliary machinery and equipment is operated in accordance with technical specifications and within safe operating limits at all times</p>

Function: Cargo handling and stowage at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor the loading, stowage, securing and unloading of cargoes and their care during the voyage	<p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of safe handling, stowage and securing of cargoes, including dangerous, hazardous and harmful cargoes, and their effect on the safety of life and of the ship</p> <p>Use of the International Maritime Dangerous Goods (IMDG) Code</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules/regulations, equipment operating instructions and shipboard stowage limitations</p> <p>The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice</p>

Function: Controlling the operation of the ship and care for persons on board at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment and anti-pollution procedures</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p>	<p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p>Understanding of the fundamentals of watertight integrity</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>The stability conditions comply with the IMO intact stability criteria under all conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice</p>
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Understanding of action to be taken in the event of fire, including fires involving oil systems</p>	<p>Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3</p>	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards
Apply medical first aid on board ship	<p><i>Medical aid</i></p> <p>Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship</p>	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	The identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment	Assessment of evidence obtained from examination or approved training	Legislative requirements relating to safety of life at sea, security and protection of the marine environment are correctly identified
Contribute to the safety of personnel and ship	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p> <p>Knowledge of personal safety and social responsibilities</p>	Assessment of evidence obtained from approved training and experiences as set out in section A-VI/1, paragraph 2	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Procedures designed to safeguard the environment are observed at all times</p> <p>Initial and follow-up actions on becoming aware of an emergency conform with established emergency response procedures</p>

Section A-II/4

Mandatory minimum requirements for certification of ratings forming part of a navigational watch

Standard of competence

1 Every rating forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more shall be required to demonstrate the competence to perform the navigation function at the support level, as specified in column 1 of table A-II/4.

2 The minimum knowledge, understanding and proficiency required of ratings forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more is listed in column 2 of table A-II/4.

3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-II/4. The reference to "practical test" in column 3 may include approved shore-based training in which the trainees undergo practical testing.

4 Where there are no tables of competence for the support level in respect to certain functions, it remains the responsibility of the Administration to determine the appropriate training, assessment and certification requirements to be applied to personnel designated to perform those functions at the support level.

Table A-II/4
**Specification of minimum standard of competence for ratings
forming part of a navigational watch**

Function: Navigation at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Steer the ship and also comply with helm orders in the English language	Use of magnetic and gyro-compasses Helm orders Change-over from automatic pilot to hand steering and vice versa	Assessment of evidence obtained from: .1 practical test, or .2 approved in-service experience, or .3 approved training ship experience	A steady course is steered within acceptable limits, having regard to the area of navigation and prevailing sea state. Alterations of course are smooth and controlled Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner
Keep a proper look-out by sight and hearing	Responsibilities of a look-out, including reporting the approximate bearing of a sound signal, light or other object in degrees or points	Assessment of evidence obtained from: .1 practical test, or .2 approved in-service experience, or .3 approved training ship experience	Sound signals, lights and other objects are promptly detected and their approximate bearing, in degrees or points, is reported to the officer of the watch
Contribute to monitoring and controlling a safe watch	Shipboard terms and definitions Use of appropriate internal communication and alarm systems Ability to understand orders and to communicate with the officer of the watch on matters relevant to watchkeeping duties Procedures for the relief, maintenance and handover of a watch Information required to maintain a safe watch Basic environmental protection procedures	Assessment of evidence obtained from approved in-service experience or approved training ship experience	Communications are clear and concise and advice/clarification is sought from the officer on watch where watch information or instructions are not clearly understood Maintenance, handover and relief of the watch is in conformity with accepted practices and procedures

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate emergency equipment and apply emergency procedures	<p>Knowledge of emergency duties and alarm signals</p> <p>Knowledge of pyrotechnic distress signals; satellite EPIRBs and SARTs</p> <p>Avoidance of false distress alerts and action to be taken in event of accidental activation</p>	Assessment of evidence obtained from demonstration and approved in-service experience or approved training ship experience	<p>Initial action on becoming aware of an emergency or abnormal situation is in conformity with established practices and procedures</p> <p>Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner</p> <p>The integrity of emergency and distress alerting systems is maintained at all times</p>

Section A-II/5

Mandatory minimum requirements for certification of ratings as able seafarer deck

Standard of competence

1 Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be required to demonstrate the competence to perform the functions at the support level, as specified in column 1 of table A-II/5.

2 The minimum knowledge, understanding and proficiency required of an able seafarer deck serving on a seagoing ship of 500 gross tonnage or more is listed in column 2 of table A-II/5.

3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-II/5.

Table A-II/5

Specification of minimum standards of competence of ratings as able seafarer deck

Function: Navigation at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to a safe navigational watch	<p>Ability to understand orders and to communicate with the officer of the watch on matters relevant to watchkeeping duties</p> <p>Procedures for the relief, maintenance and handover of a watch</p> <p>Information required to maintain a safe watch</p>	Assessment of evidence obtained from in-service experience or practical test	<p>Communications are clear and concise</p> <p>Maintenance, handover and relief of the watch is in conformity with acceptable practices and procedures</p>
Contribute to berthing, anchoring and other mooring operations	<p>Working knowledge of the mooring system and related procedures, including:</p> <ul style="list-style-type: none"> .1 the function of mooring and tug lines and how each line functions as part of an overall system .2 the capacities, safe working loads, and breaking strengths of mooring equipment, including mooring wires, synthetic and fibre lines, winches, anchor windlasses, capstans, bits, chocks and bollards .3 the procedures and order of events for making fast and letting go mooring and tug lines and wires, including towing lines .4 the procedures and order of events for the use of anchors in various operations <p>Working knowledge of the procedures and order of events associated with mooring to a buoy or buoys</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience .5 approved simulator training, where appropriate 	Operations are carried out in accordance with established safety practices and equipment operating instructions

Function: Cargo handling and stowage at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the handling of cargo and stores	<p>Knowledge of procedures for safe handling, stowage and securing of cargoes and stores, including dangerous, hazardous and harmful substances and liquids</p> <p>Basic knowledge of and precautions to observe in connection with particular types of cargo and identification of IMDG labelling</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> <p>.5 approved simulator training, where appropriate</p>	<p>Cargo and stores operations are carried out in accordance with established safety procedures and equipment operating instructions</p> <p>The handling of dangerous, hazardous and harmful cargoes or stores complies with established safety practices</p>

Function: Controlling the operation of the ship and care for persons on board at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of deck equipment and machinery	<p>Knowledge of deck equipment, including:</p> <p>.1 function and uses of valves and pumps, hoists, cranes, booms, and related equipment</p> <p>.2 function and uses of winches, windlasses, capstans and related equipment</p> <p>.3 hatches, watertight doors, ports, and related equipment</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p>	<p>Operations are carried out in accordance with established safety practices and equipment operating instructions</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of deck equipment and machinery (continued)	.4 fibre and wire ropes, cables and chains, including their construction, use, markings, maintenance and proper stowage		
	.5 ability to use and understand basic signals for the operation of equipment, including winches, windlasses, cranes, and hoists	Assessment of evidence obtained from practical demonstration	Communications within the operator's area of responsibility are consistently successful
	.6 ability to operate anchoring equipment under various conditions, such as anchoring, weighing anchor, securing for sea, and in emergencies	Assessment of evidence obtained from practical demonstration	Equipment operation is safely carried out in accordance with established procedures
	Knowledge of the following procedures and ability to:		
	.1 rig and unrig bosun's chairs and staging	Assessment of evidence obtained from practical demonstration	Demonstrate the proper methods for rigging and unrigging in accordance with safe industry practice
	.2 rig and unrig pilot ladders, hoists, rat-guards and gangways		
	.3 use marlin spike seamanship skills, including the proper use of knots, splices and stoppers		Demonstrate the proper creation and use of knots, splices, stoppers, whippings, servings as well as proper canvas handling
	Use and handling of deck and cargo-handling gear and equipment:		
	.1 access arrangements, hatches and hatch covers, ramps, side/bow/stern doors or elevators		
	.2 pipeline systems – bilge and ballast suctions and wells		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of deck equipment and machinery (continued)	.3 cranes, derricks, winches Knowledge of hoisting and dipping flags and the main single-flag signals. (A, B, G, H, O, P, Q)		Demonstrate the proper use of blocks and tackle Demonstrate the proper methods for handling lines, wires, cables and chains
Apply occupational health and safety precautions	Working knowledge of safe working practices and personal shipboard safety including: .1 working aloft .2 working over the side .3 working in enclosed spaces .4 permit to work systems .5 line handling .6 lifting techniques and methods of preventing back injury .7 electrical safety .8 mechanical safety .9 chemical and biohazard safety .10 personal safety equipment	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Procedures designed to safeguard personnel and the ship are observed at all times Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times
Apply precautions and contribute to the prevention of pollution of the marine environment	Knowledge of the precautions to be taken to prevent pollution of the marine environment Knowledge of the use and operation of anti-pollution equipment Knowledge of the approved methods for disposal of marine pollutants	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Procedures designed to safeguard the marine environment are observed at all times

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate survival craft and rescue boats	<p>Knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment</p> <p>Knowledge of survival at sea techniques</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards

Function: Maintenance and repair at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance and repair	<p>Ability to use painting, lubrication and cleaning materials and equipment</p> <p>Ability to understand and execute routine maintenance and repair procedures</p> <p>Knowledge of surface preparation techniques</p> <p>Understanding manufacturer's safety guidelines and shipboard instructions</p> <p>Knowledge of safe disposal of waste materials</p> <p>Knowledge of the application, maintenance and use of hand and power tools</p>	<p>Assessment of evidence obtained from practical demonstration</p> <p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	Maintenance and repair activities are carried out in accordance with technical, safety and procedural specifications

CHAPTER III

Standards regarding engine department

Section A-III/1

Mandatory minimum requirements for certification of officers in charge of an engineering watch in a manned engine-room or as designated duty engineers in a periodically unmanned engine-room

Training

1 The education and training required by paragraph 2.4 of regulation III/1 shall include training in mechanical and electrical workshop skills relevant to the duties of an engineer officer.

Onboard training

2 Every candidate for certification as officer in charge of an engineering watch in a manned engine-room or as designated duty engineer in a periodically unmanned engine-room of ships powered by main propulsion machinery of 750 kW or more whose seagoing service, in accordance with paragraph 2.2 of regulation III/1, forms part of a training programme approved as meeting the requirements of this section shall follow an approved programme of onboard training which:

- .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of an engine-room watch, taking into account the guidance given in section B-III/1 of this Code;
- .2 is closely supervised and monitored by a qualified and certificated engineer officer aboard the ships in which the approved seagoing service is performed; and
- .3 is adequately documented in a training record book.

Standard of competence

3 Every candidate for certification as officer in charge of an engineering watch in a manned engine-room or as designated duty engineer in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate ability to undertake, at the operational level, the tasks, duties and responsibilities listed in column 1 of table A-III/1.

4 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/1.

5 The level of knowledge of the material listed in column 2 of table A-III/1 shall be sufficient for engineer officers to carry out their watchkeeping duties.*

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

6 Training and experience to achieve the necessary theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 4-2 – Principles to be observed in keeping an engineering watch, and shall take into account the relevant requirements of this part and the guidance given in part B of this Code.

7 Candidates for certification for service in ships in which steam boilers do not form part of their machinery may omit the relevant requirements of table A-III/1. A certificate awarded on such a basis shall not be valid for service on ships in which steam boilers form part of a ship's machinery until the engineer officer meets the standard of competence in the items omitted from table A-III/1. Any such limitation shall be stated on the certificate and in the endorsement.

8 The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.

9 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/1.

Near-coastal voyages

10 The requirements of paragraphs 2.2 to 2.5 of regulation III/1 relating to level of knowledge, understanding and proficiency required under the different sections listed in column 2 of table A-III/1 may be varied for engineer officers of ships powered by main propulsion machinery of less than 3,000 kW propulsion power engaged on near-coastal voyages, as considered necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

Table A-III/1

Specification of minimum standard of competence for officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room

Function: Marine engineering at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe engineering watch	<p>Thorough knowledge of Principles to be observed in keeping an engineering watch, including:</p> <ul style="list-style-type: none"> .1 duties associated with taking over and accepting a watch .2 routine duties undertaken during a watch .3 maintenance of the machinery space logs and the significance of the readings taken .4 duties associated with handing over a watch <p>Safety and emergency procedures; change-over of remote/automatic to local control of all systems</p> <p>Safety precautions to be observed during a watch and immediate actions to be taken in the event of fire or accident, with particular reference to oil systems</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>The conduct, handover and relief of the watch conforms with accepted principles and procedures</p> <p>The frequency and extent of monitoring of engineering equipment and systems conforms to manufacturers' recommendations and accepted principles and procedures, including Principles to be observed in keeping an engineering watch</p> <p>A proper record is maintained of the movements and activities relating to the ship's engineering systems</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe engineering watch (continued)	<p><i>Engine-room resource management</i></p> <p>Knowledge of engine-room resource management principles, including:</p> <ul style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication .3 assertiveness and leadership .4 obtaining and maintaining situational awareness .5 consideration of team experience 	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved training .2 approved in-service experience .3 approved simulator training 	<p>Resources are allocated and assigned as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Questionable decisions and/or actions result in appropriate challenge and response</p> <p>Effective leadership behaviours are identified</p> <p>Team member(s) share accurate understanding of current and predicted engine-room and associated systems state, and of external environment</p>
Use English in written and oral form	Adequate knowledge of the English language to enable the officer to use engineering publications and to perform engineering duties	Examination and assessment of evidence obtained from practical instruction	<p>English language publications relevant to engineering duties are correctly interpreted</p> <p>Communications are clear and understood</p>
Use internal communication systems	Operation of all internal communication systems on board	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Transmission and reception of messages are consistently successful</p> <p>Communication records are complete, accurate and comply with statutory requirements</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate main and auxiliary machinery and associated control systems	<p>Basic construction and operation principles of machinery systems, including:</p> <ul style="list-style-type: none"> .1 marine diesel engine .2 marine steam turbine .3 marine gas turbine .4 marine boiler .5 shafting installations, including propeller .6 other auxiliaries, including various pumps, air compressor, purifier, fresh water generator, heat exchanger, refrigeration, air-conditioning and ventilation systems .7 steering gear .8 automatic control systems .9 fluid flow and characteristics of lubricating oil, fuel oil and cooling systems .10 deck machinery <p>Safety and emergency procedures for operation of propulsion plant machinery, including control systems</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved laboratory equipment training 	<p>Construction and operating mechanisms can be understood and explained with drawings/instructions</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate main and auxiliary machinery and associated control systems (continued)	Preparation, operation, fault detection and necessary measures to prevent damage for the following machinery items and control systems: .1 main engine and associated auxiliaries .2 steam boiler and associated auxiliaries and steam systems .3 auxiliary prime movers and associated systems .4 other auxiliaries, including refrigeration, air-conditioning and ventilation systems	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations and avoid pollution of the marine environment Deviations from the norm are promptly identified The output of plant and engineering systems consistently meets requirements, including bridge orders relating to changes in speed and direction The causes of machinery malfunctions are promptly identified and actions are designed to ensure the overall safety of the ship and the plant, having regard to the prevailing circumstances and conditions
Operate fuel, lubrication, ballast and other pumping systems and associated control systems	Operational characteristics of pumps and piping systems, including control systems Operation of pumping systems: .1 routine pumping operations .2 operation of bilge, ballast and cargo pumping systems Oily-water separators (or-similar equipment) requirements and operation	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations and avoid pollution of the marine environment Deviations from the norm are promptly identified and appropriate action is taken

Function: Electrical, electronic and control engineering at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate electrical, electronic and control systems	<p>Basic configuration and operation principles of the following electrical, electronic and control equipment:</p> <ul style="list-style-type: none"> .1 electrical equipment: <ul style="list-style-type: none"> .a generator and distribution systems .b preparing, starting, paralleling and changing over generators .c electrical motors including starting methodologies .d high-voltage installations .e sequential control circuits and associated system devices .2 electronic equipment: <ul style="list-style-type: none"> .a characteristics of basic electronic circuit elements .b flowchart for automatic and control systems .c functions, characteristics and features of control systems for machinery items, including main propulsion plant operation control and steam boiler automatic controls .3 control systems: <ul style="list-style-type: none"> .a various automatic control methodologies and characteristics .b Proportional-Integral-Derivative (PID) control characteristics and associated system devices for process control 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations</p> <p>Electrical, electronic and control systems can be understood and explained with drawings/instructions</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintenance and repair of electrical and electronic equipment	<p>Safety requirements for working on shipboard electrical systems, including the safe isolation of electrical equipment required before personnel are permitted to work on such equipment</p> <p>Maintenance and repair of electrical system equipment, switchboards, electric motors, generator and DC electrical systems and equipment</p> <p>Detection of electric malfunction, location of faults and measures to prevent damage</p> <p>Construction and operation of electrical testing and measuring equipment</p> <p>Function and performance tests of the following equipment and their configuration:</p> <p>.1 monitoring systems</p> <p>.2 automatic control devices</p> <p>.3 protective devices</p> <p>The interpretation of electrical and simple electronic diagrams</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p> <p>.3 approved in-service experience</p> <p>.4 approved training ship experience</p>	<p>Safety measures for working are appropriate</p> <p>Selection and use of hand tools, measuring instruments, and testing equipment are appropriate and interpretation of results is accurate</p> <p>Dismantling, inspecting, repairing and reassembling equipment are in accordance with manuals and good practice</p> <p>Reassembling and performance testing is in accordance with manuals and good practice</p>

Function: Maintenance and repair at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Appropriate use of hand tools, machine tools and measuring instruments for fabrication and repair on board</p>	<p>Characteristics and limitations of materials used in construction and repair of ships and equipment</p> <p>Characteristics and limitations of processes used for fabrication and repair</p> <p>Properties and parameters considered in the fabrication and repair of systems and components</p> <p>Methods for carrying out safe emergency/temporary repairs</p> <p>Safety measures to be taken to ensure a safe working environment and for using hand tools, machine tools and measuring instruments</p> <p>Use of hand tools, machine tools and measuring instruments</p> <p>Use of various types of sealants and packings</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p> <p>.3 approved in-service experience</p> <p>.4 approved training ship experience</p>	<p>Identification of important parameters for fabrication of typical ship-related components is appropriate</p> <p>Selection of materials is appropriate</p> <p>Fabrication is to designated tolerances</p> <p>Use of equipment and hand tools, machine tools and measuring instruments is appropriate and safe</p>
<p>Maintenance and repair of shipboard machinery and equipment</p>	<p>Safety measures to be taken for repair and maintenance, including the safe isolation of shipboard machinery and equipment required before personnel are permitted to work on such machinery or equipment</p> <p>Appropriate basic mechanical knowledge and skills</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p> <p>.3 approved in-service experience</p>	<p>Safety procedures followed are appropriate</p> <p>Selection of tools and spare gear is appropriate</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintenance and repair of shipboard machinery and equipment <i>(continued)</i>	<p>Maintenance and repair, such as dismantling, adjustment and reassembling of machinery and equipment</p> <p>The use of appropriate specialized tools and measuring instruments</p> <p>Design characteristics and selection of materials in construction of equipment</p> <p>Interpretation of machinery drawings and handbooks</p> <p>The interpretation of piping, hydraulic and pneumatic diagrams</p>	.4 approved training ship experience	<p>Dismantling, inspecting, repairing and reassembling equipment is in accordance with manuals and good practice</p> <p>Re-commissioning and performance testing is in accordance with manuals and good practice</p> <p>Selection of materials and parts is appropriate</p>

Function: Controlling the operation of the ship and care for persons on board at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p> <p>Importance of proactive measures to protect the marine environment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved training</p>	<p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed</p> <p>Actions to ensure that a positive environmental reputation is maintained</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of the fundamentals of watertight integrity</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>The stability conditions comply with the IMO intact stability criteria under all conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice</p>
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Action to be taken in the event of fire, including fires involving oil systems</p>	<p>Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3, paragraphs 1 to 3</p>	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards
Apply medical first aid on board ship	<p><i>Medical aid</i></p> <p>Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship</p>	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	Identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment	Assessment of evidence obtained from examination or approved training	Legislative requirements relating to safety of life at sea, security and protection of the marine environment are correctly identified
Application of leadership and teamworking skills	<p>Working knowledge of shipboard personnel management and training</p> <p>A knowledge of related international maritime conventions and recommendations, and national legislation</p> <p>Ability to apply task and workload management, including:</p> <ol style="list-style-type: none"> .1 planning and co-ordination .2 personnel assignment .3 time and resource constraints .4 prioritization 	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved training .2 approved in-service experience .3 practical demonstration 	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements.</p> <p>Operations are demonstrated to be in accordance with applicable rules</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Application of leadership and teamworking skills <i>(continued)</i>	<p>Knowledge and ability to apply effective resource management:</p> <ol style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication on board and ashore .3 decisions reflect consideration of team experiences .4 assertiveness and leadership, including motivation .5 obtaining and maintaining situational awareness <p>Knowledge and ability to apply decision-making techniques:</p> <ol style="list-style-type: none"> .1 situation and risk assessment .2 identify and consider generated options .3 selecting course of action .4 evaluation of outcome effectiveness 		<p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p> <p>Necessary team member(s) share accurate understanding of current and predicted vessel state and operational status and external environment</p> <p>Decisions are most effective for the situation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safety of personnel and ship	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p> <p>Knowledge of personal safety and social responsibilities</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/1, paragraph 2	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Procedures designed to safeguard the environment are observed at all times</p> <p>Initial and follow-up actions on becoming aware of an emergency conform with established emergency response procedures</p>

Section A-III/2

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

Standard of competence

1 Every candidate for certification as chief engineer officer and second engineer officer of seagoing ships powered by main propulsion machinery of 3,000 kW power or more shall be required to demonstrate ability to undertake, at the management level, the tasks, duties and responsibilities listed in column 1 of table A-III/2.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-III/1 for officers in charge of an engineering watch.

3 Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate's ability to assimilate all available information that affects the safe operation of the ship's machinery and the protection of the marine environment.

4 The level of knowledge of the subjects listed in column 2 of table A-III/2 shall be sufficient to enable the candidate to serve in the capacity of chief engineer officer or second engineer officer.*

5 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.

6 The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.

7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/2.

Near-coastal voyages

8 The level of knowledge, understanding and proficiency required under the different sections listed in column 2 of table A-III/2 may be varied for engineer officers of ships powered by main propulsion machinery with limited propulsion power engaged on near-coastal voyages, as considered necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Table A-III/2

Specification of minimum standard of competence for chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

Function: Marine engineering at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage the operation of propulsion plant machinery	<p>Design features, and operative mechanism of the following machinery and associated auxiliaries:</p> <ul style="list-style-type: none"> .1 marine diesel engine .2 marine steam turbine .3 marine gas turbine .4 marine steam boiler 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Explanation and understanding of design features and operating mechanisms are appropriate</p>
Plan and schedule operations	<p><i>Theoretical knowledge</i></p> <p>Thermodynamics and heat transmission</p> <p>Mechanics and hydromechanics</p> <p>Propulsive characteristics of diesel engines, steam and gas turbines, including speed, output and fuel consumption</p> <p>Heat cycle, thermal efficiency and heat balance of the following:</p> <ul style="list-style-type: none"> .1 marine diesel engine .2 marine steam turbine .3 marine gas turbine .4 marine steam boiler 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>The planning and preparation of operations is suited to the design parameters of the power installation and to the requirements of the voyage</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and schedule operations (continued)	Refrigerators and refrigeration cycle Physical and chemical properties of fuels and lubricants Technology of materials Naval architecture and ship construction, including damage control		
Operation, surveillance, performance assessment and maintaining safety of propulsion plant and auxiliary machinery	<i>Practical knowledge</i> Start up and shut down main propulsion and auxiliary machinery, including associated systems Operating limits of propulsion plant The efficient operation, surveillance, performance assessment and maintaining safety of propulsion plant and auxiliary machinery Functions and mechanism of automatic control for main engine Functions and mechanism of automatic control for auxiliary machinery including but not limited to: .1 generator distribution systems .2 steam boilers .3 oil purifier .4 refrigeration system .5 pumping and piping systems .6 steering gear system .7 cargo-handling equipment and deck machinery	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	The methods of preparing for the start-up and of making available fuels, lubricants, cooling water and air are the most appropriate Checks of pressures, temperatures and revolutions during the start-up and warm-up period are in accordance with technical specifications and agreed work plans Surveillance of main propulsion plant and auxiliary systems is sufficient to maintain safe operating conditions The methods of preparing the shutdown, and of supervising the cooling down of the engine are the most appropriate The methods of measuring the load capacity of the engines are in accordance with technical specifications Performance is checked against bridge orders Performance levels are in accordance with technical specifications

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage fuel, lubrication and ballast operations	Operation and maintenance of machinery, including pumps and piping systems	Examination and assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	Fuel and ballast operations meet operational requirements and are carried out so as to prevent pollution of the marine environment

Function: Electrical, electronic and control engineering at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage operation of electrical and electronic control equipment	<p><i>Theoretical knowledge</i></p> <p>Marine electrotechnology, electronics, power electronics, automatic control engineering and safety devices</p> <p>Design features and system configurations of automatic control equipment and safety devices for the following:</p> <ul style="list-style-type: none"> .1 main engine .2 generator and distribution system .3 steam boiler <p>Design features and system configurations of operational control equipment for electrical motors</p> <p>Design features of high-voltage installations</p> <p>Features of hydraulic and pneumatic control equipment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Operation of equipment and system is in accordance with operating manuals</p> <p>Performance levels are in accordance with technical specifications</p>
Manage trouble-shooting, restoration of electrical and electronic control equipment to operating condition	<p><i>Practical knowledge</i></p> <p>Troubleshooting of electrical and electronic control equipment</p> <p>Function test of electrical, electronic control equipment and safety devices</p> <p>Troubleshooting of monitoring systems</p> <p>Software version control</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Maintenance activities are correctly planned in accordance with technical, legislative, safety and procedural specifications</p> <p>Inspection, testing and troubleshooting of equipment are appropriate</p>

Function: Maintenance and repair at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage safe and effective maintenance and repair procedures	<p><i>Theoretical knowledge</i></p> <p>Marine engineering practice</p> <p><i>Practical knowledge</i></p> <p>Manage safe and effective maintenance and repair procedures</p> <p>Planning maintenance, including statutory and class verifications</p> <p>Planning repairs</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved workshop training</p>	<p>Maintenance activities are correctly planned and carried out in accordance with technical, legislative, safety and procedural specifications</p> <p>Appropriate plans, specifications, materials and equipment are available for maintenance and repair</p> <p>Action taken leads to the restoration of plant by the most suitable method</p>
Detect and identify the cause of machinery malfunctions and correct faults	<p><i>Practical knowledge</i></p> <p>Detection of machinery malfunction, location of faults and action to prevent damage</p> <p>Inspection and adjustment of equipment</p> <p>Non-destructive examination</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The methods of comparing actual operating conditions are in accordance with recommended practices and procedures</p> <p>Actions and decisions are in accordance with recommended operating specifications and limitations</p>
Ensure safe working practices	<p><i>Practical knowledge</i></p> <p>Safe working practices</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved laboratory equipment training</p>	<p>Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns</p>

Function: Controlling the operation of the ship and care for persons on board at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control trim, stability and stress	<p>Understanding of fundamental principles of ship construction and the theories and factors affecting trim and stability and measures necessary to preserve trim and stability</p> <p>Knowledge of the effect on trim and stability of a ship in the event of damage to, and consequent flooding of, a compartment and countermeasures to be taken</p> <p>Knowledge of IMO recommendations concerning ship stability</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>Stability and stress conditions are maintained within safety limits at all times</p>
Monitor and control compliance with legislative requirements and measures to ensure safety of life at sea, security and protection of the marine environment	<p>Knowledge of relevant international maritime law embodied in international agreements and conventions</p> <p>Regard shall be paid especially to the following subjects:</p> <p>.1 certificates and other documents required to be carried on board ships by international conventions, how they may be obtained and the period of their legal validity</p> <p>.2 responsibilities under the relevant requirements of the International Convention on Load Lines, 1966, as amended</p> <p>.3 responsibilities under the relevant requirements of the International Convention for the Safety of Life at Sea, 1974, as amended</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>Procedures for monitoring operations and maintenance comply with legislative requirements</p> <p>Potential non-compliance is promptly and fully identified</p> <p>Requirements for renewal and extension of certificates ensure continued validity of survey items and equipment</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Monitor and control compliance with legislative requirements and measures to ensure safety of life at sea and protection of the marine environment (continued)</p>	<p>.4 responsibilities under the International Convention for the Prevention of Pollution from Ships, as amended</p> <p>.5 maritime declarations of health and the requirements of the International Health Regulations</p> <p>.6 responsibilities under international instruments affecting the safety of the ships, passengers, crew or cargo</p> <p>.7 methods and aids to prevent pollution of the environment by ships</p> <p>.8 knowledge of national legislation for implementing international agreements and conventions</p>		
<p>Maintain safety and security of the vessel, crew and passengers and the operational condition of life-saving, fire-fighting and other safety systems</p>	<p>A thorough knowledge of life-saving appliance regulations (International Convention for the Safety of Life at Sea)</p> <p>Organization of fire and abandon ship drills</p> <p>Maintenance of operational condition of life-saving, fire-fighting and other safety systems</p> <p>Actions to be taken to protect and safeguard all persons on board in emergencies</p> <p>Actions to limit damage and save the ship following fire, explosion, collision or grounding</p>	<p>Examination and assessment of evidence obtained from practical instruction and approved in-service training and experience</p>	<p>Procedures for monitoring fire-detection and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established emergency procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Develop emergency and damage control plans and handle emergency situations	<p>Ship construction, including damage control</p> <p>Methods and aids for fire prevention, detection and extinction</p> <p>Functions and use of life-saving appliances</p>	Examination and assessment of evidence obtained from approved in-service training and experience	Emergency procedures are in accordance with the established plans for emergency situations
Use leadership and managerial skills	<p>Knowledge of shipboard personnel management and training</p> <p>A knowledge of international maritime conventions and recommendations, and related national legislation</p> <p>Ability to apply task and workload management, including:</p> <ol style="list-style-type: none"> .1 planning and coordination .2 personnel assignment .3 time and resource constraints .4 prioritization <p>Knowledge and ability to apply effective resource management:</p> <ol style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication on board and ashore .3 decisions reflect consideration of team experience 	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved training .2 approved in-service experience .3 approved simulator training 	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements</p> <p>Operations are demonstrated to be in accordance with applicable rules</p> <p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use leadership and managerial skills <i>(continued)</i>	.4 assertiveness and leadership, including motivation .5 obtaining and maintaining situation awareness Knowledge and ability to apply decision-making techniques: .1 situation and risk assessment .2 identify and generate options .3 select course of action .4 evaluation of outcome effectiveness Development, implementation, and oversight of standard operating procedures		Effective leadership behaviours are demonstrated Necessary team member(s) share accurate understanding of current and predicted vessel state and operational status and external environment Decisions are most effective for the situation Operations are demonstrated to be effective and in accordance with applicable rules

Section A-III/3

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power

Standard of competence

1 Every candidate for certification as chief engineer officer and second engineer officer of seagoing ships powered by main propulsion machinery of between 750 kW and 3,000 kW power shall be required to demonstrate ability to undertake, at management level, the tasks, duties and responsibilities listed in column 1 of table A-III/2.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-III/1 for officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room.

3 Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate's ability to assimilate all available information that affects the safe operation of the ship's machinery and the protection of the marine environment.

4 The level of knowledge of the subjects listed in column 2 of table A-III/2 may be lowered but shall be sufficient to enable the candidate to serve in the capacity of chief engineer officer or second engineer officer at the range of propulsion power specified in this section.

5 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.

6 The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.

7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/2.

Near-coastal voyages

8 The level of knowledge, understanding and proficiency required under the different sections listed in column 2 of table A-III/2 and the requirements of paragraphs 2.1.1 and 2.1.2 of regulation III/3 may be varied for engineer officers of ships powered by main propulsion machinery of less than 3,000 kW main propulsion power engaged on near-coastal voyages, as considered necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

Section A-III/4

Mandatory minimum requirements for certification of ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

Standard of competence

- 1 Every rating forming part of an engine-room watch on a seagoing ship shall be required to demonstrate the competence to perform the marine engineering function at the support level, as specified in column 1 of table A-III/4.
- 2 The minimum knowledge, understanding and proficiency required of ratings forming part of an engine-room watch is listed in column 2 of table A-III/4.
- 3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-III/4. The reference to "practical test" in column 3 may include approved shore-based training in which the students undergo practical testing.
- 4 Where there are no tables of competence for the support level with respect to certain functions, it remains the responsibility of the Administration to determine the appropriate training, assessment and certification requirements to be applied to personnel designated to perform those functions at the support level.

Table A-III/4
**Specification of minimum standard of competence for ratings
forming part of an engineering watch**

Function: Marine engineering at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Carry out a watch routine appropriate to the duties of a rating forming part of an engine-room watch</p> <p>Understand orders and be understood in matters relevant to watchkeeping duties</p>	<p>Terms used in machinery spaces and names of machinery and equipment</p> <p>Engine-room watchkeeping procedures</p> <p>Safe working practices as related to engine-room operations</p> <p>Basic environmental protection procedures</p> <p>Use of appropriate internal communication system</p> <p>Engine-room alarm systems and ability to distinguish between the various alarms, with special reference to fire-extinguishing gas alarms</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience; .2 approved training ship experience; or .3 practical test 	<p>Communications are clear and concise and advice or clarification is sought from the officer of the watch where watch information or instructions are not clearly understood</p> <p>Maintenance, handover and relief of the watch is in conformity with accepted principles and procedures</p>
<p>For keeping a boiler watch:</p> <p>Maintain the correct water levels and steam pressures</p>	<p>Safe operation of boilers</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience; .2 approved training ship experience; .3 practical test; or .4 approved simulator training, where appropriate 	<p>Assessment of boiler condition is accurate and based on relevant information available from local and remote indicators and physical inspections</p> <p>The sequence and timing of adjustments maintains safety and optimum efficiency</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate emergency equipment and apply emergency procedures	<p>Knowledge of emergency duties</p> <p>Escape routes from machinery spaces</p> <p>Familiarity with the location and use of fire-fighting equipment in the machinery spaces</p>	Assessment of evidence obtained from demonstration and approved in-service experience or approved training ship experience	<p>Initial action on becoming aware of an emergency or abnormal situation conforms with established procedures</p> <p>Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner</p>

Section A-III/5

Mandatory minimum requirements for certification of ratings as able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

Standard of competence

- 1 Every able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate the competence to perform the functions at the support level, as specified in column 1 of table A-III/5.
- 2 The minimum knowledge, understanding and proficiency required of an able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more is listed in column 2 of table A-III/5.
- 3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-III/5.

Table A-III/5

Specification of minimum standard of competence for ratings as able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

Function: Marine engineering at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to a safe engineering watch	Ability to understand orders and to communicate with the officer of the watch in matters relevant to watchkeeping duties Procedures for the relief, maintenance and handover of a watch Information required to maintain a safe watch	Assessment of evidence obtained from in-service experience or practical test	Communications are clear and concise Maintenance, handover and relief of the watch is in conformity with acceptable practices and procedures
Contribute to the monitoring and controlling of an engine-room watch	Basic knowledge of the function and operation of main propulsion and auxiliary machinery Basic understanding of main propulsion and auxiliary machinery control pressures, temperatures and levels	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience; .2 approved training ship experience; or .3 practical test	The frequency and extent of monitoring of main propulsion and auxiliary machinery conforms with accepted principles and procedures Deviations from the norm are identified Unsafe conditions or potential hazards are promptly recognized, reported and rectified before work continues
Contribute to fuelling and oil transfer operations	Knowledge of the function and operation of fuel system and oil transfer operations, including: .1 preparations for fuelling and transfer operations .2 procedures for connecting and disconnecting fuelling and transfer hoses	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Transfer operations are carried out in accordance with established safety practices and equipment operating instructions The handling of dangerous, hazardous and harmful liquids complies with established safety practices Communications within the operator's area of responsibility are consistently successful

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to fuelling and oil transfer operations (continued)	<p>.3 procedures relating to incidents that may arise during fuelling or transferring operation</p> <p>.4 securing from fuelling and transfer operations</p> <p>.5 ability to correctly measure and report tank levels</p>	Assessment of evidence obtained from practical demonstration	
Contribute to bilge and ballast operations	<p>Knowledge of the safe function, operation and maintenance of the bilge and ballast systems, including:</p> <p>.1 reporting incidents associated with transfer operations</p> <p>.2 ability to correctly measure and report tank levels</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> <p>Assessment of evidence obtained from practical demonstration</p>	<p>Operations and maintenance are carried out in accordance with established safety practices and equipment operating instructions and pollution of the marine environment is avoided</p> <p>Communications within the operator's area of responsibility are consistently successful</p>
Contribute to the operation of equipment and machinery	<p>Safe operation of equipment, including:</p> <p>.1 valves and pumps</p> <p>.2 hoists and lifting equipment</p> <p>.3 hatches, watertight doors, ports and related equipment</p> <p>Ability to use and understand basic crane, winch and hoist signals</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> <p>Assessment of evidence obtained from practical demonstration</p>	<p>Operations are carried out in accordance with established safety practices and equipment operating instructions</p> <p>Communications within the operator's area of responsibility are consistently successful</p>

Function: Electrical, electronic and control engineering at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Safe use of electrical equipment	<p>Safe use and operation of electrical equipment, including:</p> <ul style="list-style-type: none"> .1 safety precautions before commencing work or repair .2 isolation procedures .3 emergency procedures .4 different voltages on board <p>Knowledge of the causes of electric shock and precautions to be observed to prevent shock</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	<p>Recognizes and reports electrical hazards and unsafe equipment</p> <p>Understands safe voltages for hand-held equipment</p> <p>Understands risks associated with high-voltage equipment and onboard work</p>

Function: Maintenance and repair at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance and repair	<p>Ability to use painting, lubrication and cleaning materials and equipment</p> <p>Ability to understand and execute routine maintenance and repair procedures</p> <p>Knowledge of surface preparation techniques</p> <p>Knowledge of safe disposal of waste materials</p> <p>Understanding manufacturer's safety guidelines and shipboard instructions</p>	<p>Assessment of evidence obtained from practical demonstration</p> <p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	<p>Maintenance activities are carried out in accordance with technical, safety and procedural specifications</p> <p>Selection and use of equipment and tools is appropriate</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance and repair (continued)	Knowledge of the application, maintenance and use of hand and power tools and measuring instruments and machine tools Knowledge of metalwork		

Function: Controlling the operation of the ship and care for persons on board at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the handling of stores	Knowledge of procedures for safe handling, stowage and securing of stores	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Stores operations are carried out in accordance with established safety practices and equipment operating instructions The handling of dangerous, hazardous and harmful stores complies with established safety practices Communications within the operator's area of responsibility are consistently successful
Apply precautions and contribute to the prevention of pollution of the marine environment	Knowledge of the precautions to be taken to prevent pollution of the marine environment Knowledge of use and operation of anti-pollution equipment Knowledge of approved methods for disposal of marine pollutants	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Procedures designed to safeguard the marine environment are observed at all times

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety procedures	<p>Working knowledge of safe working practices and personal shipboard safety, including:</p> <ul style="list-style-type: none"> .1 electrical safety .2 lockout/tag-out .3 mechanical safety .4 permit to work systems .5 working aloft .6 working in enclosed spaces .7 lifting techniques and methods of preventing back injury .8 chemical and biohazard safety .9 personal safety equipment 	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times</p>

Section A-III/6

Mandatory minimum requirements for certification of electro-technical officers

Training

1 The education and training required by paragraph 2.3 of regulation III/6 shall include training in electronic and electrical workshop skills relevant to the duties of electro-technical officer.

Onboard training

2 Every candidate for certification as electro-technical officer shall follow an approved programme of onboard training which:

- .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an electro-technical officer;
- .2 is closely supervised and monitored by qualified and certificated officers aboard the ships in which the approved seagoing service is performed; and
- .3 is adequately documented in a training record book.

Standard of competence

3 Every candidate for certification as electro-technical officer shall be required to demonstrate the ability to undertake the tasks, duties and responsibilities listed in column 1 of table A-III/6.

4 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/6 and it shall take into account the guidance given in part B of this Code.

5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence tabulated in columns 3 and 4 of table A-III/6.

Table A-III/6

Specification of minimum standard of competence for electro-technical officers

Function: Electrical, electronic and control engineering at the operational level

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
Monitor the operation of electrical, electronic and control systems	<p>Basic understanding of the operation of mechanical engineering systems, including:</p> <ul style="list-style-type: none"> .1 prime movers, including main propulsion plant .2 engine-room auxiliary machinery .3 steering systems .4 cargo handling systems .5 deck machinery .6 hotel systems <p>Basic knowledge of heat transmission, mechanics and hydromechanics</p> <p><i>Knowledge of:</i></p> <p>Electro-technology and electrical machines theory</p> <p>Fundamentals of electronics and power electronics</p> <p>Electrical power distribution boards and electrical equipment</p> <p>Fundamentals of automation, automatic control systems and technology</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Operation of equipment and system is in accordance with operating manuals</p> <p>Performance levels are in accordance with technical specifications</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor the operation of electrical, electronic and control systems <i>(continued)</i>	Instrumentation, alarm and monitoring systems Electrical drives Technology of electrical materials Electro-hydraulic and electro-pneumatic control systems Appreciation of the hazards and precautions required for the operation of power systems above 1,000 volts		
Monitor the operation of automatic control systems of propulsion and auxiliary machinery	Preparation of control systems of propulsion and auxiliary machinery for operation	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Surveillance of main propulsion plant and auxiliary systems is sufficient to maintain safe operation condition
Operate generators and distribution systems	Coupling, load sharing and changing over generators Coupling and breaking connection between switchboards and distribution panels	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations Electrical distribution systems can be understood and explained with drawings/instructions

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
Operate and maintain power systems in excess of 1,000 volts	<p><i>Theoretical knowledge</i></p> <p>High-voltage technology</p> <p>Safety precautions and procedures</p> <p>Electrical propulsion of the ships, electrical motors and control systems</p> <p><i>Practical knowledge</i></p> <p>Safe operation and maintenance of high-voltage systems, including knowledge of the special technical type of high-voltage systems and the danger resulting from operational voltage of more than 1,000 volts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations</p>
Operate computers and computer networks on ships	<p>Understanding of:</p> <p>.1 main features of data processing</p> <p>.2 construction and use of computer networks on ships</p> <p>.3 bridge-based, engine-room-based and commercial computer use</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>Computer networks and computers are correctly checked and handled</p>
Use English in written and oral form	<p>Adequate knowledge of the English language to enable the officer to use engineering publications and to perform the officer's duties</p>	<p>Examination and assessment of evidence obtained from practical instructions</p>	<p>English language publications relevant to the officer's duties are correctly interpreted</p> <p>Communications are clear and understood</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use internal communication systems	Operation of all internal communication systems on board	Examination and assessment of evidence obtained from one or more of the following: <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	Transmission and reception of messages are consistently successful Communication records are complete, accurate and comply with statutory requirements

Function: Maintenance and repair at the operational level

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
<p>Maintenance and repair of electrical and electronic equipment</p>	<p>Safety requirements for working on shipboard electrical systems, including the safe isolation of electrical equipment required before personnel are permitted to work on such equipment</p> <p>Maintenance and repair of electrical system equipment, switchboards, electric motors, generators and DC electrical systems and equipment</p> <p>Detection of electric malfunction, location of faults and measures to prevent damage</p> <p>Construction and operation of electrical testing and measuring equipment</p> <p>Function and performance tests of the following equipment and their configuration:</p> <ul style="list-style-type: none"> .1 monitoring systems .2 automatic control devices .3 protective devices <p>The interpretation of electrical and electronic diagrams</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved workshop skills training .2 approved practical experience and tests .3 approved in-service experience .4 approved training ship experience 	<p>Safety measures for working are appropriate</p> <p>Selection and use of hand tools, measuring instruments, and testing equipment are appropriate and interpretation of results is accurate</p> <p>Dismantling, inspecting, repairing and reassembling equipment are in accordance with manuals and good practice</p> <p>Reassembling and performance testing is in accordance with manuals and good practice</p>
<p>Maintenance and repair of automation and control systems of main propulsion and auxiliary machinery</p>	<p>Appropriate electrical and mechanical knowledge and skills</p> <p><i>Safety and emergency procedures</i></p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience 	<p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>Safe isolation of equipment and associated systems required before personnel are permitted to work on such plant or equipment</p> <p>Practical knowledge for the testing, maintenance, fault finding and repair</p> <p>Test, detect faults and maintain and restore electrical and electronic control equipment to operating condition</p>	<p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>Isolation, dismantling and reassembly of plant and equipment are in accordance with manufacturer's safety guidelines and shipboard instructions and legislative and safety specifications. Action taken leads to the restoration of automation and control systems by the method most suitable and appropriate to the prevailing circumstances and conditions</p>
<p>Maintenance and repair of bridge navigation equipment and ship communication systems</p>	<p>Knowledge of the principles and maintenance procedures of navigation equipment, internal and external communication systems</p> <p><i>Theoretical knowledge:</i></p> <p>Electrical and electronic systems operating in flammable areas</p> <p><i>Practical knowledge:</i></p> <p>Carrying out safe maintenance and repair procedures</p> <p>Detection of machinery malfunction, location of faults and action to prevent damage</p>		<p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p> <p>Isolation, dismantling and re-assembly of plant and equipment are in accordance with manufacturer's safety guidelines and shipboard instructions, legislative and safety specifications. Action taken leads to the restoration of bridge navigation equipment and ship communication systems by the method most suitable and appropriate to the prevailing circumstances and conditions</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Maintenance and repair of electrical, electronic and control systems of deck machinery and cargo-handling equipment</p>	<p>Appropriate electrical and mechanical knowledge and skills</p> <p><i>Safety and emergency procedures</i></p> <p>Safe isolation of equipment and associated systems required before personnel are permitted to work on such plant or equipment</p> <p>Practical knowledge for the testing, maintenance, fault finding and repair</p> <p>Test, detect faults and maintain and restore electrical and electronic control equipment to operating condition</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p> <p>Isolation, dismantling and re-assembly of plant and equipment are in accordance with manufacturer's safety guidelines and shipboard instructions, legislative and safety specifications. Action taken leads to the restoration of deck machinery and cargo-handling equipment by the method most suitable and appropriate to the prevailing circumstances and conditions</p>
<p>Maintenance and repair of control and safety systems of hotel equipment</p>	<p><i>Theoretical knowledge:</i></p> <p>Electrical and electronic systems operating in flammable areas</p> <p><i>Practical knowledge:</i></p> <p>Carrying out safe maintenance and repair procedures</p> <p>Detection of machinery malfunction, location of faults and action to prevent damage</p>		<p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p> <p>Isolation, dismantling and re-assembly of plant and equipment are in accordance with manufacturer's safety guidelines and shipboard instructions, legislative and safety specifications. Action taken leads to the restoration of control and safety systems of hotel equipment by the method most suitable and appropriate to the prevailing circumstances and conditions</p>

Function: Controlling the operation of the ship and care for persons on board at operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p> <p>Importance of proactive measures to protect the marine environment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved training</p>	<p>Procedures for monitoring shipboard operations and ensuring compliance with pollution-prevention requirements are fully observed</p> <p>Actions to ensure that a positive environmental reputation is maintained</p>
Prevent, control and fight fire on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Action to be taken in the event of fire, including fires involving oil systems</p>	<p>Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3, paragraphs 1 to 3</p>	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards
Apply medical first aid on board ship	<p><i>Medical aid</i></p> <p>Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship</p>	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	Identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Application of leadership and teamworking skills	<p>Working knowledge of shipboard personnel management and training</p> <p>Ability to apply task and workload management, including:</p> <ol style="list-style-type: none"> .1 planning and co-ordination .2 personnel assignment .3 time and resource constraints .4 prioritization 	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved training .2 approved in-service experience .3 practical demonstration 	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Application of leadership and teamworking skills (continued)</p>	<p>Knowledge and ability to apply effective resource management:</p> <ol style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication on board and ashore .3 decisions reflect consideration of team experiences 4 assertiveness and leadership, including motivation .5 obtaining and maintaining situational awareness <p>Knowledge and ability to apply decision-making techniques:</p> <ol style="list-style-type: none"> .1 Situation and risk assessment .2 Identify and consider generated options .3 Selecting course of action .4 Evaluation of outcome effectiveness 		<p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p> <p>Necessary team member(s) share accurate understanding of current and predicted vessel state and operational status and external environment</p> <p>Decisions are most effective for the situation</p>
<p>Contribute to the safety of personnel and ship</p>	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p> <p>Knowledge of personal safety and social responsibilities</p>	<p>Assessment of evidence obtained from approved training and experience as set out in section A-VI/1, paragraph 2.</p>	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Procedures designed to safeguard the environment are observed at all times</p> <p>Initial and follow-up actions on becoming aware of an emergency conform with established emergency response procedures</p>

Section A-III/7

Mandatory minimum requirements for certification of electro-technical rating

Standard of Competence

1 Every electro-technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate the competence to perform the functions at the support level, as specified in column 1 of table A-III/7.

2 The minimum knowledge, understanding and proficiency required of an electro-technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more is listed in column 2 of table A-III/7.

3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-III/7.

Table A-III/7

Specification of minimum standard of competence for electro-technical ratings

Function: Electrical, electronic and control engineering at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Safe use of electrical equipment	<p>Safe use and operation of electrical equipment, including:</p> <ul style="list-style-type: none"> .1 safety precautions before commencing work or repair .2 isolation procedures .3 emergency procedures .4 different voltages on board <p>Knowledge of the causes of electric shock and precautions to be observed to prevent shock</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	<p>Understands and follows safety instructions of electrical equipment and machinery</p> <p>Recognizes and reports electrical hazards and unsafe equipment</p> <p>Understands safe voltages for hand-held equipment</p> <p>Understands risks associated with high-voltage equipment and onboard work</p>
Contribute to monitoring the operation of electrical systems and machinery	<p>Basic knowledge of the operation of mechanical engineering systems, including:</p> <ul style="list-style-type: none"> .1 prime movers, including main propulsion plant .2 engine-room auxiliary machineries .3 steering systems .4 cargo-handling systems .5 deck machineries .6 hotel systems 	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	<p>Knowledge that ensures:</p> <ul style="list-style-type: none"> .1 operation of equipment and system is in accordance with operating manuals .2 performance levels are in accordance with technical specifications

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to monitoring the operation of electrical systems and machinery (continued)	<p><i>Basic knowledge of:</i></p> <ol style="list-style-type: none"> .1 electro-technology and electrical machines theory .2 electrical power distribution boards and electrical equipment .3 fundamentals of automation, automatic control systems and technology .4 instrumentation, alarm and monitoring systems .5 electrical drives .6 electro-hydraulic and electro-pneumatic control systems .7 coupling, load sharing and changes in electrical configuration 		
Use hand tools, electrical and electronic measurement equipment for fault finding, maintenance and repair operations	<p>Safety requirements for working on shipboard electrical systems</p> <p>Application of safe working practices</p> <p><i>Basic knowledge of:</i></p> <ol style="list-style-type: none"> .1 construction and operational characteristics of shipboard AC and DC systems and equipment .2 use of measuring instruments, machine tools, and hand and power tools 	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved workshop skills training .2 approved practical experience and tests 	<p>Implementation of safety procedures is satisfactory</p> <p>Selection and use of test equipment is appropriate and interpretation of results is accurate</p> <p>Selection of procedures for the conduct of repair and maintenance is in accordance with manuals and good practice</p>

Function: Maintenance and repair at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance and repair	<p>Ability to use lubrication and cleaning materials and equipment</p> <p>Knowledge of safe disposal of waste materials</p> <p>Ability to understand and execute routine maintenance and repair procedures</p> <p>Understanding manufacturer's safety guidelines and shipboard instructions</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p>	<p>Maintenance activities are carried out in accordance with technical, safety and procedural specifications</p> <p>Selection and use of equipment and tools is appropriate</p>
Contribute to the maintenance and repair of electrical systems and machinery on board	<p><i>Safety and emergency procedures</i></p> <p>Basic knowledge of electro-technical drawings and safe isolation of equipment and associated systems required before personnel are permitted to work on such plant or equipment</p> <p>Test, detect faults and maintain and restore electrical control equipment and machinery to operating condition</p> <p>Electrical and electronic equipment operating in flammable areas</p> <p>Basics of ship's fire-detection system</p> <p>Carrying out safe maintenance and repair procedures</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p> <p>Isolation, dismantling and reassembly of plant and equipment is in accordance with manufacturer's safety guidelines and shipboard instructions</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the maintenance and repair of electrical systems and machinery on board (continued)	Detection of machinery malfunction, location of faults and action to prevent damage Maintenance and repair of lighting fixtures and supply systems		

Function: Controlling the operation of the ship and care for persons on board at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the handling of stores	Knowledge of procedures for safe handling, stowage and securing of stores	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Stores stowage operations are carried out in accordance with established safety practices and equipment operating instructions The handling of dangerous, hazardous and harmful stores complies with established safety practices Communications within the operator's area of responsibility are consistently successful
Apply precautions and contribute to the prevention of pollution of the marine environment	Knowledge of the precautions to be taken to prevent pollution of the marine environment Knowledge of use and operation of anti-pollution equipment/agents Knowledge of approved methods for disposal of marine pollutants	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Procedures designed to safeguard the marine environment are observed at all times

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety procedures	<p>Working knowledge of safe working practices and personal shipboard safety, including:</p> <ul style="list-style-type: none"> .1 electrical safety .2 lockout/tag-out .3 mechanical safety .4 permit to work systems .5 working aloft .6 working in enclosed spaces .7 lifting techniques and methods of preventing back injury .8 chemical and biohazard safety .9 personal safety equipment 	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times</p>

CHAPTER IV

Standards regarding radio operators

Section A-IV/1

Application

(No provisions)

Section A-IV/2

Mandatory minimum requirements for certification of GMDSS radio operators

Standard of competence

1 The minimum knowledge, understanding and proficiency required for certification of GMDSS radio operators shall be sufficient for radio operators to carry out their radio duties. The knowledge required for obtaining each type of certificate defined in the Radio Regulations shall be in accordance with those regulations. In addition, every candidate for certification of competency shall be required to demonstrate ability to undertake the tasks, duties and responsibilities listed in column 1 of table A-IV/2.

2 The knowledge, understanding and proficiency for endorsement under the Convention of certificates issued under the provisions of the Radio Regulations are listed in column 2 of table A-IV/2.

3 The level of knowledge of the subjects listed in column 2 of table A-IV/2 shall be sufficient for the candidate to carry out his duties*.

4 Every candidate shall provide evidence of having achieved the required standard of competence through:

- .1 demonstration of competence to perform the tasks and duties and to assume responsibilities listed in column 1 of table A-IV/2, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
- .2 examination or continuous assessment as part of an approved course of training based on the material set out in column 2 of table A-IV/2.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Table A-IV/2

Specification of minimum standard of competence for GMDSS radio operators

Function: Radiocommunications at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Transmit and receive information using GMDSS subsystems and equipment and fulfilling the functional requirements of GMDSS	<p>In addition to the requirements of the Radio Regulations, a knowledge of:</p> <ul style="list-style-type: none"> .1 search and rescue radiocommunications, including procedures in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual .2 the means to prevent the transmission of false distress alerts and the procedures to mitigate the effects of such alerts .3 ship reporting systems .4 radio medical services .5 use of the International Code of Signals and the IMO Standard Marine Communication Phrases .6 the English language, both written and spoken, for the communication of information relevant to safety of life at sea <p><i>Note:</i> This requirement may be reduced in the case of the Restricted Radio Operator's Certificate</p>	<p>Examination and assessment of evidence obtained from practical demonstration of operational procedures, using:</p> <ul style="list-style-type: none"> .1 approved equipment .2 GMDSS communication simulator, where appropriate .3 radiocommunication laboratory equipment 	<p>Transmission and reception of communications comply with international regulations and procedures and are carried out efficiently and effectively</p> <p>English language messages relevant to the safety of the ship, security and persons on board and protection of the marine environment are correctly handled</p>

See paragraph 72 of section B-I/12 of this Code.

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Provide radio services in emergencies	<p>The provision of radio services in emergencies such as:</p> <ol style="list-style-type: none"> .1 abandon ship .2 fire on board ship .3 partial or full breakdown of radio installations <p>Preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical and non-ionizing radiation hazards</p>	<p>Examination and assessment of evidence obtained from practical demonstration of operational procedures, using:</p> <ol style="list-style-type: none"> .1 approved equipment .2 GMDSS communication simulator, where appropriate .3 radiocommunication laboratory equipment 	Response is carried out efficiently and effectively

* See paragraph 72 of section B-I/12 of this Code.

CHAPTER V

Standards regarding special training requirements for personnel on certain types of ships

Section A-V/1-1

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on oil and chemical tankers

Standard of competence

1 Every candidate for certification in basic training for oil and chemical tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-1-1; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-1-1, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-1-1.

2 Every candidate for certification in advanced training for oil tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-1-2; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-1-2, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-1-2.

3 Every candidate for certification in advanced training for chemical tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-1-3; and

- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-1-3, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-1-3.

Table A-V/1-1-1
**Specification of minimum standard of competence in basic training
for oil and chemical tanker cargo operations**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe cargo operation of oil and chemical tankers	<p>Basic knowledge of tankers:</p> <ul style="list-style-type: none"> .1 types of oil and chemical tankers .2 general arrangement and construction <p>Basic knowledge of cargo operations:</p> <ul style="list-style-type: none"> .1 piping systems and valves .2 cargo pumps .3 loading and unloading .4 tank cleaning, purging, gas-freeing and inerting <p>Basic knowledge of the physical properties of oil and chemicals:</p> <ul style="list-style-type: none"> .1 pressure and temperature, including vapour pressure/temperature relationship .2 types of electrostatic charge generation .3 chemical symbols <p>Knowledge and understanding of tanker safety culture and safety management</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Communications within the area of responsibility are clear and effective</p> <p>Cargo operations are carried out in accordance with accepted principles and procedures to ensure safety of operations</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent hazards	<p>Basic knowledge of the hazards associated with tanker operations, including:</p> <ul style="list-style-type: none"> .1 health hazards .2 environmental hazards .3 reactivity hazards .4 corrosion hazards .5 explosion and flammability hazards .6 sources of ignition, including electrostatic hazards .7 toxicity hazards .8 vapour leaks and clouds <p>Basic knowledge of hazard controls:</p> <ul style="list-style-type: none"> .1 inerting, water padding, drying agents and monitoring techniques .2 anti-static measures .3 ventilation .4 segregation .5 cargo inhibition .6 importance of cargo compatibility .7 atmospheric control .8 gas testing <p>Understanding of information on a Material Safety Data Sheet (MSDS)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Correctly identifies, on an MSDS, relevant cargo-related hazards to the vessel and to personnel, and takes the appropriate actions in accordance with established procedures</p> <p>Identification and actions on becoming aware of a hazardous situation conform to established procedures in line with best practice</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety precautions and measures	<p>Function and proper use of gas-measuring instruments and similar equipment</p> <p>Proper use of safety equipment and protective devices, including:</p> <ul style="list-style-type: none"> .1 breathing apparatus and tank-evacuating equipment .2 protective clothing and equipment .3 resuscitators .4 rescue and escape equipment <p>Basic knowledge of safe working practices and procedures in accordance with legislation and industry guidelines and personal shipboard safety relevant to oil and chemical tankers, including:</p> <ul style="list-style-type: none"> .1 precautions to be taken when entering enclosed spaces .2 precautions to be taken before and during repair and maintenance work .3 safety measures for hot and cold work .4 electrical safety .5 ship/shore safety checklist <p>Basic knowledge of first aid with reference to a Material Safety Data Sheet (MSDS)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Procedures for entry into enclosed spaces are observed.</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Appropriate safety and protective equipment is correctly used</p> <p>First aid do's and don'ts</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Carry out fire-fighting operations	<p>Tanker fire response organization and action to be taken</p> <p>Fire hazards associated with cargo handling and transportation of hazardous and noxious liquids in bulk</p> <p>Fire-fighting agents used to extinguish oil and chemical fires</p> <p>Fixed fire-fighting foam system operations</p> <p>Portable fire-fighting foam operations</p> <p>Fixed dry chemical system operations</p> <p>Spill containment in relation to fire-fighting operations</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions (e.g., simulated shipboard conditions) and, whenever possible and practicable, in darkness</p>	<p>Initial actions and follow-up actions on becoming aware of fire on board conform with established practices and procedures</p> <p>Action taken on identifying muster signal is appropriate to the indicated emergency and complies with established procedures</p> <p>Clothing and equipment are appropriate to the nature of the fire-fighting operations</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions</p> <p>Extinguishment of fire is achieved using appropriate procedures, techniques and fire-fighting agents</p>
Respond to emergencies	<p>Basic knowledge of emergency procedures, including emergency shutdown</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1 approved in-service experience 2 approved training ship experience 3 approved simulator training 4 approved training programme 	<p>The type and impact of the emergency is promptly identified and the response actions conform to the emergency procedures and contingency plans</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent pollution of the environment from the release of oil or chemicals	<p>Basic knowledge of the effects of oil and chemical pollution on human and marine life</p> <p>Basic knowledge of shipboard procedures to prevent pollution</p> <p>Basic knowledge of measures to be taken in the event of spillage, including the need to:</p> <p>.1 report relevant information to the responsible persons</p> <p>.2 assist in implementing shipboard spill-containment procedures</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Procedures designed to safeguard the environment are observed at all times</p>

Table A-V/1-1-2
**Specification of minimum standard of competence in advanced training
for oil tanker cargo operations**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations	<p><i>Design and characteristics of an oil tanker</i></p> <p>Knowledge of oil tanker design, systems and equipment, including:</p> <ul style="list-style-type: none"> .1 general arrangement and construction .2 pumping arrangement and equipment .3 tank arrangement, pipeline system and tank venting arrangement .4 gauging systems and alarms .5 cargo heating systems .6 tank cleaning, gas-freeing and inerting systems .7 ballast system .8 cargo area venting and accommodation ventilation .9 slop arrangements .10 vapour recovery systems .11 cargo-related electrical and electronic control system .12 environmental protection equipment, including Oil Discharge Monitoring Equipment (ODME) 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Communications are clear, understood and successful</p> <p>Cargo operations are carried out in a safe manner, taking into account oil tanker designs, systems and equipment</p> <p>Cargo operations are planned, risk is managed and carried out in accordance with accepted principles and procedures to ensure safety of operations and avoid pollution of the marine environment</p> <p>Potential non-compliance with cargo-operation-related procedures is promptly identified and rectified</p> <p>Proper loading, stowage and unloading of cargoes ensures that stability and stress conditions remain within safe limits at all times</p> <p>Actions taken and procedures followed are correctly applied and the appropriate shipboard cargo-related equipment is properly used</p> <p>Calibration and use of monitoring and gas-detection equipment comply with operational practices and procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations (continued)</p>	<p>.13 tank coating</p> <p>.14 tank temperature and pressure control systems</p> <p>.15 fire-fighting systems</p> <p>Knowledge of pump theory and characteristics, including types of cargo pumps and their safe operation</p> <p>Proficiency in tanker safety culture and implementation of safety-management system</p> <p>Knowledge and understanding of monitoring and safety systems, including the emergency shutdown</p> <p><i>Loading, unloading, care and handling of cargo</i></p> <p>Ability to perform cargo measurements and calculations</p> <p>Knowledge of the effect of bulk liquid cargoes on trim, stability and structural integrity</p> <p>Knowledge and understanding of oil cargo-related operations, including:</p> <p>.1 loading and unloading plans</p> <p>.2 ballasting and deballasting</p> <p>.3 tank cleaning operations</p> <p>.4 inerting</p> <p>.5 gas-freeing</p>		<p>Procedures for monitoring and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established emergency procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations (continued)	<p>.6 ship-to-ship transfers</p> <p>.7 load on top</p> <p>.8 crude oil washing</p> <p>Development and application of cargo-related operation plans, procedures and checklists</p> <p>Ability to calibrate and use monitoring and gas-detection systems, instruments and equipment</p> <p>Ability to manage and supervise personnel with cargo-related responsibilities</p>		Personnel are allocated duties and informed of procedures and standards of work to be followed, in a manner appropriate to the individuals concerned and in accordance with safe operational practices
Familiarity with physical and chemical properties of oil cargoes	<p>Knowledge and understanding of the physical and chemical properties of oil cargoes</p> <p>Understanding the information contained in a Material Safety Data Sheet (MSDS)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	Effective use is made of information resources for identification of properties and characteristics of oil cargoes and related gases, and their impact on safety, the environment and vessel operation

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent hazards	<p>Knowledge and understanding of the hazards and control measures associated with oil tanker cargo operations, including:</p> <ol style="list-style-type: none"> .1 toxicity .2 flammability and explosion .3 health hazards .4 inert gas composition .5 electrostatic hazards <p>Knowledge and understanding of dangers of non-compliance with relevant rules/regulations.</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Relevant cargo-related hazards to the vessel and to personnel associated with oil tanker cargo operations are correctly identified, and proper control measures are taken</p>
Apply occupational health and safety precautions	<p>Knowledge and understanding of safe working practices, including risk assessment and personal shipboard safety relevant to oil tankers:</p> <ol style="list-style-type: none"> .1 precautions to be taken when entering enclosed spaces, including correct use of different types of breathing apparatus .2 precautions to be taken before and during repair and maintenance work .3 precautions for hot and cold work .4 precautions for electrical safety .5 use of appropriate Personal Protective Equipment (PPE) 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used</p> <p>Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns</p> <p>Correct use of breathing apparatus</p> <p>Procedures for entry into enclosed spaces are observed</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies	<p>Knowledge and understanding of oil tanker emergency procedures, including:</p> <ul style="list-style-type: none"> .1 ship emergency response plans .2 cargo operations emergency shutdown .3 actions to be taken in the event of failure of systems or services essential to cargo .4 fire-fighting on oil tankers .5 enclosed space rescue .6 use of a Material Safety Data Sheet (MSDS) <p>Actions to be taken following collision, grounding, or spillage</p> <p>Knowledge of medical first aid procedures on board oil tankers</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>The type and impact of the emergency is promptly identified and the response actions conform with established emergency procedures and contingency plans</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The identification of and actions taken in a medical emergency conform to current recognized first aid practice and international guidelines</p>
Take precautions to prevent pollution of the environment	<p>Understanding of procedures to prevent pollution of the atmosphere and the environment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Operations are conducted in accordance with accepted principles and procedures to prevent pollution of the environment</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor and control compliance with legislative requirements	Knowledge and understanding of relevant provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL), as amended, and other relevant IMO instruments, industry guidelines and port regulations as commonly applied	Examination and assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	The handling of cargoes complies with relevant IMO instruments and established industrial standards and codes of safe working practice

Table A-V/1-1-3
**Specification of minimum standard of competence in advanced training
for chemical tanker cargo operations**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations</p>	<p><i>Design and characteristics of a chemical tanker</i></p> <p>Knowledge of chemical tanker designs, systems, and equipment, including:</p> <ul style="list-style-type: none"> .1 general arrangement and construction .2 pumping arrangement and equipment .3 tank construction and arrangement .4 pipeline and drainage systems .5 tank and cargo pipeline pressure and temperature control systems and alarms .6 gauging control systems and alarms .7 gas-detecting systems .8 cargo heating and cooling systems .9 tank cleaning systems .10 cargo tank environmental control systems .11 ballast systems .12 cargo area venting and accommodation ventilation .13 vapour return/recovery systems .14 fire-fighting systems 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Communications are clear, understood and successful</p> <p>Cargo operations are carried out in a safe manner, taking into account chemical tanker designs, systems and equipment</p> <p>Cargo operations are planned, risk is managed and carried out in accordance with accepted principles and procedures to ensure safety of operations and avoid pollution of the marine environment</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations (continued)</p>	<p>.15 tank, pipeline and fittings' material and coatings</p> <p>.16 slop management</p> <p>Knowledge of pump theory and characteristics, including types of cargo pumps and their safe operation</p> <p>Proficiency in tanker safety culture and implementation of safety management system</p> <p>Knowledge and understanding of monitoring and safety systems, including the emergency shutdown system</p> <p><i>Loading, unloading, care and handling of cargo</i></p> <p>Ability to perform cargo measurements and calculations</p> <p>Knowledge of the effect of bulk liquid cargoes on trim and stability and structural integrity</p> <p>Knowledge and understanding of chemical cargo-related operations, including:</p> <p>.1 loading and unloading plans</p> <p>.2 ballasting and deballasting</p> <p>.3 tank cleaning operations</p> <p>.4 tank atmosphere control</p>		<p>Procedures for monitoring and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established procedures</p> <p>Proper loading, stowage and unloading of cargoes ensures that stability and stress conditions remain within safe limits at all times</p> <p>Potential non-compliance with cargo-related procedures is promptly identified and rectified</p> <p>Actions taken and procedures followed are correctly identified and appropriate shipboard cargo-related equipment is properly used</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations (continued)	<p>.5 inerting</p> <p>.6 gas-freeing</p> <p>.7 ship-to-ship transfers</p> <p>.8 inhibition and stabilization requirements</p> <p>.9 heating and cooling requirements and consequences to adjacent cargoes</p> <p>.10 cargo compatibility and segregation</p> <p>.11 high-viscosity cargoes</p> <p>.12 cargo residue operations</p> <p>.13 operational tank entry</p> <p>Development and application of cargo-related operation plans, procedures and checklists</p> <p>Ability to calibrate and use monitoring and gas-detection systems, instruments and equipment</p> <p>Ability to manage and supervise personnel with cargo-related responsibilities</p>		<p>Calibration and use of monitoring and gas-detection equipment are consistent with safe operational practices and procedures</p> <p>Personnel are allocated duties and informed of procedures and standards of work to be followed, in a manner appropriate to the individuals concerned and in accordance with safe operational practices</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Familiarity with physical and chemical properties of chemical cargoes	<p>Knowledge and understanding of the chemical and the physical properties of noxious liquid substances, including:</p> <ol style="list-style-type: none"> .1 chemical cargoes categories (corrosive, toxic, flammable, explosive) .2 chemical groups and industrial usage .3 reactivity of cargoes <p>Understanding the information contained in a Material Safety Data Sheet (MSDS)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Effective use is made of information resources for identification of properties and characteristics of noxious liquid substances and related gases, and their impact on safety, environmental protection and vessel operation</p>
Take precautions to prevent hazards	<p>Knowledge and understanding of the hazards and control measures associated with chemical tanker cargo operations, including:</p> <ol style="list-style-type: none"> .1 flammability and explosion .2 toxicity .3 health hazards .4 inert gas composition .5 electrostatic hazards .6 reactivity .7 corrosivity .8 low-boiling-point cargoes .9 high-density cargoes .10 solidifying cargoes .11 polymerizing cargoes 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Relevant cargo-related hazards to the vessel and to personnel associated with chemical tanker cargo operations are correctly identified, and proper control measures are taken</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent hazards <i>(continued)</i>	Knowledge and understanding of dangers of non-compliance with relevant rules/regulations		
Apply occupational health and safety precautions	<p>Knowledge and understanding of safe working practices, including risk assessment and personal shipboard safety relevant to chemical tankers:</p> <ol style="list-style-type: none"> .1 precautions to be taken when entering enclosed spaces, including correct use of different types of breathing apparatus .2 precautions to be taken before and during repair and maintenance work .3 precautions for hot and cold work .4 precautions for electrical safety .5 use of appropriate Personal Protective Equipment (PPE) 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used</p> <p>Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns</p> <p>Correct use of breathing apparatus</p> <p>Procedures for entry into enclosed spaces are observed</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies	<p>Knowledge and understanding of chemical tanker emergency procedures, including:</p> <ol style="list-style-type: none"> .1 ship emergency response plans .2 cargo operations emergency shutdown .3 actions to be taken in the event of failure of systems or services essential to cargo .4 fire fighting on chemical tankers .5 enclosed space rescue .6 cargo reactivity .7 jettisoning cargo .8 use of a Material Safety Data Sheet (MSDS) <p>Actions to be taken following collision, grounding, or spillage</p> <p>Knowledge of medical first aid procedures on board chemical tankers, with reference to the Medical First Aid Guide for Use in Accidents involving Dangerous Goods (MFAG)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>The type and impact of the emergency is promptly identified and the response actions conform with established emergency procedures and contingency plans</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The identification of and actions taken in a medical emergency conform to current recognized first aid practice and international guidelines</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent pollution of the environment	Understanding of procedures to prevent pollution of the atmosphere and the environment	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	Operations are conducted in accordance with accepted principles and procedures to prevent pollution of the environment
Monitor and control compliance with legislative requirements	Knowledge and understanding of relevant provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL) and other relevant IMO instruments, industry guidelines and port regulations as commonly applied Proficiency in the use of the IBC Code and related documents	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	The handling of cargoes complies with relevant IMO instruments and established industrial standards and codes of safe working practice

Section A-V/1-2

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on liquefied gas tankers

Standard of competence

1 Every candidate for certification in basic training for liquefied gas tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-2-1; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-2-1, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-2-1.

2 Every candidate for certification in advanced training for liquefied gas tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-2-2; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-2-2, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-2-2.

Table A-V/1-2-1
**Specification of minimum standard of competence in basic training
for liquefied gas tanker cargo operations**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of a liquefied gas tanker	<p><i>Design and operational characteristics of liquefied gas tankers</i></p> <p>Basic knowledge of liquefied gas tankers</p> <p>.1 types of liquefied gas tankers</p> <p>.2 general arrangement and construction</p> <p>Basic knowledge of cargo operations:</p> <p>.1 piping systems and valves</p> <p>.2 cargo handling equipment</p> <p>.3 loading, unloading and care in transit</p> <p>.4 emergency shutdown (ESD) system</p> <p>.5 tank cleaning, purging, gas-freeing and inerting</p> <p>Basic knowledge of the physical properties of liquefied gases, including:</p> <p>.1 properties and characteristics</p> <p>.2 pressure and temperature, including vapour pressure/temperature relationship</p> <p>.3 types of electrostatic charge generation</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Communications within the area of responsibility are clear and effective</p> <p>Cargo operations are carried out in accordance with accepted principles and procedures to ensure safety of operations</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of a liquefied gas tanker (continued)	.4 chemical symbols Knowledge and understanding of tanker safety culture and safety management		
Take precautions to prevent hazards	Basic knowledge of the hazards associated with tanker operations, including: .1 health hazards .2 environmental hazards .3 reactivity hazards .4 corrosion hazards .5 explosion and flammability hazards .6 sources of ignition .7 electrostatic hazards .8 toxicity hazards .9 vapour leaks and clouds .10 extremely low temperatures .11 pressure hazards Basic knowledge of hazard controls: .1 inerting, drying and monitoring techniques .2 anti-static measures .3 ventilation .4 segregation .5 cargo inhibition .6 importance of cargo compatibility	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	Correctly identifies, on an MSDS, relevant cargo-related hazards to the vessel and to personnel, and takes the appropriate actions in accordance with established procedures Identification and actions on becoming aware of a hazardous situation conform to established procedures in line with best practice

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent hazards (continued)	.7 atmospheric control .8 gas testing Understanding of information on a Material Safety Data Sheet (MSDS)		
Apply occupational health and safety precautions and measures	Function and proper use of gas-measuring instruments and similar equipment Proper use of safety equipment and protective devices, including: .1 breathing apparatus and tank evacuating equipment .2 protective clothing and equipment .3 resuscitators .4 rescue and escape equipment Basic knowledge of safe working practices and procedures in accordance with legislation and industry guidelines and personal shipboard safety relevant to liquefied gas tankers, including: .1 precautions to be taken when entering enclosed spaces .2 precautions to be taken before and during repair and maintenance work .3 safety measures for hot and cold work .4 electrical safety .5 ship/shore safety checklist	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	Procedures for entry into enclosed spaces are observed Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times Appropriate safety and protective equipment is correctly used

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety precautions and measures <i>(continued)</i>	Basic knowledge of first aid with reference to a Material Safety Data Sheet (MSDS)		First aid do's and don'ts
Carry out fire-fighting operations	<p>Tanker fire organization and action to be taken</p> <p>Special hazards associated with cargo handling and transportation of liquefied gases in bulk</p> <p>Fire-fighting agents used to extinguish gas fires</p> <p>Fixed fire-fighting foam system operations</p> <p>Portable fire-fighting foam operations</p> <p>Fixed dry chemical system operations</p> <p>Basic knowledge of spill containment in relation to fire-fighting operations</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions (e.g. simulated shipboard conditions) and, whenever possible and practicable, in darkness</p>	<p>Initial actions and follow-up actions on becoming aware of an emergency conform with established practices and procedures</p> <p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p> <p>Clothing and equipment are appropriate to the nature of the fire-fighting operations</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions</p> <p>Extinguishment of fire is achieved using appropriate procedures, techniques and fire-fighting agents</p>
Respond to emergencies	Basic knowledge of emergency procedures, including emergency shutdown	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	The type and impact of the emergency is promptly identified and the response actions conform to the emergency procedures and contingency plans

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent pollution of the environment from the release of liquefied gases	<p>Basic knowledge of the effects of pollution on human and marine life</p> <p>Basic knowledge of shipboard procedures to prevent pollution</p> <p>Basic knowledge of measures to be taken in the event of spillage, including the need to:</p> <ul style="list-style-type: none"> .1 report relevant information to the responsible persons .2 assist in implementing shipboard spill-containment procedures .3 prevent brittle fracture 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Procedures designed to safeguard the environment are observed at all times</p>

Table A-V/1-2-2
**Specification of minimum standard of competence in advanced training
for liquefied gas tanker cargo operations**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations</p>	<p><i>Design and characteristics of a liquefied gas tanker</i></p> <p>Knowledge of liquefied gas tanker design, systems, and equipment, including:</p> <ul style="list-style-type: none"> .1 types of liquefied gas tankers and cargo tanks construction .2 general arrangement and construction .3 cargo containment systems, including materials of construction and insulation .4 cargo-handling equipment and instrumentation, including: <ul style="list-style-type: none"> .1 cargo pumps and pumping arrangements .2 cargo pipelines and valves .3 expansion devices .4 flame screens .5 temperature monitoring systems .6 cargo tank level-gauging systems .7 tank pressure monitoring and control systems .5 cargo temperature maintenance system 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Communications are clear, understood and successful</p> <p>Cargo operations are carried out in a safe manner, taking into account liquefied gas tanker designs, systems and equipment</p> <p>Pumping operations are carried out in accordance with accepted principles and procedures and are relevant to the type of cargo</p> <p>Cargo operations are planned, risk is managed and carried out in accordance with accepted principles and procedures to ensure safety of operations and avoid pollution of the marine environment</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations (continued)</p>	<p>.6 tank atmosphere control systems (inert gas, nitrogen), including storage, generation and distribution systems</p> <p>.7 cofferdam heating systems</p> <p>.8 gas-detecting systems</p> <p>.9 ballast system</p> <p>.10 boil-off systems</p> <p>.11 reliquefaction systems</p> <p>.12 cargo Emergency Shut Down system (ESD)</p> <p>.13 custody transfer system</p> <p>Knowledge of pump theory and characteristics, including types of cargo pumps and their safe operation</p> <p><i>Loading, unloading, care and handling of cargo</i></p> <p>Knowledge of the effect of bulk liquid cargoes on trim and stability and structural integrity</p> <p>Proficiency in tanker safety culture and implementation of safety management requirements</p>		<p>Proper loading, stowage and unloading of liquefied gas cargoes ensures that stability and stress conditions remain within safe limits at all times</p> <p>Potential non-compliance with cargo-related procedures is promptly identified and rectified</p> <p>Actions taken and procedures followed correctly identify and make full use of appropriate shipboard equipment</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations (continued)</p>	<p>Proficiency to apply safe preparations, procedures and checklists for all cargo operations, including:</p> <ul style="list-style-type: none"> .1 post docking and loading: <ul style="list-style-type: none"> .1 tank inspection .2 inerting (Oxygen reduction, dewpoint reduction) .3 gassing-up .4 cooling down .5 loading .6 deballasting .7 sampling, including closed-loop sampling .2 sea passage: <ul style="list-style-type: none"> .1 cooling down .2 pressure maintenance .3 boil-off .4 inhibiting .3 unloading: <ul style="list-style-type: none"> .1 unloading .2 ballasting .3 stripping and cleaning systems .4 systems to make the tank liquid-free .4 pre-docking preparation: <ul style="list-style-type: none"> .1 warm-up .2 inerting .3 gas-freeing .5 ship-to-ship transfer 		<p>Calibration and use of monitoring and gas-detection equipment is consistent with safe operational practices and procedures</p> <p>Procedures for monitoring and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations (continued)	<p>Proficiency to perform cargo measurements and calculations, including:</p> <ol style="list-style-type: none"> .1 liquid phase .2 gas phase .3 On Board Quantity (OBQ) .4 Remain On Board (ROB) .5 boil-off cargo calculations <p>Proficiency to manage and supervise personnel with cargo-related responsibilities</p>		<p>Personnel are allocated duties and informed of procedures and standards of work to be followed, in a manner appropriate to the individuals concerned and in accordance with safe operational practices</p>
Familiarity with physical and chemical properties of liquefied gas cargoes	<p>Knowledge and understanding of basic chemistry and physics and the relevant definitions related to the safe carriage of liquefied gases in bulk in ships, including:</p> <ol style="list-style-type: none"> .1 the chemical structure of gases .2 the properties and characteristics of liquefied gases (including CO₂) and their vapours, including: <ol style="list-style-type: none"> .1 simple gas laws .2 states of matter .3 liquid and vapour densities .4 diffusion and mixing of gases .5 compression of gases .6 reliquefaction and refrigeration of gases 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Effective use is made of information resources for identification of properties and characteristics of liquefied gases and their impact on safety, environmental protection and vessel operation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Familiarity with physical and chemical properties of liquefied gas cargoes (continued)	<p>.7 critical temperature of gases and pressure</p> <p>.8 flashpoint, upper and lower explosive limits, auto-ignition temperature</p> <p>.9 compatibility, reactivity and positive segregation of gases</p> <p>.10 polymerization</p> <p>.11 saturated vapour pressure/reference temperature</p> <p>.12 dewpoint and bubble point</p> <p>.13 lubrication of compressors</p> <p>.14 hydrate formation</p> <p>.3 the properties of single liquids</p> <p>.4 the nature and properties of solutions</p> <p>.5 thermodynamic units</p> <p>.6 basic thermodynamic laws and diagrams</p> <p>.7 properties of materials</p> <p>.8 effect of low temperature – brittle fracture</p> <p>Understanding the information contained in a Material Safety Data Sheet (MSDS)</p>		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent hazards	<p>Knowledge and understanding of the hazards and control measures associated with liquefied gas tanker cargo operations, including:</p> <ul style="list-style-type: none"> .1 flammability .2 explosion .3 toxicity .4 reactivity .5 corrosivity .6 health hazards .7 inert gas composition .8 electrostatic hazards .9 polymerizing cargoes <p>Proficiency to calibrate and use monitoring and gas-detection systems, instruments and equipment</p> <p>Knowledge and understanding of dangers of non-compliance with relevant rules/regulations</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Relevant cargo-related hazards to the vessel and to personnel associated with liquefied gas tanker cargo operations are correctly identified, and proper control measures are taken</p> <p>Use of gas-detection devices is in accordance with manuals and good practice</p>
Apply occupational health and safety precautions	<p>Knowledge and understanding of safe working practices, including risk assessment and personal shipboard safety relevant to liquefied gas tankers, including:</p> <ul style="list-style-type: none"> .1 precautions to be taken when entering enclosed spaces (such as compressor rooms), including the correct use of different types of breathing apparatus 	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used</p> <p>Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns</p> <p>Correct use of breathing apparatus</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety precautions <i>(continued)</i>	<p>.2 precautions to be taken before and during repair and maintenance work, including work affecting pumping, piping, electrical and control systems</p> <p>.3 precautions for hot and cold work</p> <p>.4 precautions for electrical safety</p> <p>.5 use of appropriate Personal Protective Equipment (PPE)</p> <p>.6 precautions for cold burn and frostbite</p> <p>.7 proper use of personal toxicity monitoring equipment</p>		
Respond to emergencies	<p>Knowledge and understanding of liquefied gas tanker emergency procedures, including:</p> <p>.1 ship emergency response plans</p> <p>.2 cargo operations emergency shutdown procedure</p> <p>.3 emergency cargo valve operations</p> <p>.4 actions to be taken in the event of failure of systems or services essential to cargo operations</p> <p>.5 fire-fighting on liquefied gas tankers</p> <p>.6 jettisoning of cargo</p> <p>.7 enclosed space rescue</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>The type and impact of emergency is promptly identified and the response actions conform with established emergency procedures and contingency plans</p> <p>The order of priority and the levels and timescales of making reports and informing personnel on board are relevant to the nature of the emergency and reflect the urgency of the problem</p> <p>Evacuation, emergency shutdown and isolation are appropriate to the nature of the emergency and implemented promptly</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies (continued)	<p>Actions to be taken following collision, grounding or spillage and envelopment of the ship in toxic or flammable vapour</p> <p>Knowledge of medical first-aid procedures and antidotes on board liquefied gas tankers, with reference to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFA G)</p>		The identification of and actions taken in a medical emergency conform to current recognized first aid practice and international guidelines
Take precautions to prevent pollution of the environment	Understanding of procedures to prevent pollution of the environment	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	Operations are conducted in accordance with accepted principles and procedures to prevent pollution of the environment
Monitor and control compliance with legislative requirements	<p>Knowledge and understanding of relevant provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL) and other relevant IMO instruments, industry guidelines and port regulations as commonly applied</p> <p>Proficiency in the use of the IBC and IGC Codes and related documents</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	The handling of liquefied gas cargoes complies with relevant IMO instruments and established industrial standards and codes of safe working practices

Section A-V/2

Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on passenger ships

Crowd management training

1 The crowd management training required by regulation V/2, paragraph 4 for personnel designated on muster lists to assist passengers in emergency situations shall include, but not necessarily be limited to:

- .1 awareness of life-saving appliance and control plans, including:
 - .1.1 knowledge of muster lists and emergency instructions;
 - .1.2 knowledge of the emergency exits; and
 - .1.3 restrictions on the use of elevators;
- .2 the ability to assist passengers *en route* to muster and embarkation stations, including:
 - .2.1 the ability to give clear reassuring orders;
 - .2.2 the control of passengers in corridors, staircases and passageways;
 - .2.3 maintaining escape routes clear of obstructions;
 - .2.4 methods available for evacuation of disabled persons and persons needing special assistance; and
 - .2.5 search of accommodation spaces;
- .3 mustering procedures, including:
 - .3.1 the importance of keeping order;
 - .3.2 the ability to use procedures for reducing and avoiding panic;
 - .3.3 the ability to use, where appropriate, passenger lists for evacuation counts; and
 - .3.4 the ability to ensure that the passengers are suitably clothed and have donned their lifejackets correctly.

Safety training for personnel providing direct service to passengers in passenger spaces

2 The additional safety training required by regulation V/2, paragraph 5, shall at least ensure attainment of the abilities as follows:

Communication

- .1 Ability to communicate with passengers during an emergency, taking into account:
 - .1.1 the language or languages appropriate to the principal nationalities of passengers carried on the particular route;
 - .1.2 the likelihood that an ability to use an elementary English vocabulary for basic instructions can provide a means of communicating with a passenger in need of assistance whether or not the passenger and crew member share a common language;
 - .1.3 the possible need to communicate during an emergency by some other means, such as by demonstration, or hand signals, or calling attention to the location of instructions, muster stations, life-saving devices or evacuation routes, when oral communication is impractical;
 - .1.4 the extent to which complete safety instructions have been provided to passengers in their native language or languages; and
 - .1.5 the languages in which emergency announcements may be broadcast during an emergency or drill to convey critical guidance to passengers and to facilitate crew members in assisting passengers.

Life-saving appliances

- .2 Ability to demonstrate to passengers the use of personal life-saving appliances.

Embarkation procedures

- .3 Embarking and disembarking passengers, with special attention to disabled persons and persons needing assistance.

Crisis management and human behaviour training

3 Masters, chief engineer officers, chief mates, second engineer officers and any person having responsibility for the safety of passengers in emergency situations shall:

- .1 have successfully completed the approved crisis management and human behaviour training required by regulation V/2, paragraph 6, in accordance with their capacity, duties and responsibilities as set out in table A-V/2; and
- .2 be required to provide evidence that the required standard of competence has been achieved in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/2.

Passenger safety, cargo safety and hull integrity training

4 The passenger safety, cargo safety and hull integrity training required by regulation V/2, paragraph 7, for masters, chief mates, chief engineer officers, second engineer officers and persons assigned immediate responsibility for embarking and disembarking passengers, for loading, discharging or securing cargo or for closing hull openings on board ro-ro passenger ships shall at least ensure attainment of the abilities that are appropriate to their duties and responsibilities as follows:

Loading and embarkation procedures

- .1 Ability to apply properly the procedures established for the ship regarding:
 - .1.1 loading and discharging vehicles, rail cars and other cargo transport units, including related communications;
 - .1.2 lowering and hoisting ramps;
 - .1.3 setting up and stowing retractable vehicle decks; and
 - .1.4 embarking and disembarking passengers, with special attention to disabled persons and persons needing assistance.

Carriage of dangerous goods

- .2 Ability to apply any special safeguards, procedures and requirements regarding the carriage of dangerous goods on board ro-ro passenger ships.

Securing cargoes

- .3 Ability to:
 - .3.1 apply correctly the provisions of the Code of Safe Practice for Cargo Stowage and Securing to the vehicles, rail cars and other cargo transport units carried; and
 - .3.2 use properly the cargo-securing equipment and materials provided, taking into account their limitations.

Stability, trim and stress calculations

- .4 Ability to:
 - .4.1 make proper use of the stability and stress information provided;
 - .4.2 calculate stability and trim for different conditions of loading, using the stability calculators or computer programs provided;
 - .4.3 calculate load factors for decks; and

- .4.4 calculate the impact of ballast and fuel transfers on stability, trim and stress.

Opening, closing and securing hull openings

.5 Ability to:

- .5.1 apply properly the procedures established for the ship regarding the opening, closing and securing of bow, stern and side doors and ramps and to correctly operate the associated systems; and
- .5.2 conduct surveys on proper sealing.

Ro-ro deck atmosphere

.6 Ability to:

- .6.1 use equipment, where carried, to monitor atmosphere in ro-ro spaces; and
- .6.2 apply properly the procedures established for the ship for ventilation of ro-ro spaces during loading and discharging of vehicles, while on voyage and in emergencies.

Table A-V/2
**Specification of minimum standard of competence in crisis management
and human behaviour**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Organize shipboard emergency procedures	<p>Knowledge of:</p> <ul style="list-style-type: none"> .1 the general design and layout of the ship .2 safety regulations .3 emergency plans and procedures <p>The importance of the principles for the development of ship-specific emergency procedures, including:</p> <ul style="list-style-type: none"> .1 the need for pre-planning and drills of shipboard emergency procedures .2 the need for all personnel to be aware of and adhere to pre-planned emergency procedures as carefully as possible in the event of an emergency situation 	Assessment of evidence obtained from approved training, exercises with one or more prepared emergency plans and practical demonstration	The shipboard emergency procedures ensure a state of readiness to respond to emergency situations
Optimize the use of resources	<p>Ability to optimize the use of resources, taking into account:</p> <ul style="list-style-type: none"> .1 the possibility that resources available in an emergency may be limited .2 the need to make full use of personnel and equipment immediately available and, if necessary, to improvise <p>Ability to organize realistic drills to maintain a state of readiness, taking into account lessons learnt from previous accidents involving passenger ships; debriefing after drills</p>	Assessment of evidence obtained from approved training, practical demonstration and shipboard training and drills of emergency procedures	<p>Contingency plans optimize the use of available resources</p> <p>Allocation of tasks and responsibilities reflects the known competence of individuals</p> <p>Roles and responsibilities of teams and individuals are clearly defined</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control response to emergencies	<p>Ability to make an initial assessment and provide an effective response to emergency situations in accordance with established emergency procedures</p> <p><i>Leadership skills</i></p> <p>Ability to lead and direct others in emergency situations, including the need:</p> <ol style="list-style-type: none"> .1 to set an example during emergency situations .2 to focus decision making, given the need to act quickly in an emergency .3 to motivate, encourage and reassure passengers and other personnel <p><i>Stress handling</i></p> <p>Ability to identify the development of symptoms of excessive personal stress and those of other members of the ship's emergency team</p> <p>Understanding that stress generated by emergency situations can affect the performance of individuals and their ability to act on instructions and follow procedures.</p>	Assessment of evidence obtained from approved training, practical demonstration and shipboard training and drills of emergency procedures	<p>Procedures and actions are in accordance with established principles and plans for crisis management on board</p> <p>Objectives and strategy are appropriate to the nature of the emergency, take account of contingencies and make optimum use of available resources</p> <p>Actions of crew members contribute to maintaining order and control</p>
Control passengers and other personnel during emergency situations	<p><i>Human behaviour and responses</i></p> <p>Ability to control passengers and other personnel in emergency situations, including:</p>	Assessment of evidence obtained from approved training, practical demonstration and shipboard training and drills of emergency procedures	Actions of crew members contribute to maintaining order and control

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control passengers and other personnel during emergency situations <i>(continued)</i>	<p>.1 awareness of the general reaction patterns of passengers and other personnel in emergency situations, including the possibility that:</p> <p>.1.1 generally it takes some time before people accept the fact that there is an emergency situation</p> <p>.1.2 some people may panic and not behave with a normal level of rationality, that their ability to comprehend may be impaired and they may not be as responsive to instructions as in non-emergency situations</p> <p>.2 awareness that passengers and other personnel may, <i>inter alia</i>:</p> <p>.2.1 start looking for relatives, friends and/or their belongings as a first reaction when something goes wrong</p> <p>.2.2 seek safety in their cabins or in other places on board where they think that they can escape danger</p> <p>.2.3 tend to move to the upper side when the ship is listing</p> <p>.3 appreciation of the possible problem of panic resulting from separating families</p>		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Establish and maintain effective communications</p>	<p>Ability to establish and maintain effective communications, including:</p> <ol style="list-style-type: none"> .1 the importance of clear and concise instructions and reports .2 the need to encourage an exchange of information with, and feedback from, passengers and other personnel <p>Ability to provide relevant information to passengers and other personnel during an emergency situation, to keep them apprised of the overall situation and to communicate any action required of them, taking into account:</p> <ol style="list-style-type: none"> .1 the language or languages appropriate to the principal nationalities of passengers and other personnel carried on the particular route .2 the possible need to communicate during an emergency by some other means, such as by demonstration, or by hand signals or calling attention to the location of instructions, muster stations, life-saving devices or evacuation routes, when oral communication is impractical .3 the language in which emergency announcements may be broadcast during an emergency or drill to convey critical guidance to passengers and to facilitate crew members in assisting passengers 	<p>Assessment of evidence obtained from approved training, exercises and practical demonstration</p>	<p>Information from all available sources is obtained, evaluated and confirmed as quickly as possible and reviewed throughout the emergency</p> <p>Information given to individuals, emergency response teams and passengers is accurate, relevant and timely</p> <p>Information keeps passengers informed as to the nature of the emergency and the actions required of them</p>

CHAPTER VI

Standards regarding emergency, occupational safety, security, medical care and survival functions

Section A-VI/1

Mandatory minimum requirements for safety familiarization, basic training and instruction for all seafarers

Safety familiarization training

1 Before being assigned to shipboard duties, all persons employed or engaged on a seagoing ship, other than passengers, shall receive approved familiarization training in personal survival techniques or receive sufficient information and instruction, taking account of the guidance given in part B, to be able to:

- .1 communicate with other persons on board on elementary safety matters and understand safety information symbols, signs and alarm signals;
- .2 know what to do if:
 - .2.1 a person falls overboard,
 - .2.2 fire or smoke is detected, or
 - .2.3 the fire or abandon ship alarm is sounded;
- .3 identify muster and embarkation stations and emergency escape routes;
- .4 locate and don lifejackets;
- .5 raise the alarm and have basic knowledge of the use of portable fire extinguishers;
- .6 take immediate action upon encountering an accident or other medical emergency before seeking further medical assistance on board; and
- .7 close and open the fire, weathertight and watertight doors fitted in the particular ship other than those for hull openings.

Basic training*

2 Seafarers employed or engaged in any capacity on board ship on the business of that ship as part of the ship's complement with designated safety or pollution-prevention duties in the operation of the ship shall, before being assigned to any shipboard duties:

- .1 receive appropriate approved basic training or instruction in:
 - .1.1 personal survival techniques as set out in table A-VI/1-1,
 - .1.2 fire prevention and fire fighting as set out in table A-VI/1-2,

* The relevant IMO Model Course(s) may assist in the preparation of courses.

- .1.3 elementary first aid as set out in table A-VI/1-3, and
- .1.4 personal safety and social responsibilities as set out in table A-VI/1-4;
- .2 be required to provide evidence of having achieved the required standard of competence to undertake the tasks, duties and responsibilities listed in column 1 of tables A-VI/1-1, A-VI/1-2, A-VI/1-3 and A-VI/1-4 through:
 - .2.1 demonstration of competence, in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of those tables, and
 - .2.2 examination or continuous assessment as part of an approved training programme in the subjects listed in column 2 of those tables.
- 3 Seafarers qualified in accordance with paragraph 2 in basic training shall be required, every five years, to provide evidence of having maintained the required standard of competence, to undertake the tasks, duties and responsibilities listed in column 1 of tables A-VI/1-1 and A-VI/1-2.

4 Parties may accept onboard training and experience for maintaining the required standard of competence in the following areas:

- .1 personal survival techniques as set out in table A-VI/1-1:
 - .1.1 don a lifejacket;
 - .1.2 board a survival craft from the ship, while wearing a lifejacket;
 - .1.3 take initial actions on boarding a lifeboat to enhance chance of survival;
 - .1.4 stream a lifeboat drogue or sea-anchor;
 - .1.5 operate survival craft equipment; and
 - .1.6 operate location devices, including radio equipment;
- .2 fire prevention and fire fighting as set out in table A-VI/1-2:
 - .2.1 use self-contained breathing apparatus; and
 - .2.2 effect a rescue in a smoke-filled space, using an approved smoke-generating device aboard, while wearing a breathing apparatus.

Exemptions

5 The Administration may, in respect of ships other than passenger ships of more than 500 gross tonnage engaged on international voyages and tankers, if it considers that a ship's size and the length or character of its voyage are such as to render the application of the full requirements of this section unreasonable or impracticable, exempt to that extent the seafarers on such a ship or class of ships from some of the requirements, bearing in mind the safety of people on board, the ship and property and the protection of the marine environment.

Table A-VII/1-1
Specification of minimum standard of competence in personal survival techniques

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Survive at sea in the event of ship abandonment	<p>Types of emergency situations which may occur, such as collision, fire, foundering</p> <p>Types of life-saving appliances normally carried on ships</p> <p>Equipment in survival craft</p> <p>Location of personal life-saving appliances</p> <p>Principles concerning survival, including:</p> <p>.1 value of training and drills</p> <p>.2 personal protective clothing and equipment</p> <p>.3 need to be ready for any emergency</p> <p>.4 actions to be taken when called to survival craft stations</p> <p>.5 actions to be taken when required to abandon ship</p> <p>.6 actions to be taken when in the water</p> <p>.7 actions to be taken when aboard a survival craft</p> <p>.8 main dangers to survivors</p>	<p>Assessment of evidence obtained from approved instruction or during attendance at an approved course or approved in-service experience and examination, including practical demonstration of competence to:</p> <p>.1 don a lifejacket</p> <p>.2 don and use an immersion suit</p> <p>.3 safely jump from a height into the water</p> <p>.4 right an inverted liferaft while wearing a lifejacket</p> <p>.5 swim while wearing a lifejacket</p> <p>.6 keep afloat without a lifejacket</p> <p>.7 board a survival craft from the ship and water while wearing a lifejacket</p> <p>.8 take initial actions on boarding survival craft to enhance chance of survival</p> <p>.9 stream a drogue or sea-anchor</p> <p>.10 operate survival craft equipment</p> <p>.11 operate location devices, including radio equipment</p>	<p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstance and conditions and minimize potential dangers and threats to survival</p> <p>Method of boarding survival craft is appropriate and avoids dangers to other survivors</p> <p>Initial actions after leaving the ship and procedures and actions in water minimize threats to survival</p>

Table A-VI/1-2

Specification of minimum standard of competence in fire prevention and fire fighting

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Minimize the risk of fire and maintain a state of readiness to respond to emergency situations involving fire	<p>Shipboard fire-fighting organization</p> <p>Location of fire-fighting appliances and emergency escape routes</p> <p>The elements of fire and explosion (the fire triangle)</p> <p>Types and sources of ignition</p> <p>Flammable materials, fire hazards and spread of fire</p> <p>The need for constant vigilance</p> <p>Actions to be taken on board ship</p> <p>Fire and smoke detection and automatic alarm systems</p> <p>Classification of fire and applicable extinguishing agents</p>	<p>Assessment of evidence obtained from approved instruction or attendance at an approved course</p>	<p>Initial actions on becoming aware of an emergency conform with accepted practices and procedures</p> <p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p>
Fight and extinguish fires	<p>Fire-fighting equipment and its location on board</p> <p>Instruction in:</p> <ol style="list-style-type: none"> .1 fixed installations .2 fire-fighter's outfits .3 personal equipment .4 fire-fighting appliances and equipment .5 fire-fighting methods .6 fire-fighting agents .7 fire-fighting procedures 	<p>Assessment of evidence obtained from approved instruction or during attendance at an approved course, including practical demonstration in spaces which provide truly realistic training conditions (e.g., simulated shipboard conditions) and, whenever possible and practical, in darkness, of the ability to:</p> <ol style="list-style-type: none"> .1 use various types of portable fire extinguishers .2 use self-contained breathing apparatus 	<p>Clothing and equipment are appropriate to the nature of the fire-fighting operations</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions</p> <p>Extinguishment of fire is achieved using appropriate procedures, techniques and fire-fighting agents</p> <p>Breathing apparatus procedures and techniques comply with accepted practices and procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Fight and extinguish fires (continued)	.8 use of breathing apparatus for fighting fires and effecting rescues	.3 extinguish smaller fires, e.g., electrical fires, oil fires, propane fires .4 extinguish extensive fires with water, using jet and spray nozzles .5 extinguish fires with foam, powder or any other suitable chemical agent .6 enter and pass through, with lifeline but without breathing apparatus, a compartment into which high-expansion foam has been injected .7 fight fire in smoke-filled enclosed spaces wearing self-contained breathing apparatus .8 extinguish fire with water fog or any other suitable fire-fighting agent in an accommodation room or simulated engine-room with fire and heavy smoke .9 extinguish oil fire with fog applicator and spray nozzles, dry chemical powder or foam applicators .10 effect a rescue in a smoke-filled space wearing breathing apparatus	

Table A-VI/1-3
Specification of minimum standard of competence in elementary first aid

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Take immediate action upon encountering an accident or other medical emergency</p>	<p>Assessment of needs of casualties and threats to own safety</p> <p>Appreciation of body structure and functions</p> <p>Understanding of immediate measures to be taken in cases of emergency, including the ability to:</p> <ul style="list-style-type: none"> .1 position casualty .2 apply resuscitation techniques .3 control bleeding .4 apply appropriate measures of basic shock management .5 apply appropriate measures in event of burns and scalds, including accidents caused by electric current .6 rescue and transport a casualty .7 improvise bandages and use materials in the emergency kit 	<p>Assessment of evidence obtained from approved instruction or during attendance at an approved course</p>	<p>The manner and timing of raising the alarm is appropriate to the circumstances of the accident or medical emergency</p> <p>The identification of probable cause, nature and extent of injuries is prompt and complete and the priority and sequence of actions is proportional to any potential threat to life</p> <p>Risk of further harm to self and casualty is minimized at all times</p>

Table A-VI/1-4
**Specification of minimum standard of competence in personal safety
and social responsibilities**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Comply with emergency procedures	<p>Types of emergency which may occur, such as collision, fire, foundering</p> <p>Knowledge of shipboard contingency plans for response to emergencies</p> <p>Emergency signals and specific duties allocated to crew members in the muster list; muster stations; correct use of personal safety equipment</p> <p>Action to take on discovering potential emergency, including fire, collision, foundering and ingress of water into the ship</p> <p>Action to take on hearing emergency alarm signals</p> <p>Value of training and drills</p> <p>Knowledge of escape routes and internal communication and alarm systems</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>Initial action on becoming aware of an emergency conforms to established emergency response procedures</p> <p>Information given on raising alarm is prompt, accurate, complete and clear</p>
Take precautions to prevent pollution of the marine environment	<p>Basic knowledge of the impact of shipping on the marine environment and the effects of operational or accidental pollution on it</p> <p>Basic environmental protection procedures</p> <p>Basic knowledge of complexity and diversity of the marine environment</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Organizational procedures designed to safeguard the marine environment are observed at all times

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Observe safe working practices	<p>Importance of adhering to safe working practices at all times</p> <p>Safety and protective devices available to protect against potential hazards aboard ship</p> <p>Precautions to be taken prior to entering enclosed spaces</p> <p>Familiarization with international measures concerning accident prevention and occupational health*</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times
Contribute to effective communications on board ship	<p>Understand the principles of, and barriers to, effective communication between individuals and teams within the ship</p> <p>Ability to establish and maintain effective communications</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Communications are clear and effective at all times
Contribute to effective human relationships on board ship	<p>Importance of maintaining good human and working relationships aboard ship</p> <p>Basic teamworking principles and practice, including conflict resolution</p> <p>Social responsibilities; employment conditions; individual rights and obligations; dangers of drug and alcohol abuse</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Expected standards of work and behaviour are observed at all times

* The ILO Code of Practice on "Accident Prevention on Board Ship at Sea and in Port" may be of assistance in the preparation of courses.

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Understand and take necessary actions to control fatigue	<p>Importance of obtaining the necessary rest</p> <p>Effects of sleep, schedules, and the circadian rhythm on fatigue</p> <p>Effects of physical stressors on seafarers</p> <p>Effects of environmental stressors in and outside the ship and their impact on seafarers</p> <p>Effects of schedule changes on seafarer fatigue</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Fatigue management practices are observed and appropriate actions are used at all times

Section A-VI/2

Mandatory minimum requirements for the issue of certificates of proficiency in survival craft, rescue boats and fast rescue boats

PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS OTHER THAN FAST RESCUE BOATS

Standard of competence

1 Every candidate for a certificate of proficiency in survival craft and rescue boats other than fast rescue boats shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1.

2 The level of knowledge of the subjects listed in column 2 of table A-VI/2-1 shall be sufficient to enable the candidate to launch and take charge of a survival craft or rescue boat in emergency situations*.

3 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.

4 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence through:

- .1 demonstration of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
- .2 examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of table A-VI/2-1.

5 Seafarers qualified in accordance with paragraph 4 in survival craft and rescue boats other than fast rescue boats shall be required, every five years, to provide evidence of having maintained the required standards of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1.

6 Parties may accept onboard training and experience for maintaining the required standard of competence of table A-VI/2-1 in the following areas:

- .1 take charge of a survival craft or rescue boat during and after launch:
 - .1.1 interpret the markings on survival craft as to the number of persons they are intended to carry;
 - .1.2 give correct commands for launching and boarding survival craft, clearing the ship and handling and disembarking persons from survival craft;
 - .1.3 prepare and safely launch survival craft and clear the ship's side quickly; and
 - .1.4 safely recover survival craft and rescue boats;

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

- .2 manage survivors and survival craft after abandoning ship:
 - .2.1 row and steer a boat and steer by compass;
 - .2.2 use individual items of equipment of survival crafts, except for pyrotechnics; and
 - .2.3 rig devices to aid location;
- .3 use locating devices, including communication and signalling apparatus:
 - .3.1 use of portable radio equipment for survival craft; and
- .4 apply first aid to survivors.

PROFICIENCY IN FAST RESCUE BOATS

Standard of competence

7 Every candidate for a certificate of proficiency in fast rescue boats shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2.

8 The level of knowledge of the subjects listed in column 2 of table A-VI/2-2 shall be sufficient to enable the candidate to launch and take charge of a fast rescue boat in emergency situations*.

9 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.

10 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence through:

- .1 demonstration of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
- .2 examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of table A-VI/2-2.

11 Seafarers qualified in accordance with paragraph 10 in fast rescue boats shall be required, every five years, to provide evidence of having maintained the required standards of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

12 Parties may accept onboard training and experience for maintaining the required standard of competence of table A-VI/2-2, in the following areas:

- .1 Take charge of a fast rescue boat during and after launch:
 - .1.1 control safe launching and recovery of a fast rescue boat;
 - .1.2 handle a fast rescue boat in prevailing weather and sea conditions;
 - .1.3 use communications and signalling equipment between the fast rescue boat and a helicopter and a ship;
 - .1.4 use the emergency equipment carried; and
 - .1.5 carry out search patterns, taking account of environmental factors.

Table A-VI/2-1

Specification of the minimum standard of competence in survival craft and rescue boats other than fast rescue boats

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take charge of a survival craft or rescue boat during and after launch	<p>Construction and outfit of survival craft and rescue boats and individual items of their equipment</p> <p>Particular characteristics and facilities of survival craft and rescue boats</p> <p>Various types of device used for launching survival craft and rescue boats</p> <p>Methods of launching survival craft into a rough sea</p> <p>Methods of recovering survival craft</p> <p>Action to be taken after leaving the ship</p> <p>Methods of launching and recovering rescue boats in a rough sea</p> <p>Dangers associated with use of on-load release devices</p> <p>Knowledge of maintenance procedures</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <ol style="list-style-type: none"> .1 right an inverted liferaft while wearing a lifejacket .2 interpret the markings on survival craft as to the number of persons they are intended to carry .3 give correct commands for launching and boarding survival craft, clearing the ship and handling and disembarking persons from survival craft .4 prepare and safely launch survival craft and clear the ship's side quickly and operate off-load and on-load release devices .5 safely recover survival craft and rescue boats, including the proper resetting of both off-load and on-load release devices <p>using: inflatable liferaft and open or enclosed lifeboat with inboard engine or approved simulator training, where appropriate</p>	<p>Preparation, boarding and launching of survival craft are within equipment limitations and enable survival craft to clear the ship safely</p> <p>Initial actions on leaving the ship minimize threat to survival</p> <p>Recovery of survival craft and rescue boats is within equipment limitations</p> <p>Equipment is operated in accordance with manufacturers' instructions for release and resetting</p>
Operate a survival craft engine	Methods of starting and operating a survival craft engine and its accessories together with the use of the fire extinguisher provided	Assessment of evidence obtained from practical demonstration of ability to start and operate an inboard engine fitted in an open or enclosed lifeboat	Propulsion is available and maintained as required for manoeuvring

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage survivors and survival craft after abandoning ship	<p>Handling survival craft in rough weather</p> <p>Use of painter, sea-anchor and all other equipment</p> <p>Apportionment of food and water in survival craft</p> <p>Action taken to maximize detectability and location of survival craft</p> <p>Method of helicopter rescue</p> <p>Effects of hypothermia and its prevention; use of protective covers and garments, including immersion suits and thermal protective aids</p> <p>Use of rescue boats and motor lifeboats for marshalling liferafts and rescue of survivors and persons in the sea</p> <p>Beaching survival craft</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <p>.1 row and steer a boat and steer by compass</p> <p>.2 use individual items of equipment of survival craft</p> <p>.3 rig devices to aid location</p>	Survival management is appropriate to prevailing circumstances and conditions
Use locating devices, including communication and signalling apparatus and pyrotechnics	<p>Radio life-saving appliances carried in survival craft, including satellite EPIRBs and SARTs</p> <p>Pyrotechnic distress signals</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <p>.1 use portable radio equipment for survival craft</p> <p>.2 use signalling equipment, including pyrotechnics</p>	Use and choice of communication and signalling apparatus is appropriate to prevailing circumstances and conditions

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply first aid to survivors	<p>Use of the first-aid kit and resuscitation techniques</p> <p>Management of injured persons, including control of bleeding and shock</p>	<p>Assessment of evidence obtained from practical demonstration of ability to deal with injured persons both during and after abandonment, using first-aid kit and resuscitation techniques</p>	<p>Identification of the probable cause, nature and extent of injuries or condition is prompt and accurate</p> <p>Priority and sequence of treatment minimizes any threat to life</p>

Table A-VI/2-2

Specification of the minimum standard of competence in fast rescue boats

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Understand the construction, maintenance, repair and outfitting of fast rescue boats	<p>Construction and outfitting of fast rescue boats and individual items of their equipment</p> <p>Knowledge of the maintenance and emergency repairs of fast rescue boats and the normal inflation and deflation of buoyancy compartments of inflated fast rescue boats</p>	Assessment of evidence obtained from practical instruction	<p>The method of carrying out routine maintenance and emergency repairs</p> <p>Identify components and required equipment for fast rescue boats</p>
Take charge of the launching equipment and appliance as commonly fitted, during launching and recovery	<p>Assessment of the readiness of launching equipment and launching appliance of fast rescue boats for immediate launching and operation</p> <p>Understand the operation and limitations of the winch, brakes, falls, painters, motion-compensation and other equipment as commonly fitted</p> <p>Safety precautions during launching and recovery of a fast rescue boat</p> <p>Launching and recovery of a fast rescue boat in prevailing and adverse weather and sea conditions</p>	Assessment of evidence obtained from practical demonstration of ability to control safe launching and recovery of a fast rescue boat, with equipment as fitted	Ability to prepare and take charge of the launching equipment and appliance during launching and recovery of a fast rescue boat
Take charge of a fast rescue boat as commonly fitted, during launching and recovery	<p>Assessment of the readiness of fast rescue boats and related equipment for immediate launching and operation</p> <p>Safety precautions during launching and recovery of a fast rescue boat</p> <p>Launching and recovery of a fast rescue boat in prevailing and adverse weather and sea conditions</p>	Assessment of evidence obtained from practical demonstration of ability to conduct safe launching and recovery of a fast rescue boat, with equipment as fitted	Ability to take charge of a fast rescue boat during launching and recovery

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take charge of a fast rescue boat after launching	<p>Particular characteristics, facilities and limitations of fast rescue boats</p> <p>Procedures for the righting of a capsized fast rescue boat</p> <p>How to handle a fast rescue boat in prevailing and adverse weather and sea conditions</p> <p>Navigational and safety equipment available in a fast rescue boat</p> <p>Search patterns and environmental factors affecting their execution</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <ol style="list-style-type: none"> .1 right a capsized fast rescue boat .2 handle a fast rescue boat in prevailing weather and sea conditions .3 swim in special equipment .4 use communications and signalling equipment between the fast rescue boat and a helicopter and a ship .5 use the emergency equipment carried .6 recover a casualty from the water and transfer a casualty to a rescue helicopter or to a ship or to a place of safety .7 carry out search patterns, taking account of environmental factors 	Demonstration of operation of fast rescue boats within equipment limitations in prevailing weather conditions
Operate a fast rescue boat engine	Methods of starting and operating a fast rescue boat engine and its accessories	Assessment of evidence obtained from practical demonstration of ability to start and operate a fast rescue boat engine	Engine is started and operated as required for manoeuvring

Section A-VI/3

Mandatory minimum training in advanced fire fighting

Standard of competence

1 Seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire, with particular emphasis on organization, tactics and command; and shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/3.

2 The level of knowledge and understanding of the subjects listed in column 2 of table A-VI/3 shall be sufficient for the effective control of fire-fighting operations on board ship*.

3 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.

4 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/3.

5 Seafarers qualified in accordance with paragraph 4 in advanced fire fighting shall be required, every five years, to provide evidence of having maintained the required standards of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/3.

6 Parties may accept onboard training and experience for maintaining the required standard of competence of table A-VI/3, in the following areas:

- .1 Control fire-fighting operations aboard ships;
 - .1.1 fire-fighting procedures at sea and in port, with particular emphasis on organization, tactics and command;
 - .1.2 communication and coordination during fire-fighting operations;
 - .1.3 ventilation control, including smoke extraction;
 - .1.4 control of fuel and electrical systems;
 - .1.5 fire-fighting process hazards (dry distillation, chemical reactions, boiler uptake, fires);
 - .1.6 fire precautions and hazards associated with the storage and handling of materials;
 - .1.7 management and control of injured persons; and
 - .1.8 procedures for coordination with shore-based fire fighters.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Table A-VI/3

Specification of minimum standard of competence in advanced fire fighting

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control fire-fighting operations aboard ships	<p>Fire-fighting procedures at sea and in port, with particular emphasis on organization, tactics and command</p> <p>Use of water for fire-extinguishing, the effect on ship stability, precautions and corrective procedures</p> <p>Communication and coordination during fire-fighting operations</p> <p>Ventilation control, including smoke extraction</p> <p>Control of fuel and electrical systems</p> <p>Fire-fighting process hazards (dry distillation, chemical reactions, boiler uptake fires, etc.)</p> <p>Fire fighting involving dangerous goods</p> <p>Fire precautions and hazards associated with the storage and handling of materials (paints, etc.)</p> <p>Management and control of injured persons</p> <p>Procedures for coordination with shore-based fire fighters</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions (e.g., simulated shipboard conditions) and, whenever possible and practicable, in darkness</p>	<p>Actions taken to control fires are based on a full and accurate assessment of the incident, using all available sources of information</p> <p>The order of priority, timing and sequence of actions are appropriate to the overall requirements of the incident and to minimize damage and potential damage to the ship, injuries to personnel and impairment of the operational effectiveness of the ship</p> <p>Transmission of information is prompt, accurate, complete and clear</p> <p>Personal safety during fire control activities is safeguarded at all times</p>
Organize and train fire parties	<p>Preparation of contingency plans</p> <p>Composition and allocation of personnel to fire parties</p> <p>Strategies and tactics for control of fires in various parts of the ship</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions, e.g., simulated shipboard conditions</p>	<p>Composition and organization of fire control parties ensure the prompt and effective implementation of emergency plans and procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Inspect and service fire-detection and fire-extinguishing systems and equipment	Fire-detection systems; fixed fire-extinguishing systems; portable and mobile fire-extinguishing equipment, including appliances, pumps and rescue, salvage, life-support, personal protective and communication equipment Requirements for statutory and classification surveys	Practical exercises, using approved equipment and systems in a realistic training environment	Operational effectiveness of all fire-detection and fire-extinguishing systems and equipment is maintained at all times in accordance with performance specifications and legislative requirements
Investigate and compile reports on incidents involving fire	Assessment of cause of incidents involving fire	Practical exercises in a realistic training environment	Causes of fire are identified and the effectiveness of countermeasures is evaluated

Section A-VI/4

Mandatory minimum requirements related to medical first aid and medical care

Standard of competence for seafarers designated to provide medical first aid on board ship

1 Every seafarer who is designated to provide medical first aid on board ship shall be required to demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/4-1.

2 The level of knowledge of the subjects listed in column 2 of table A-VI/4-1 shall be sufficient to enable the designated seafarer to take immediate effective action in the case of accidents or illness likely to occur on board ship*.

3 Every candidate for certification under the provisions of regulation VI/4, paragraph 1 shall be required to provide evidence that the required standard of competence has been achieved in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/4-1.

Standard of competence for seafarers designated to take charge of medical care on board ship

4 Every seafarer who is designated to take charge of medical care on board ship shall be required to demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/4-2.

5 The level of knowledge of the subjects listed in column 2 of table A-VI/4-2 shall be sufficient to enable the designated seafarer to take immediate effective action in the case of accidents or illness likely to occur on board ship*.

6 Every candidate for certification under the provisions of regulation VI/4, paragraph 2 shall be required to provide evidence that the required standard of competence has been achieved in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/4-2.

* The relevant IMO Model Course(s) may assist in the preparation of courses.

Table A-VI/4-1

Specification of minimum standard of competence in medical first aid

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply immediate first aid in the event of accident or illness on board	<p>First-aid kit</p> <p>Body structure and function</p> <p>Toxicological hazards on board, including use of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAAG) or its national equivalent</p> <p>Examination of casualty or patient</p> <p>Spinal injuries</p> <p>Burns, scalds and effects of heat and cold</p> <p>Fractures, dislocations and muscular injuries</p> <p>Medical care of rescued persons</p> <p>Radio medical advice</p> <p>Pharmacology</p> <p>Sterilization</p> <p>Cardiac arrest, drowning and asphyxia</p>	Assessment of evidence obtained from practical instruction	<p>The identification of probable cause, nature and extent of injuries is prompt, complete and conforms to current first-aid practice</p> <p>Risk of harm to self and to others is minimized at all times</p> <p>Treatment of injuries and the patient's condition is appropriate and conforms to recognized first-aid practice and international guidelines</p>

Table A-VI/4-2
Specification of minimum standard of competence in medical care

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Provide medical care to the sick and injured while they remain on board</p>	<p>Care of casualty involving:</p> <ul style="list-style-type: none"> .1 head and spinal injuries .2 injuries of ear, nose, throat and eyes .3 external and internal bleeding .4 burns, scalds and frostbite .5 fractures, dislocations and muscular injuries .6 wounds, wound healing and infection .7 pain relief .8 techniques of sewing and clamping .9 management of acute abdominal conditions .10 minor surgical treatment .11 dressing and bandaging <p>Aspects of nursing:</p> <ul style="list-style-type: none"> .1 general principles .2 nursing care <p>Diseases, including:</p> <ul style="list-style-type: none"> .1 medical conditions and emergencies .2 sexually transmitted diseases .3 tropical and infectious diseases <p>Alcohol and drug abuse</p>	<p>Assessment of evidence obtained from practical instruction and demonstration</p> <p>Where practicable, approved practical experience at a hospital or similar establishment</p>	<p>Identification of symptoms is based on the concepts of clinical examination and medical history</p> <p>Protection against infection and spread of diseases is complete and effective</p> <p>Personal attitude is calm, confident and reassuring</p> <p>Treatment of injury or condition is appropriate and conforms to accepted medical practice and relevant national and international medical guides</p> <p>The dosage and application of drugs and medication complies with manufacturers' recommendations and accepted medical practice</p> <p>The significance of changes in patient's condition is promptly recognized</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Provide medical care to the sick and injured while they remain on board (continued)	<p>Dental care</p> <p>Gynaecology, pregnancy and childbirth</p> <p>Medical care of rescued persons</p> <p>Death at sea</p> <p>Hygiene</p> <p>Disease prevention, including:</p> <p>.1 disinfection, disinfection, de-ratting</p> <p>.2 vaccinations</p> <p>Keeping records and copies of applicable regulations:</p> <p>.1 keeping medical records</p> <p>.2 international and national maritime medical regulations</p>		
Participate in coordinated schemes for medical assistance to ships	<p>External assistance, including:</p> <p>.1 radio medical advice</p> <p>.2 transportation of the ill and injured, including helicopter evacuation</p> <p>.3 medical care of sick seafarers involving cooperation with port health authorities or out-patient wards in port</p>		<p>Clinical examination procedures are complete and comply with instructions received</p> <p>The method and preparation for evacuation is in accordance with recognized procedures and is designed to maximize the welfare of the patient</p> <p>Procedures for seeking radio medical advice conform to established practice and recommendations</p>

Section A-VI/5

Mandatory minimum requirements for the issue of certificates of proficiency for ship security officers

Standard of competence

- 1 Every candidate for a certificate of proficiency as a ship security officer shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/5.
- 2 The level of knowledge of the subjects listed in column 2 of table A-VI/5 shall be sufficient to enable the candidate to act as the designated ship security officer.
- 3 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the guidance in section B-VI/5 of this Code.
- 4 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/5.

Table A-VI/5
Specifications of minimum standard of competence for ship security officers

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Maintain and supervise the implementation of a ship security plan</p>	<p>Knowledge of international maritime security policy and responsibilities of Governments, companies and designated persons, including elements that may relate to piracy and armed robbery</p> <p>Knowledge of the purpose for and the elements that make up a ship security plan, related procedures and maintenance of records, including those that may relate to piracy and armed robbery</p> <p>Knowledge of procedures to be employed in implementing a ship security plan and reporting of security incidents</p> <p>Knowledge of maritime security levels and the consequential security measures and procedures aboard ship and in the port facility environment</p> <p>Knowledge of the requirements and procedures for conducting internal audits, on-scene inspections, control and monitoring of security activities specified in a ship security plan</p> <p>Knowledge of the requirements and procedures for reporting to the company security officer any deficiencies and non-conformities identified during internal audits, periodic reviews, and security inspections</p>	<p>Assessment of evidence obtained from approved training or examination</p>	<p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p> <p>Legislative requirements relating to security are correctly identified</p> <p>Procedures achieve a state of readiness to respond to changes in maritime security levels</p> <p>Communications within the ship security officer's area of responsibility are clear and understood</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain and supervise the implementation of a ship security plan (continued)	<p>Knowledge of the methods and procedures used to modify the ship security plan</p> <p>Knowledge of security-related contingency plans and the procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the ship/port interface, including also elements that may relate to piracy and armed robbery</p> <p>Working knowledge of maritime security terms and definitions, including elements that may relate to piracy and armed robbery</p>		
Assess security risk, threat, and vulnerability	<p>Knowledge of risk assessment and assessment tools</p> <p>Knowledge of security assessment documentation, including the Declaration of Security</p> <p>Knowledge of techniques used to circumvent security measures, including those used by pirates and armed robbers</p> <p>Knowledge enabling recognition, on a non-discriminatory basis, of persons posing potential security risks</p> <p>Knowledge enabling recognition of weapons, dangerous substances and devices and awareness of the damage they can cause</p> <p>Knowledge of crowd management and control techniques, where appropriate</p>	<p>Assessment of evidence obtained from approved training, or approved experience and examination, including practical demonstration of competence to:</p> <ol style="list-style-type: none"> 1 conduct physical searches 2 conduct non-intrusive inspections 	<p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p> <p>Procedures achieve a state of readiness to respond to changes in the maritime security levels</p> <p>Communications within the ship security officer's area of responsibility are clear and understood</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Assess security risk, threat, and vulnerability <i>(continued)</i>	<p>Knowledge in handling sensitive security-related information and security-related communications</p> <p>Knowledge of implementing and co-ordinating searches</p> <p>Knowledge of the methods for physical searches and non-intrusive inspections</p>		
Undertake regular inspections of the ship to ensure that appropriate security measures are implemented and maintained	<p>Knowledge of the requirements for designating and monitoring restricted areas</p> <p>Knowledge of controlling access to the ship and to restricted areas on board ship</p> <p>Knowledge of methods for effective monitoring of deck areas and areas surrounding the ship</p> <p>Knowledge of security aspects relating to the handling of cargo and ship's stores with other shipboard personnel and relevant port facility security officers</p> <p>Knowledge of methods for controlling the embarkation, disembarkation and access while on board of persons and their effects</p>	Assessment of evidence obtained from approved training or examination	<p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p> <p>Procedures achieve a state of readiness to respond to changes in the maritime security levels</p> <p>Communications within the ship security officer's area of responsibility are clear and understood</p>
Ensure that security equipment and systems, if any, are properly operated, tested and calibrated	<p>Knowledge of the various types of security equipment and systems and their limitations, including those that could be used in case of attacks by pirates and armed robbers</p> <p>Knowledge of the procedures, instructions and guidance on the use of ship security alert systems</p>	Assessment of evidence obtained from approved training or examination	Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	Knowledge of the methods for testing, calibrating, and maintaining security systems and equipment, particularly whilst at sea		
Encourage security awareness and vigilance	<p>Knowledge of training, drill and exercise requirements under relevant conventions, codes and IMO circulars, including those relevant to anti-piracy and anti-armed robbery</p> <p>Knowledge of the methods for enhancing security awareness and vigilance on board</p> <p>Knowledge of the methods for assessing the effectiveness of drills and exercises</p>	Assessment of evidence obtained from approved training or examination	<p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p> <p>Communications within the ship security officer's area of responsibility are clear and understood</p>

Section A-VI/6

Mandatory minimum requirements for security-related training and instruction for all seafarers

Standard of competence for security-related familiarization training

1 Before being assigned to shipboard duties, all persons employed or engaged on a seagoing ship which is required to comply with the provisions of the ISPS Code, other than passengers, shall receive approved security-related familiarization training, taking account of the guidance given in part B, to be able to:

- .1 report a security incident, including a piracy or armed robbery threat or attack;
- .2 know the procedures to follow when they recognize a security threat; and
- .3 take part in security-related emergency and contingency procedures.

2 Seafarers with designated security duties engaged or employed on a seagoing ship shall, before being assigned such duties, receive security-related familiarization training in their assigned duties and responsibilities, taking into account the guidance given in part B.

3 The security-related familiarization training shall be conducted by the ship security officer or an equally qualified person.

Standard of competence for security-awareness training

4 Seafarers employed or engaged in any capacity on board a ship which is required to comply with the provisions of the ISPS Code on the business of that ship as part of the ship's complement without designated security duties shall, before being assigned to any shipboard duties:

- .1 receive appropriate approved training or instruction in security awareness as set out in table A-VI/6-1;
- .2 be required to provide evidence of having achieved the required standard of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-1:
 - .2.1 by demonstration of competence, in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/6-1; and
 - .2.2 by examination or continuous assessment as part of an approved training programme in the subjects listed in column 2 of table A-VI/6-1.

Transitional provisions

5 Until 1 January 2014, seafarers who commenced an approved seagoing service prior to the date of entry into force of this section shall be able to establish that they meet the requirements of paragraph 4 by:

- .1 approved seagoing service as shipboard personnel, for a period of at least six months in total during the preceding three years; or

- .2 having performed security functions considered to be equivalent to the seagoing service required in paragraph 5.1; or
- .3 passing an approved test; or
- .4 successfully completing approved training.

Standard of competence for seafarers with designated security duties

6 Every seafarer who is designated to perform security duties, including anti-piracy and anti-armed-robbery-related activities, shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-2.

7 The level of knowledge of the subjects in column 2 of table A-VI/6-2 shall be sufficient to enable every candidate to perform on board designated security duties, including anti-piracy and anti-armed-robbery-related activities.

8 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence through:

- .1 demonstration of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-2, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
- .2 examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of table A-VI/6-2.

Transitional provisions

9 Until 1 January 2014, seafarers with designated security duties who commenced an approved seagoing service prior to the date of entry into force of this section shall be able to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-2 by:

- .1 approved seagoing service as shipboard personnel with designated security duties, for a period of at least six months in total during the preceding three years; or
- .2 having performed security functions considered to be equivalent to the seagoing service required in paragraph 9.1; or
- .3 passing an approved test; or
- .4 successfully completing approved training.

Table A-VI/6-1

Specification of minimum standard of competence in security awareness

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the enhancement of maritime security through heightened awareness	<p>Basic working knowledge of maritime security terms and definitions, including elements that may relate to piracy and armed robbery</p> <p>Basic knowledge of international maritime security policy and responsibilities of Governments, companies and persons</p> <p>Basic knowledge of maritime security levels and their impact on security measures and procedures aboard ship and in port facilities</p> <p>Basic knowledge of security reporting procedures</p> <p>Basic knowledge of security-related contingency plans</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Requirements relating to enhanced maritime security are correctly identified
Recognition of security threats	<p>Basic knowledge of techniques used to circumvent security measures</p> <p>Basic knowledge enabling recognition of potential security threats, including elements that may relate to piracy and armed robbery</p> <p>Basic knowledge enabling recognition of weapons, dangerous substances and devices and awareness of the damage they can cause</p> <p>Basic knowledge in handling security-related information and security-related communications</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Maritime security threats are correctly identified

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Understanding of the need for and methods of maintaining security awareness and vigilance	Basic knowledge of training, drill and exercise requirements under relevant conventions, codes and IMO circulars, including those relevant for anti-piracy and anti-armed robbery	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Requirements relating to enhanced maritime security are correctly identified

Table A-VI/6-2
**Specifications of minimum standard of competence for seafarers
with designated security duties**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Maintain the conditions set out in a ship security plan</p>	<p>Working knowledge of maritime security terms and definitions, including elements that may relate to piracy and armed robbery</p> <p>Knowledge of international maritime security policy and responsibilities of Governments, companies and persons, including working knowledge of elements that may relate to piracy and armed robbery</p> <p>Knowledge of maritime security levels and their impact on security measures and procedures aboard ship and in the port facilities</p> <p>Knowledge of security reporting procedures</p> <p>Knowledge of procedures and requirements for drills and exercises under relevant conventions, codes and IMO circulars, including working knowledge of those that may relate to piracy and armed robbery</p> <p>Knowledge of the procedures for conducting inspections and surveys and for the control and monitoring of security activities specified in a ship security plan</p>	<p>Assessment of evidence obtained from approved instruction or during attendance at an approved course</p>	<p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p> <p>Legislative requirements relating to security are correctly identified</p> <p>Communications within the area of responsibility are clear and understood</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain the conditions set forth in a ship security plan <i>(continued)</i>	Knowledge of security-related contingency plans and the procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the ship/port interface, and including also working knowledge of those that may relate to piracy and armed robbery		
Recognition of security risks and threats	<p>Knowledge of security documentation, including the Declaration of Security</p> <p>Knowledge of techniques used to circumvent security measures, including those used by pirates and armed robbers</p> <p>Knowledge enabling recognition of potential security threats</p> <p>Knowledge enabling recognition of weapons, dangerous substances and devices and awareness of the damage they can cause</p> <p>Knowledge of crowd management and control techniques, where appropriate</p> <p>Knowledge in handling security-related information and security-related communications</p> <p>Knowledge of the methods for physical searches and non-intrusive inspections</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Undertake regular security inspections of the ship	<p>Knowledge of the techniques for monitoring restricted areas</p> <p>Knowledge of controlling access to the ship and to restricted areas on board ship</p> <p>Knowledge of methods for effective monitoring of deck areas and areas surrounding the ship</p> <p>Knowledge of inspection methods relating to the cargo and ship's stores</p> <p>Knowledge of methods for controlling the embarkation, disembarkation and access while on board of persons and their effects</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS Convention, as amended
Proper usage of security equipment and systems, if any	<p>General knowledge of various types of security equipment and systems, including those that could be used in case of attacks by pirates and armed robbers, including their limitations</p> <p>Knowledge of the need for testing, calibrating, and maintaining security systems and equipment, particularly whilst at sea</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>Equipment and systems operations are carried out in accordance with established equipment operating instructions and taking into account the limitations of the equipment and systems</p> <p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p>

CHAPTER VII

Standards regarding alternative certification

Section A-VII/1

Issue of alternative certificates

1 Every candidate for certification at the operational level under the provisions of chapter VII of the annex to the Convention shall be required to complete relevant education and training and meet the standard of competence for all the functions prescribed in either table A-II/1 or table A-III/1. Functions specified in table A-II/1 or A-III/1 respectively may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.

2 Every candidate for certification at the management level as the person having command of a ship of 500 gross tonnage or more, or the person upon whom the command of such a ship will fall in the event of the incapacity of the person in command, shall be required, in addition to compliance with the standard of competence specified in table A-II/1, to complete relevant education and training and meet the standard of competence for all of the functions prescribed in table A-II/2. Functions specified in the tables of chapter III of this part may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.

3 Every candidate for certification at the management level as the person responsible for the mechanical propulsion of a ship powered by main propulsion machinery of 750 kW or more, or the person upon whom such responsibility will fall in the event of the incapacity of the person responsible for the mechanical propulsion of the ship, shall be required, in addition to compliance with the standard of competence specified in table A-III/1, to complete relevant education and training and meet the standard of competence for all of the functions prescribed in table A-III/2, as appropriate. Functions specified in the tables of chapter II of this part may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.

4 Every candidate for certification at the support level:

- .1 in navigation or marine engineering shall be required to complete relevant training and meet the standard of competence for the function prescribed in either table A-II/4 or table A-III/4. Functions specified in table A-III/4 or A-II/4 respectively may be added provided the candidate completes, as appropriate, additional relevant training and meets the standards of competence prescribed in those tables for the function concerned;
- .2 as able seafarer deck shall be required, in addition to compliance with the standard of competence specified in table A-II/4, to complete relevant training and meet the standard of competence for all of the functions prescribed in table A-II/5. Functions specified in table A-III/4 or A-III/5 may be added provided the candidate completes, as appropriate, additional relevant training and meets the standard of competence prescribed in that (those) table(s) for the function(s) concerned; and
- .3 as able seafarer engine shall be required, in addition to compliance with the standard of competence specified in table A-III/4, to complete relevant training and meet

the standard of competence for all of the functions prescribed in table A-III/5. Functions specified in table A-II/4 or A-II/5 may be added provided the candidate completes, as appropriate, additional relevant training and meets the standards of competence prescribed in that (those) table(s) for the function(s) concerned.

Section A-VII/2

Certification of seafarers

1 In accordance with the requirements of regulation VII/1, paragraph 1.3, every candidate for certification under the provisions of chapter VII at the operational level in functions specified in tables A-II/1 and A-III/1 shall:

- .1 have approved seagoing service of not less than 12 months, which service shall include a period of at least six months performing engine-room duties under the supervision of a qualified engineer officer and, where the function of navigation is required, a period of at least six months performing bridge watchkeeping duties under the supervision of a qualified bridge watchkeeping officer; and
- .2 have completed, during this service, onboard training programmes approved as meeting the relevant requirements of sections A-II/1 and A-III/1 and documented in an approved training record book.

2 Every candidate for certification under the provisions of chapter VII at the management level in a combination of functions specified in tables A-II/2 and A-III/2 shall have approved seagoing service related to the functions to be shown in the endorsement to the certificate as follows:

- .1 *for persons other than those having command or responsibility for the mechanical propulsion of a ship* – 12 months performing duties at the operational level related to regulation III/2 or III/3 as appropriate and, where the function of navigation at the management level is required, at least 12 months performing bridge watchkeeping duties at the operational level;
- .2 *for those having command or the responsibility for the mechanical propulsion of a ship* – not less than 48 months, including the provisions in paragraph 2.1 of this section, performing, as a certificated officer, duties related to the functions to be shown in the endorsement to the certificate, of which 24 months shall be served performing functions set out in table A-III/1 and 24 months shall be served performing functions set out in tables A-III/1 and A-III/2.

3 In accordance with the requirements of regulation VII/1, paragraph 1.3, every candidate for certification under the provisions of chapter VII at support level in functions specified in tables A-II/4 and A-III/4 shall have completed:

- .1 approved seagoing service including not less than 12 months experience, made up of:
 - .1.1 not less than 6 months associated with navigational watchkeeping duties; and
 - .1.2 not less than 6 months associated with engine-room duties; or

- .2 special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than 4 months, made up of:
 - .2.1 not less than 2 months associated with navigational watchkeeping duties; and
 - .2.2 not less than 2 months associated with engine-room duties;
- .3 the seagoing service, training and experience required by paragraph 3.1 or 3.2 shall be carried out under the direct supervision of an appropriately qualified officer or rating.

4 In accordance with the requirements of regulation VII/1, paragraph 1.3, every candidate for certification under the provisions of chapter VII at the support level in functions specified in tables A-II/5 and A-III/5 shall, while qualified to serve as a rating forming part of a navigational and engine-room watch, meet the standards of competence specified in sections A-II/5 and A-III/5 of the STCW Code and have completed:

- .1 approved seagoing service of not less than 30 months, made up of:
 - .1.1 not less than 18 months associated with able seafarer deck duties, and
 - .1.2 not less than 12 months associated with able seafarer engine duties; or
- .2 an approved training programme and not less than 18 months of approved seagoing service, made up of:
 - .2.1 not less than 12 months associated with able seafarer deck duties; and
 - .2.2 not less than 6 months associated with able seafarer engine duties; or
- .3 an approved special integrated deck and engine training programme, including not less than 12 months' approved seagoing service in an integrated deck and engine department, made up of:
 - .3.1 not less than 6 months associated with able seafarer deck duties; and
 - .3.2 not less than 6 months associated with able seafarer engine duties.

Section A-VII/3

Principles governing the issue of alternative certificates

(No provisions)

CHAPTER VIII

Standards regarding watchkeeping

Section A-VIII/1

Fitness for duty

- 1 Administrations shall take account of the danger posed by fatigue of seafarers, especially those whose duties involve the safe and secure operation of a ship.
- 2 All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than:
 - .1 a minimum of 10 hours of rest in any 24-hour period; and
 - .2 77 hours in any 7-day period.
- 3 The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.
- 4 The requirements for rest periods laid down in paragraphs 2 and 3 need not be maintained in the case of an emergency or in other overriding operational conditions. Musters, fire-fighting and lifeboat drills, and drills prescribed by national laws and regulations and by international instruments, shall be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue.
- 5 Administrations shall require that watch schedules be posted where they are easily accessible. The schedules shall be established in a standardized format* in the working language or languages of the ship and in English.
- 6 When a seafarer is on call, such as when a machinery space is unattended, the seafarer shall have an adequate compensatory rest period if the normal period of rest is disturbed by call-outs to work.
- 7 Administrations shall require that records of daily hours of rest of seafarers be maintained in a standardized format*, in the working language or languages of the ship and in English, to allow monitoring and verification of compliance with the provisions of this section. The seafarers shall receive a copy of the records pertaining to them, which shall be endorsed by the master or by a person authorized by the master and by the seafarers.
- 8 Nothing in this section shall be deemed to impair the right of the master of a ship to require a seafarer to perform any hours of work necessary for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea. Accordingly, the master may suspend the schedule of hours of rest and require a seafarer to perform any hours of work necessary until the normal situation has been restored. As soon as practicable after the normal situation has been restored, the master shall ensure that

* The IMO/ILO Guidelines for the development of tables of seafarers' shipboard working arrangements and formats of records of seafarers' hours of work or hours of rest may be used.

any seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest.

9 Parties may allow exceptions from the required hours of rest in paragraphs 2.2 and 3 above provided that the rest period is not less than 70 hours in any 7-day period.

Exceptions from the weekly rest period provided for in paragraph 2.2 shall not be allowed for more than two consecutive weeks. The intervals between two periods of exceptions on board shall not be less than twice the duration of the exception.

The hours of rest provided for in paragraph 2.1 may be divided into no more than three periods, one of which shall be at least 6 hours in length and neither of the other two periods shall be less than one hour in length. The intervals between consecutive periods of rest shall not exceed 14 hours. Exceptions shall not extend beyond two 24-hour periods in any 7-day period.

Exceptions shall, as far as possible, take into account the guidance regarding prevention of fatigue in section B-VIII/1.

10 Each Administration shall establish, for the purpose of preventing alcohol abuse, a limit of not greater than 0.05% blood alcohol level (BAC) or 0.25 mg/l alcohol in the breath or a quantity of alcohol leading to such alcohol concentration for masters, officers and other seafarers while performing designated safety, security and marine environmental duties.

Section A-VIII/2

Watchkeeping arrangements and principles to be observed

PART 1 – CERTIFICATION

1 The officer in charge of the navigational or deck watch shall be duly qualified in accordance with the provisions of chapter II or chapter VII appropriate to the duties related to navigational or deck watchkeeping.

2 The officer in charge of the engineering watch shall be duly qualified in accordance with the provisions of chapter III or chapter VII appropriate to the duties related to engineering watchkeeping.

PART 2 – VOYAGE PLANNING

General requirements

3 The intended voyage shall be planned in advance, taking into consideration all pertinent information, and any course laid down shall be checked before the voyage commences.

4 The chief engineer officer shall, in consultation with the master, determine in advance the needs of the intended voyage, taking into consideration the requirements for fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies and any other requirements.

Planning prior to each voyage

5 Prior to each voyage, the master of every ship shall ensure that the intended route from the port of departure to the first port of call is planned using adequate and appropriate charts and other nautical publications necessary for the intended voyage, containing accurate, complete and

up-to-date information regarding those navigational limitations and hazards which are of a permanent or predictable nature and which are relevant to the safe navigation of the ship.

Verification and display of planned route

6 When the route planning is verified, taking into consideration all pertinent information, the planned route shall be clearly displayed on appropriate charts and shall be continuously available to the officer in charge of the watch, who shall verify each course to be followed prior to using it during the voyage.

Deviation from planned route

7 If a decision is made, during a voyage, to change the next port of call of the planned route, or if it is necessary for the ship to deviate substantially from the planned route for other reasons, then an amended route shall be planned prior to deviating substantially from the route originally planned.

PART 3 – WATCHKEEPING PRINCIPLES IN GENERAL

8 Watches shall be carried out based on the following bridge and engine-room resource management principles:

- .1 proper arrangements for watchkeeping personnel shall be ensured in accordance with the situations;
- .2 any limitation in qualifications or fitness of individuals shall be taken into account when deploying watchkeeping personnel;
- .3 understanding of watchkeeping personnel regarding their individual roles, responsibility and team roles shall be established;
- .4 the master, chief engineer officer and officer in charge of watch duties shall maintain a proper watch, making the most effective use of the resources available, such as information, installations/equipment and other personnel;
- .5 watchkeeping personnel shall understand functions and operation of installations/equipment, and be familiar with handling them;
- .6 watchkeeping personnel shall understand information and how to respond to information from each station/installation/equipment;
- .7 information from the stations/installations/equipment shall be appropriately shared by all the watchkeeping personnel;
- .8 watchkeeping personnel shall maintain an exchange of appropriate communication in any situation; and
- .9 watchkeeping personnel shall notify the master/chief engineer officer/officer in charge of watch duties without any hesitation when in any doubt as to what action to take in the interest of safety.

PART 4 – WATCHKEEPING AT SEA

Principles applying to watchkeeping generally

9 Parties shall direct the attention of companies, masters, chief engineer officers and watchkeeping personnel to the following principles, which shall be observed to ensure that safe watches are maintained at all times.

10 The master of every ship is bound to ensure that watchkeeping arrangements are adequate for maintaining a safe navigational or cargo watch. Under the master's general direction, the officers of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they will be particularly concerned with avoiding collision and stranding.

11 The chief engineer officer of every ship is bound, in consultation with the master, to ensure that watchkeeping arrangements are adequate to maintain a safe engineering watch.

Protection of marine environment

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

Part 4-1 – Principles to be observed in keeping a navigational watch

13 The officer in charge of the navigational watch is the master's representative and is primarily responsible at all times for the safe navigation of the ship and for complying with the International Regulations for Preventing Collisions at Sea, 1972, as amended.

Lookout

14 A proper lookout shall be maintained at all times in compliance with rule 5 of the International Regulations for Preventing Collisions at Sea, 1972, as amended and shall serve the purpose of:

- .1 maintaining a continuous state of vigilance by sight and hearing, as well as by all other available means, with regard to any significant change in the operating environment;
- .2 fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and
- .3 detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation.

15 The lookout must be able to give full attention to the keeping of a proper lookout and no other duties shall be undertaken or assigned which could interfere with that task.

16 The duties of the lookout and helmsperson are separate and the helmsperson shall not be considered to be the lookout while steering, except in small ships where an unobstructed all-round view is provided at the steering position and there is no impairment of night vision or

other impediment to the keeping of a proper lookout. The officer in charge of the navigational watch may be the sole lookout in daylight provided that, on each such occasion:

- .1 the situation has been carefully assessed and it has been established without doubt that it is safe to do so;
- .2 full account has been taken of all relevant factors, including, but not limited to:
 - state of weather;
 - visibility;
 - traffic density;
 - proximity of dangers to navigation; and
 - the attention necessary when navigating in or near traffic separation schemes; and
- .3 assistance is immediately available to be summoned to the bridge when any change in the situation so requires.

17 In determining that the composition of the navigational watch is adequate to ensure that a proper lookout can continuously be maintained, the master shall take into account all relevant factors, including those described in this section of the Code, as well as the following factors:

- .1 visibility, state of weather and sea;
- .2 traffic density, and other activities occurring in the area in which the vessel is navigating;
- .3 the attention necessary when navigating in or near traffic separation schemes or other routing measures;
- .4 the additional workload caused by the nature of the ship's functions, immediate operating requirements and anticipated manoeuvres;
- .5 the fitness for duty of any crew members on call who are assigned as members of the watch;
- .6 knowledge of, and confidence in, the professional competence of the ship's officers and crew;
- .7 the experience of each officer of the navigational watch, and the familiarity of that officer with the ship's equipment, procedures, and manoeuvring capability;
- .8 activities taking place on board the ship at any particular time, including radiocommunication activities, and the availability of assistance to be summoned immediately to the bridge when necessary;
- .9 the operational status of bridge instrumentation and controls, including alarm systems;
- .10 rudder and propeller control and ship manoeuvring characteristics;
- .11 the size of the ship and the field of vision available from the conning position;

- .12 the configuration of the bridge, to the extent such configuration might inhibit a member of the watch from detecting by sight or hearing any external development; and
- .13 any other relevant standard, procedure or guidance relating to watchkeeping arrangements and fitness for duty which has been adopted by the Organization.

Watch arrangements

18 When deciding the composition of the watch on the bridge, which may include appropriately qualified ratings, the following factors, *inter alia*, shall be taken into account:

- .1 at no time shall the bridge be left unattended;
- .2 weather conditions, visibility and whether there is daylight or darkness;
- .3 proximity of navigational hazards which may make it necessary for the officer in charge of the watch to carry out additional navigational duties;
- .4 use and operational condition of navigational aids such as ECDIS, radar or electronic position-indicating devices and any other equipment affecting the safe navigation of the ship;
- .5 whether the ship is fitted with automatic steering;
- .6 whether there are radio duties to be performed;
- .7 unmanned machinery space (UMS) controls, alarms and indicators provided on the bridge, procedures for their use and their limitations; and
- .8 any unusual demands on the navigational watch that may arise as a result of special operational circumstances.

Taking over the watch

19 The officer in charge of the navigational watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is not capable of carrying out the watchkeeping duties effectively, in which case the master shall be notified.

20 The relieving officer shall ensure that the members of the relieving watch are fully capable of performing their duties, particularly as regards their adjustment to night vision. Relieving officers shall not take over the watch until their vision is fully adjusted to the light conditions.

21 Prior to taking over the watch, relieving officers shall satisfy themselves as to the ship's estimated or true position and confirm its intended track, course and speed, and UMS controls as appropriate and shall note any dangers to navigation expected to be encountered during their watch.

22 Relieving officers shall personally satisfy themselves regarding the:

- .1 standing orders and other special instructions of the master relating to navigation of the ship;
- .2 position, course, speed and draught of the ship;
- .3 prevailing and predicted tides, currents, weather, visibility and the effect of these factors upon course and speed;
- .4 procedures for the use of main engines to manoeuvre when the main engines are on bridge control; and
- .5 navigational situation, including, but not limited to:
 - .5.1 the operational condition of all navigational and safety equipment being used or likely to be used during the watch;
 - .5.2 the errors of gyro- and magnetic-compasses;
 - .5.3 the presence and movement of ships in sight or known to be in the vicinity;
 - .5.4 the conditions and hazards likely to be encountered during the watch; and
 - .5.5 the possible effects of heel, trim, water density and squat on under-keel clearance.

23 If, at any time, the officer in charge of the navigational watch is to be relieved when a manoeuvre or other action to avoid any hazard is taking place, the relief of that officer shall be deferred until such action has been completed.

Performing the navigational watch

24 The officer in charge of the navigational watch shall:

- .1 keep the watch on the bridge;
- .2 in no circumstances leave the bridge until properly relieved; and
- .3 continue to be responsible for the safe navigation of the ship, despite the presence of the master on the bridge, until informed specifically that the master has assumed that responsibility and this is mutually understood.

25 During the watch, the course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the ship follows the planned course.

26 The officer in charge of the navigational watch shall have full knowledge of the location and operation of all safety and navigational equipment on board the ship and shall be aware and take account of the operating limitations of such equipment.

27 The officer in charge of the navigational watch shall not be assigned or undertake any duties which would interfere with the safe navigation of the ship.

28 When using radar, the officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the International Regulations for Preventing Collisions at Sea, 1972, as amended in force.

29 In cases of need, the officer in charge of the navigational watch shall not hesitate to use the helm, engines and sound signalling apparatus. However, timely notice of intended variations of engine speed shall be given where possible or effective use shall be made of UMS engine controls provided on the bridge in accordance with the applicable procedures.

30 Officers of the navigational watch shall know the handling characteristics of their ship, including its stopping distances, and should appreciate that other ships may have different handling characteristics.

31 A proper record shall be kept during the watch of the movements and activities relating to the navigation of the ship.

32 It is of special importance that at all times the officer in charge of the navigational watch ensures that a proper lookout is maintained. In a ship with a separate chartroom, the officer in charge of the navigational watch may visit the chartroom, when essential, for a short period for the necessary performance of navigational duties, but shall first ensure that it is safe to do so and that proper lookout is maintained.

33 Operational tests of shipboard navigational equipment shall be carried out at sea as frequently as practicable and as circumstances permit, in particular before hazardous conditions affecting navigation are expected. Whenever appropriate, these tests shall be recorded. Such tests shall also be carried out prior to port arrival and departure.

34 The officer in charge of the navigational watch shall make regular checks to ensure that:

- .1 the person steering the ship or the automatic pilot is steering the correct course;
- .2 the standard compass error is determined at least once a watch and, when possible, after any major alteration of course; the standard and gyro-compasses are frequently compared and repeaters are synchronized with their master compass;
- .3 the automatic pilot is tested manually at least once a watch;
- .4 the navigation and signal lights and other navigational equipment are functioning properly;
- .5 the radio equipment is functioning properly in accordance with paragraph 86 of this section; and
- .6 the UMS controls, alarms and indicators are functioning properly.

35 The officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the requirements in force of the International Convention for the Safety of Life at Sea (SOLAS), 1974*. The officer of the navigational watch shall take into account:

- .1 the need to station a person to steer the ship and to put the steering into manual control in good time to allow any potentially hazardous situation to be dealt with in a safe manner; and
- .2 that, with a ship under automatic steering, it is highly dangerous to allow a situation to develop to the point where the officer in charge of the navigational watch is without assistance and has to break the continuity of the lookout in order to take emergency action.

36 Officers of the navigational watch shall be thoroughly familiar with the use of all electronic navigational aids carried, including their capabilities and limitations, and shall use each of these aids when appropriate and shall bear in mind that the echo-sounder is a valuable navigational aid.

37 The officer in charge of the navigational watch shall use the radar whenever restricted visibility is encountered or expected, and at all times in congested waters, having due regard to its limitations.

38 The officer in charge of the navigational watch shall ensure that the range scales employed are changed at sufficiently frequent intervals so that echoes are detected as early as possible. It shall be borne in mind that small or poor echoes may escape detection.

39 Whenever radar is in use, the officer in charge of the navigational watch shall select an appropriate range scale and observe the display carefully, and shall ensure that plotting or systematic analysis is commenced in ample time.

40 The officer in charge of the navigational watch shall notify the master immediately:

- .1 if restricted visibility is encountered or expected;
- .2 if the traffic conditions or the movements of other ships are causing concern;
- .3 if difficulty is experienced in maintaining course;
- .4 on failure to sight land, or a navigation mark or to obtain soundings by the expected time;
- .5 if, unexpectedly, land or a navigation mark is sighted or a change in soundings occurs;
- .6 on breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator;
- .7 if the radio equipment malfunctions;

* See SOLAS regulations V/24, V/25 and V/26.

- .8 in heavy weather, if in any doubt about the possibility of weather damage;
- .9 if the ship meets any hazard to navigation, such as ice or a derelict; and
- .10 in any other emergency or if in any doubt.

41 Despite the requirement to notify the master immediately in the foregoing circumstances, the officer in charge of the navigational watch shall, in addition, not hesitate to take immediate action for the safety of the ship, where circumstances so require.

42 The officer in charge of the navigational watch shall give watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe watch, including a proper lookout.

Watchkeeping under different conditions and in different areas

Clear weather

43 The officer in charge of the navigational watch shall take frequent and accurate compass bearings of approaching ships as a means of early detection of risk of collision and shall bear in mind that such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large ship or a tow or when approaching a ship at close range. The officer in charge of the navigational watch shall also take early and positive action in compliance with the applicable International Regulations for Preventing Collisions at Sea, 1972, as amended and subsequently check that such action is having the desired effect.

44 In clear weather, whenever possible, the officer in charge of the navigational watch shall carry out radar practice.

Restricted visibility

45 When restricted visibility is encountered or expected, the first responsibility of the officer in charge of the navigational watch is to comply with the relevant rules of the International Regulations for Preventing Collisions at Sea, 1972, as amended with particular regard to the sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate manoeuvre. In addition, the officer in charge of the navigational watch shall:

- .1 inform the master;
- .2 post a proper lookout;
- .3 exhibit navigation lights; and
- .4 operate and use the radar.

In hours of darkness

46 The master and the officer in charge of the navigational watch, when arranging lookout duty, shall have due regard to the bridge equipment and navigational aids available for use, their limitations, procedures and safeguards implemented.

Coastal and congested waters

47 The largest scale chart on board, suitable for the area and corrected with the latest available information, shall be used. Fixes shall be taken at frequent intervals, and shall be carried out by more than one method whenever circumstances allow. When using ECDIS, appropriate usage code (scale) electronic navigational charts shall be used and the ship's position shall be checked by an independent means of position fixing at appropriate intervals.

48 The officer in charge of the navigational watch shall positively identify all relevant navigation marks.

Navigation with pilot on board

49 Despite the duties and obligations of pilots, their presence on board does not relieve the master or the officer in charge of the navigational watch from their duties and obligations for the safety of the ship. The master and the pilot shall exchange information regarding navigation procedures, local conditions and the ship's characteristics. The master and/or the officer in charge of the navigational watch shall co-operate closely with the pilot and maintain an accurate check on the ship's position and movement.

50 If in any doubt as to the pilot's actions or intentions, the officer in charge of the navigational watch shall seek clarification from the pilot and, if doubt still exists, shall notify the master immediately and take whatever action is necessary before the master arrives.

Ship at anchor

51 If the master considers it necessary, a continuous navigational watch shall be maintained at anchor. While at anchor, the officer in charge of the navigational watch shall:

- .1 determine and plot the ship's position on the appropriate chart as soon as practicable;
- .2 when circumstances permit, check at sufficiently frequent intervals whether the ship is remaining securely at anchor by taking bearings of fixed navigation marks or readily identifiable shore objects;
- .3 ensure that proper lookout is maintained;
- .4 ensure that inspection rounds of the ship are made periodically;
- .5 observe meteorological and tidal conditions and the state of the sea;
- .6 notify the master and undertake all necessary measures if the ship drags anchor;
- .7 ensure that the state of readiness of the main engines and other machinery is in accordance with the master's instructions;
- .8 if visibility deteriorates, notify the master;
- .9 ensure that the ship exhibits the appropriate lights and shapes and that appropriate sound signals are made in accordance with all applicable regulations; and

- .10 take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations.

Part 4-2 – Principles to be observed in keeping an engineering watch

52 The term *engineering watch* as used in parts 4-2, 5-2 and 5-4 of this section means either a person or a group of personnel comprising the watch or a period of responsibility for an officer during which the physical presence in machinery spaces of that officer may or may not be required.

53 The *officer in charge of the engineering watch* is the chief engineer officer's representative and is primarily responsible, at all times, for the safe and efficient operation and upkeep of machinery affecting the safety of the ship and is responsible for the inspection, operation and testing, as required, of all machinery and equipment under the responsibility of the engineering watch.

Watch arrangements

54 The composition of the engineering watch shall, at all times, be adequate to ensure the safe operation of all machinery affecting the operation of the ship, in either automated or manual mode, and be appropriate to the prevailing circumstances and conditions.

55 When deciding the composition of the engineering watch, which may include appropriately qualified ratings, the following criteria, *inter alia*, shall be taken into account:

- .1 the type of ship and the type and condition of the machinery;
- .2 the adequate supervision, at all times, of machinery affecting the safe operation of the ship;
- .3 any special modes of operation dictated by conditions such as weather, ice, contaminated water, shallow water, emergency conditions, damage containment or pollution abatement;
- .4 the qualifications and experience of the engineering watch;
- .5 the safety of life, ship, cargo and port, and protection of the environment;
- .6 the observance of international, national and local regulations; and
- .7 maintaining the normal operations of the ship.

Taking over the watch

56 The officer in charge of the engineering watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is obviously not capable of carrying out the watchkeeping duties effectively, in which case the chief engineer officer shall be notified.

57 The relieving officer of the engineering watch shall ensure that the members of the relieving engineering watch are apparently fully capable of performing their duties effectively.

58 Prior to taking over the engineering watch, relieving officers shall satisfy themselves regarding at least the following:

- .1 the standing orders and special instructions of the chief engineer officer relating to the operation of the ship's systems and machinery;
- .2 the nature of all work being performed on machinery and systems, the personnel involved and potential hazards;
- .3 the level and, where applicable, the condition of water or residues in bilges, ballast tanks, slop tanks, reserve tanks, fresh water tanks, sewage tanks and any special requirements for use or disposal of the contents thereof;
- .4 the condition and level of fuel in the reserve tanks, settling tank, day tank and other fuel storage facilities;
- .5 any special requirements relating to sanitary system disposals;
- .6 condition and mode of operation of the various main and auxiliary systems, including the electrical power distribution system;
- .7 where applicable, the condition of monitoring and control console equipment, and which equipment is being operated manually;
- .8 where applicable, the condition and mode of operation of automatic boiler controls such as flame safeguard control systems, limit control systems, combustion control systems, fuel-supply control systems and other equipment related to the operation of steam boilers;
- .9 any potentially adverse conditions resulting from bad weather, ice, or contaminated or shallow water;
- .10 any special modes of operation dictated by equipment failure or adverse ship conditions;
- .11 the reports of engine-room ratings relating to their assigned duties;
- .12 the availability of fire-fighting appliances; and
- .13 the state of completion of the engine-room log.

Performing the engineering watch

59 The officer in charge of the engineering watch shall ensure that the established watchkeeping arrangements are maintained and that, under direction, engine-room ratings, if forming part of the engineering watch, assist in the safe and efficient operation of the propulsion machinery and auxiliary equipment.

60 The officer in charge of the engineering watch shall continue to be responsible for machinery-space operations, despite the presence of the chief engineer officer in the machinery spaces, until specifically informed that the chief engineer officer has assumed that responsibility and this is mutually understood.

61 All members of the engineering watch shall be familiar with their assigned watchkeeping duties. In addition, every member shall, with respect to the ship they are serving in, have knowledge of:

- .1 the use of appropriate internal communication systems;
- .2 the escape routes from machinery spaces;
- .3 the engine-room alarm systems and be able to distinguish between the various alarms, with special reference to the fire-extinguishing media alarm; and
- .4 the number, location and types of fire-fighting equipment and damage-control gear in the machinery spaces, together with their use and the various safety precautions to be observed.

62 Any machinery not functioning properly, expected to malfunction or requiring special service shall be noted along with any action already taken. Plans shall be made for any further action if required.

63 When the machinery spaces are in the manned condition, the officer in charge of the engineering watch shall at all times be readily capable of operating the propulsion equipment in response to needs for changes in direction or speed.

64 When the machinery spaces are in the periodic unmanned condition, the designated duty officer in charge of the engineering watch shall be immediately available and on call to attend the machinery spaces.

65 All bridge orders shall be promptly executed. Changes in direction or speed of the main propulsion units shall be recorded, except where an Administration has determined that the size or characteristics of a particular ship make such recording impracticable. The officer in charge of the engineering watch shall ensure that the main propulsion unit controls, when in the manual mode of operation, are continuously attended under stand-by or manoeuvring conditions.

66 Due attention shall be paid to the ongoing maintenance and support of all machinery, including mechanical, electrical, electronic, hydraulic and pneumatic systems, their control apparatus and associated safety equipment, all accommodation service systems equipment and the recording of stores and spare gear usage.

67 The chief engineer officer shall ensure that the officer in charge of the engineering watch is informed of all preventive maintenance, damage control, or repair operations to be performed during the engineering watch. The officer in charge of the engineering watch shall be responsible for the isolation, bypassing and adjustment of all machinery under the responsibility of the engineering watch that is to be worked on, and shall record all work carried out.

68 When the engine-room is put in a stand-by condition, the officer in charge of the engineering watch shall ensure that all machinery and equipment which may be used during manoeuvring is in a state of immediate readiness and that an adequate reserve of power is available for steering gear and other requirements.

69 Officers in charge of an engineering watch shall not be assigned or undertake any duties which would interfere with their supervisory duties in respect of the main propulsion system and

ancillary equipment. They shall keep the main propulsion plant and auxiliary systems under constant supervision until properly relieved, and shall periodically inspect the machinery in their charge. They shall also ensure that adequate rounds of the machinery and steering-gear spaces are made for the purpose of observing and reporting equipment malfunctions or breakdowns, performing or directing routine adjustments, required upkeep and any other necessary tasks.

70 Officers in charge of an engineering watch shall direct any other member of the engineering watch to inform them of potentially hazardous conditions which may adversely affect the machinery or jeopardize the safety of life or of the ship.

71 The officer in charge of the engineering watch shall ensure that the machinery space watch is supervised, and shall arrange for substitute personnel in the event of the incapacity of any engineering watch personnel. The engineering watch shall not leave the machinery spaces unsupervised in a manner that would prevent the manual operation of the engine-room plant or throttles.

72 The officer in charge of the engineering watch shall take the action necessary to contain the effects of damage resulting from equipment breakdown, fire, flooding, rupture, collision, stranding, or other cause.

73 Before going off duty, the officer in charge of the engineering watch shall ensure that all events related to the main and auxiliary machinery which have occurred during the engineering watch are suitably recorded.

74 The officer in charge of the engineering watch shall cooperate with any engineer in charge of maintenance work during all preventive maintenance, damage control or repairs. This shall include, but not necessarily be limited to:

- .1 isolating and bypassing machinery to be worked on;
- .2 adjusting the remaining plant to function adequately and safely during the maintenance period;
- .3 recording, in the engine-room log or other suitable document, the equipment worked on and the personnel involved, and which safety steps have been taken and by whom, for the benefit of relieving officers and for record purposes; and
- .4 testing and putting into service, when necessary, the repaired machinery or equipment.

75 The officer in charge of the engineering watch shall ensure that any engine-room ratings who perform maintenance duties are available to assist in the manual operation of machinery in the event of automatic equipment failure.

76 The officer in charge of the engineering watch shall bear in mind that changes in speed, resulting from machinery malfunction, or any loss of steering may imperil the safety of the ship and life at sea. The bridge shall be immediately notified in the event of fire and of any impending action in machinery spaces that may cause reduction in the ship's speed, imminent steering failure, stoppage of the ship's propulsion system or any alteration in the generation of electric power or similar threat to safety. This notification, where possible, shall be accomplished before changes are made, in order to afford the bridge the maximum available time to take whatever action is possible to avoid a potential marine casualty.

77 The officer in charge of the engineering watch shall notify the chief engineer officer without delay:

- .1 when engine damage or a malfunction occurs which may be such as to endanger the safe operation of the ship;
- .2 when any malfunction occurs which, it is believed, may cause damage or breakdown of propulsion machinery, auxiliary machinery or monitoring and governing systems; and
- .3 in any emergency or if in any doubt as to what decision or measures to take.

78 Despite the requirement to notify the chief engineer officer in the foregoing circumstances, the officer in charge of the engineering watch shall not hesitate to take immediate action for the safety of the ship, its machinery and crew where circumstances require.

79 The officer in charge of the engineering watch shall give the watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe engineering watch. Routine machinery upkeep, performed as incidental tasks as a part of keeping a safe watch, shall be set up as an integral part of the watch routine. Detailed repair maintenance involving repairs to electrical, mechanical, hydraulic, pneumatic or applicable electronic equipment throughout the ship shall be performed with the cognizance of the officer in charge of the engineering watch and chief engineer officer. These repairs shall be recorded.

Engineering watchkeeping under different conditions and in different areas

Restricted visibility

80 The officer in charge of the engineering watch shall ensure that permanent air or steam pressure is available for sound signals and that at all times bridge orders relating to changes in speed or direction of operation are immediately implemented and, in addition, that auxiliary machinery used for manoeuvring is readily available.

Coastal and congested waters

81 The officer in charge of the engineering watch shall ensure that all machinery involved with the manoeuvring of the ship can immediately be placed in the manual mode of operation when notified that the ship is in congested waters. The officer in charge of the engineering watch shall also ensure that an adequate reserve of power is available for steering and other manoeuvring requirements. Emergency steering and other auxiliary equipment shall be ready for immediate operation.

Ship at anchor

82 At an unsheltered anchorage the chief engineer officer shall consult with the master whether or not to maintain the same engineering watch as when under way.

83 When a ship is at anchor in an open roadstead or any other virtually "at-sea" condition, the engineer officer in charge of the engineering watch shall ensure that:

- .1 an efficient engineering watch is kept;
- .2 periodic inspection is made of all operating and stand-by machinery;
- .3 main and auxiliary machinery is maintained in a state of readiness in accordance with orders from the bridge;
- .4 measures are taken to protect the environment from pollution by the ship, and that applicable pollution-prevention regulations are complied with; and
- .5 all damage-control and fire-fighting systems are in readiness.

Part 4-3 – Principles to be observed in keeping a radio watch

General provisions

84 Administrations shall direct the attention of companies, masters and radio watchkeeping personnel to comply with the following provisions to ensure that an adequate safety radio watch is maintained while a ship is at sea. In complying with this Code, account shall be taken of the Radio Regulations.

Watch arrangements

- 85 In deciding the arrangements for the radio watch, the master of every seagoing ship shall:
- .1 ensure that the radio watch is maintained in accordance with the relevant provisions of the Radio Regulations and the SOLAS Convention;
 - .2 ensure that the primary duties for radio watchkeeping are not adversely affected by attending to radio traffic not relevant to the safe movement of the ship and safety of navigation; and
 - .3 take into account the radio equipment fitted on board and its operational status.

Performing the radio watch

86 The radio operator performing radio watchkeeping duties shall:

- .1 ensure that watch is maintained on the frequencies specified in the Radio Regulations and the SOLAS Convention; and
- .2 while on duty, regularly check the operation of the radio equipment and its sources of energy and report to the master any observed failure of this equipment.

87 The requirements of the Radio Regulations and the SOLAS Convention on keeping a radiotelegraph or radio log, as appropriate, shall be complied with.

88 The maintenance of radio records, in compliance with the requirements of the Radio Regulations and the SOLAS Convention, is the responsibility of the radio operator designated as

having primary responsibility for radiocommunications during distress incidents. The following shall be recorded, together with the times at which they occur:

- .1 a summary of distress, urgency and safety radiocommunications;
- .2 important incidents relating to the radio service;
- .3 where appropriate, the position of the ship at least once per day; and
- .4 a summary of the condition of the radio equipment, including its sources of energy.

89 The radio records shall be kept at the distress communications operating position, and shall be made available:

- .1 for inspection by the master; and
- .2 for inspection by any authorized official of the Administration and by any duly authorized officer exercising control under article X of the Convention.

PART 5 – WATCHKEEPING IN PORT

Principles applying to all watchkeeping

General

90 On any ship safely moored or safely at anchor under normal circumstances in port, the master shall arrange for an appropriate and effective watch to be maintained for the purpose of safety. Special requirements may be necessary for special types of ships' propulsion systems or ancillary equipment and for ships carrying hazardous, dangerous, toxic or highly flammable materials or other special types of cargo.

Watch arrangements

91 Arrangements for keeping a deck watch when the ship is in port shall at all times be adequate to:

- .1 ensure the safety of life, of the ship, the port and the environment, and the safe operation of all machinery related to cargo operation;
- .2 observe international, national and local rules; and
- .3 maintain order and the normal routine of the ship.

92 The master shall decide the composition and duration of the deck watch depending on the conditions of mooring, type of the ship and character of duties.

93 If the master considers it necessary, a qualified officer shall be in charge of the deck watch.

94 The necessary equipment shall be so arranged as to provide for efficient watchkeeping.

95 The chief engineer officer, in consultation with the master, shall ensure that engineering watchkeeping arrangements are adequate to maintain a safe engineering watch while in port. When deciding the composition of the engineering watch, which may include appropriate engine-room ratings, the following points are among those to be taken into account:

- .1 on all ships of 3,000 kW propulsion power and over there shall always be an officer in charge of the engineering watch;
- .2 on ships of less than 3,000 kW propulsion power there may be, at the master's discretion and in consultation with the chief engineer officer, no officer in charge of the engineering watch; and
- .3 officers, while in charge of an engineering watch, shall not be assigned or undertake any task or duty which would interfere with their supervisory duty in respect of the ship's machinery system.

Taking over the watch

96 Officers in charge of the deck or engineering watch shall not hand over the watch to their relieving officer if they have any reason to believe that the latter is obviously not capable of carrying out watchkeeping duties effectively, in which case the master or chief engineer shall be notified accordingly. Relieving officers of the deck or engineering watch shall ensure that all members of their watch are apparently fully capable of performing their duties effectively.

97 If, at the moment of handing over the deck or engineering watch, an important operation is being performed, it shall be concluded by the officer being relieved, except when ordered otherwise by the master or chief engineer officer.

Part 5-1 – Taking over the deck watch

98 Prior to taking over the deck watch, the relieving officer shall be informed by the officer in charge of the deck watch as to the following:

- .1 the depth of the water at the berth, the ship's draught, the level and time of high and low waters; the securing of the moorings, the arrangement of anchors and the scope of the anchor chain, and other mooring features important to the safety of the ship; the state of main engines and their availability for emergency use;
- .2 all work to be performed on board the ship; the nature, amount and disposition of cargo loaded or remaining, and any residue on board after unloading the ship;
- .3 the level of water in bilges and ballast tanks;
- .4 the signals or lights being exhibited or sounded;
- .5 the number of crew members required to be on board and the presence of any other persons on board;
- .6 the state of fire-fighting appliances;
- .7 any special port regulations;

- .8 the master's standing and special orders;
 - .9 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
 - .10 any other circumstances of importance to the safety of the ship, its crew, cargo or protection of the environment from pollution; and
 - .11 the procedures for notifying the appropriate authority of any environmental pollution resulting from ship activities.
- 99 Relieving officers, before assuming charge of the deck watch, shall verify that:
- .1 the securing of moorings and anchor chain is adequate;
 - .2 the appropriate signals or lights are properly exhibited or sounded;
 - .3 safety measures and fire-protection regulations are being maintained;
 - .4 they are aware of the nature of any hazardous or dangerous cargo being loaded or discharged and the appropriate action to be taken in the event of any spillage or fire; and
 - .5 no external conditions or circumstances imperil the ship and that it does not imperil others.

Part 5-2 – Taking over the engineering watch

- 100 Prior to taking over the engineering watch, the relieving officer shall be informed by the officer in charge of the engineering watch as to:
- .1 the standing orders of the day, any special orders relating to the ship operations, maintenance functions, repairs to the ship's machinery or control equipment;
 - .2 the nature of all work being performed on machinery and systems on board ship, personnel involved and potential hazards;
 - .3 the level and condition, where applicable, of water or residue in bilges, ballast tanks, slop tanks, sewage tanks, reserve tanks and special requirements for the use or disposal of the contents thereof;
 - .4 any special requirements relating to sanitary system disposals;
 - .5 the condition and state of readiness of portable fire-extinguishing equipment and fixed fire-extinguishing installations and fire-detection systems;
 - .6 authorized repair personnel on board engaged in engineering activities, their work locations and repair functions and other authorized persons on board and the required crew;

- .7 any port regulations pertaining to ship effluents, fire-fighting requirements and ship readiness, particularly during potential bad weather conditions;
- .8 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
- .9 any other circumstance of importance to the safety of the ship, its crew, cargo or the protection of the environment from pollution; and
- .10 the procedures for notifying the appropriate authority of environmental pollution resulting from engineering activities.

101 Relieving officers, before assuming charge of the engineering watch, shall satisfy themselves that they are fully informed by the officer being relieved, as outlined above; and:

- .1 be familiar with existing and potential sources of power, heat and lighting and their distribution;
- .2 know the availability and condition of ship's fuel, lubricants and all water supplies; and
- .3 be ready to prepare the ship and its machinery, as far as is possible, for stand-by or emergency conditions as required.

Part 5-3 – Performing the deck watch

102 The officer in charge of the deck watch shall:

- .1 make rounds to inspect the ship at appropriate intervals;
- .2 pay particular attention to:
 - .2.1 the condition and securing of the gangway, anchor chain and moorings, especially at the turn of the tide and in berths with a large rise and fall, if necessary, taking measures to ensure that they are in normal working condition;
 - .2.2 the draught, under-keel clearance and the general state of the ship, to avoid dangerous listing or trim during cargo handling or ballasting;
 - .2.3 the weather and sea state;
 - .2.4 the observance of all regulations concerning safety and fire protection;
 - .2.5 the water level in bilges and tanks;
 - .2.6 all persons on board and their location, especially those in remote or enclosed spaces; and
 - .2.7 the exhibition and sounding, where appropriate, of lights and signals;

- .3 in bad weather, or on receiving a storm warning, take the necessary measures to protect the ship, persons on board and cargo;
- .4 take every precaution to prevent pollution of the environment by the ship;
- .5 in an emergency threatening the safety of the ship, raise the alarm, inform the master, take all possible measures to prevent any damage to the ship, its cargo and persons on board, and, if necessary, request assistance from the shore authorities or neighbouring ships;
- .6 be aware of the ship's stability condition so that, in the event of fire, the shore fire-fighting authority may be advised of the approximate quantity of water that can be pumped on board without endangering the ship;
- .7 offer assistance to ships or persons in distress;
- .8 take necessary precautions to prevent accidents or damage when propellers are to be turned; and
- .9 enter, in the appropriate log-book, all important events affecting the ship.

Part 5-4 – Performing the engineering watch

103 Officers in charge of the engineering watch shall pay particular attention to:

- .1 the observance of all orders, special operating procedures and regulations concerning hazardous conditions and their prevention in all areas in their charge;
- .2 the instrumentation and control systems, monitoring of all power supplies, components and systems in operation;
- .3 the techniques, methods and procedures necessary to prevent violation of the pollution regulations of the local authorities; and
- .4 the state of the bilges.

104 Officers in charge of the engineering watch shall:

- .1 in emergencies, raise the alarm when, in their opinion, the situation so demands, and take all possible measures to prevent damage to the ship, persons on board and cargo;
- .2 be aware of the deck officer's needs relating to the equipment required in the loading or unloading of the cargo and the additional requirements of the ballast and other ship stability control systems;
- .3 make frequent rounds of inspection to determine possible equipment malfunction or failure, and take immediate remedial action to ensure the safety of the ship, of cargo operations, of the port and the environment;

- .4 ensure that the necessary precautions are taken, within their area of responsibility, to prevent accidents or damage to the various electrical, electronic, hydraulic, pneumatic and mechanical systems of the ship; and
- .5 ensure that all important events affecting the operation, adjustment or repair of the ship's machinery are satisfactorily recorded.

Part 5-5 – Watch in port on ships carrying hazardous cargo

General

105 The master of every ship carrying cargo that is hazardous, whether explosive, flammable, toxic, health-threatening or environment-polluting, shall ensure that safe watchkeeping arrangements are maintained. On ships carrying hazardous cargo in bulk, this will be achieved by the ready availability on board of a duly qualified officer or officers, and ratings where appropriate, even when the ship is safely moored or safely at anchor in port.

106 On ships carrying hazardous cargo other than in bulk, the master shall take full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

Part 5-6 – Cargo watch

107 Officers with responsibility for the planning and conduct of cargo operations shall ensure that such operations are conducted safely through the control of the specific risks, including when non-ship's personnel are involved."

2 The part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code is replaced by the following:

"PART B

Recommended guidance regarding provisions of the STCW Convention and its annex

Introduction

1 This part of the STCW Code contains recommended guidance intended to assist Parties to the STCW Convention and those involved in implementing, applying or enforcing its measures to give the Convention full and complete effect in a uniform manner.

2 The measures suggested are not mandatory and the examples given are only intended to illustrate how certain Convention requirements may be complied with. However, the recommendations in general represent an approach to the matters concerned which has been harmonized through discussion within IMO involving, where appropriate, consultation with the International Labour Organization, the International Telecommunication Union and the World Health Organization.

3 Observance of the recommendations contained in this part will assist the Organization in achieving its goal of maintaining the highest practicable standards of competence in respect of crews of all nationalities and ships of all flags.

4 Guidance is provided in this part in respect of certain articles of the Convention, in addition to guidance on certain regulations in its annex. The numbering of the sections of this part therefore corresponds with that of the articles and the regulations of the Convention. As in part A, the text of each section may be divided into numbered parts and paragraphs, but such numbering is unique to that text alone.

GUIDANCE REGARDING PROVISIONS OF THE ARTICLES

Section B-I

Guidance regarding general obligations under the Convention

(No provisions)

Section B-II

Guidance regarding definitions and clarifications

1 The definitions contained in article II of the Convention, and the definitions and clarifications contained in regulation I/1 of its annex, apply equally to the terms used in parts A and B of this Code. Supplementary definitions which apply only to the provisions of this Code are contained in section A-I/1.

2 The definition of *certificate* appearing in article II (c) provides for three possibilities:

- .1 the Administration may issue the certificate;
- .2 the Administration may have the certificate issued under its authority; or
- .3 the Administration may recognize a certificate issued by another Party, as provided for in regulation I/10.

Section B-III

Guidance regarding the application of the Convention

1 While the definition of *fishing vessel* contained in article II, paragraph (h) excludes vessels used for catching fish, whales, seals, walrus or other living resources of the sea from application of the Convention, vessels not engaged in the catching activity cannot enjoy such exclusion.

2 The Convention excludes all wooden ships of primitive build, including junks.

Section B-IV

Guidance regarding the communication of information

1 In paragraph (1)(b) of article IV, the words "where appropriate" are intended to include:

- .1 the recognition of a certificate issued by another Party; or
- .2 the issue of the Administration's own certificate, where applicable, on the basis of recognition of a certificate issued by another Party.

Section B-V

Guidance regarding other treaties and interpretation

The word "arrangements" in paragraph (1) of article V is intended to include provisions previously established between States for the reciprocal recognition of certificates.

Section B-VI

Guidance regarding certificates

See the guidance given in sections B-I/2 and B-II.

A policy statement and an outline of the procedures to be followed should be published for the information of companies operating ships under the flag of the Administration.

Section B-VII

Guidance regarding transitional provisions

Certificates issued for service in one capacity which are currently recognized by a Party as an adequate qualification for service in another capacity, e.g., chief mate certificates recognized for service as master, should continue to be accepted as valid for such service under article VII. This acceptance also applies to such certificates issued under the provisions of paragraph (2) of article VII.

Section B-VIII

Guidance regarding dispensations

A policy statement and an outline of the procedures to be followed should be published for the information of companies operating ships under the flag of the Administration. Guidance should be provided to those officials authorized by the Administration to issue dispensations. Information on action taken should be summarized in the initial report communicated to the Secretary-General in accordance with the requirements of section A-I/7.

Section B-IX

Guidance regarding equivalents

Naval certificates may continue to be accepted and certificates of service may continue to be issued to naval officers as equivalents under article IX, provided that the requirements of the Convention are met.

Section B-X

Guidance regarding control

(No provisions – see section B-I/4.)

Section B-XI

Guidance regarding the promotion of technical co-operation

1 Governments should provide, or arrange to provide, in collaboration with IMO, assistance to States which have difficulty in meeting the requirements of the Convention and which request such assistance.

2 The importance of adequate training for masters and other personnel serving on board oil, chemical and liquefied gas tankers and ro-ro passenger ships is stressed, and it is recognized that in some cases there may be limited facilities for obtaining the required experience and providing specialized training programmes, particularly in developing countries.

Examination database

3 Parties with maritime training academies or examination centres serving several countries and wishing to establish a database of examination questions and answers are encouraged to do so, on the basis of bilateral co-operation with a country or countries which already have such a database.

Availability of maritime training simulators

4 The IMO Secretariat maintains a list of maritime training simulators, as a source of information for Parties and others on the availability of different types of simulators for training seafarers, in particular where such training facilities may not be available to them nationally.

5 Parties are urged* to provide information on their national maritime training simulators to the IMO Secretariat and to update the information whenever any change or addition is made to their maritime training simulator facilities.

Information on technical co-operation

6 Information on technical advisory services, access to international training institutions affiliated with IMO, and information on fellowships and other technical co-operation which may be provided by or through IMO may be obtained by contacting the Secretary-General at 4 Albert Embankment, London SE1 7SR, United Kingdom.

(No guidance is provided regarding articles XII to XVII.)

* See MSC.1/Circ.1209 on simulators available for maritime training.

GUIDANCE REGARDING PROVISIONS OF THE ANNEX TO THE STCW CONVENTION

CHAPTER I

Guidance regarding general provisions

Section B-I/1

Guidance regarding definitions and clarifications

1 The definitions contained in article II of the Convention, and the definitions and interpretations contained in regulation I/1 of its annex, apply equally to the terms used in parts A and B of this Code. Supplementary definitions which apply only to the provisions of this Code are contained in section A-I/1.

2 Officers with capacities covered under the provisions of chapter VII may be designated as "polyvalent officer", "dual-purpose officer" or other designations as approved by the Administration, in accordance with the terminology used in the applicable safe manning requirements.

3 Ratings qualified to serve in capacities covered under the provisions of chapter VII may be designated as "polyvalent ratings" or other designations as approved by the Administration, in accordance with the terminology used in the applicable safe manning requirements.

Section B-I/2

Guidance regarding certificates and endorsements

1 Where an endorsement is integrated in the format of a certificate as provided by section A-I/2, paragraph 1, the relevant information should be inserted in the certificate in the manner explained hereunder, except for the omission of the space numbered .2. Otherwise, in preparing endorsements attesting the issue of a certificate, the spaces numbered .1 to .17 in the form which follows the text hereunder should be completed as follows:

- .1 Enter the name of the issuing State.
- .2 Enter the number assigned to the certificate by the Administration.
- .3 Enter the full name of the seafarer to whom the certificate is issued. The name should be the same as that appearing in the seafarer's passport, seafarer's identity certificate and other official documents issued by the Administration.
- .4 The number or numbers of the STCW Convention regulation or regulations under which the seafarer has been found qualified should be entered here, for example:
 - .4.1 "Regulation II/1", if the seafarer has been found qualified to fill the capacity of officer in charge of a navigational watch;
 - .4.2 "Regulation III/1", if the seafarer has been found qualified to act as engineer officer in charge of a watch in a manned engine-room, or as designated duty engineer officer in a periodically unmanned engine-room;

- .4.3 "Regulation IV/2", if the seafarer has been found qualified to fill the capacity of radio operator;
- .4.4 "Regulation VII/1", if the certificate is a functional certificate and the seafarer has been found qualified to perform functions specified in part A of the Code, for example, the function of marine engineering at the management level; and
- .4.5 "Regulations III/1 and V/1", if found qualified to act as the engineer officer in charge of a watch in a manned engine-room, or as designated duty engineer officer in a periodically unmanned engine-room in tankers. (See limitations in paragraphs .8 and .10 below.)
- .5 Enter the date of expiry of the endorsement. This date should not be later than the date of expiry, if any, of the certificate in respect of which the endorsement is issued, nor later than five years after the date of issue of the endorsement.
- .6 In this column should be entered each of the functions specified in part A of the Code which the seafarer is qualified to perform. Functions and their associated levels of responsibility are specified in the tables of competence set out in chapters II, III and IV of part A of the Code, and are also listed for convenient reference in the introduction to part A. When reference is made under .4 above to regulations in chapter II, III or IV it is not necessary to list specific functions.
- .7 In this column should be entered the levels of responsibility at which the seafarer is qualified to perform each of the functions entered in column .6. These levels are specified in the tables of competence set out in chapters II, III and IV of part A of the Code, and are also listed, for convenient reference, in the introduction to part A.
- .8 A general limitation, such as the requirement to wear corrective lenses when performing duties, should be entered prominently at the top of this limitations column. Limitations applying to the functions listed in column .6 should be entered on the appropriate line against the function concerned, for example:
- .8.1 "Not valid for service in tankers" – if not qualified under chapter V;
- .8.2 "Not valid for service in tankers other than oil tankers" – if qualified under chapter V for service only in oil tankers;
- .8.3 "Not valid for service in ships in which steam boilers form part of the ship's machinery" – if the related knowledge has been omitted in accordance with STCW Code provisions; and
- .8.4 "Valid only on near-coastal voyages" – if the related knowledge has been omitted in accordance with STCW Code provisions.

Note: Tonnage and power limitations need not be shown here if they are already indicated in the title of the certificate and in the capacity entered in column .9.

- .9 The capacity or capacities entered in this column should be those specified in the title to the STCW regulation or regulations concerned in the case of certificates issued under chapter II or III, or should be as specified in the applicable safe manning requirements of the Administration, as appropriate.
- .10 A general limitation, such as the requirement to wear corrective lenses when performing duties, should be entered prominently at the top of this limitations column also. The limitations entered in column .10 should be the same as those shown in column .8 for the functions performed in each capacity entered.
- .11 The number entered in this space should be that of the certificate, so that both certificate and endorsement have the same unique number for reference and for location in the register of certificates and/or endorsements, etc.
- .12 The date of original issue of the endorsement should be entered here; it may be the same as, or differ from, the date of issue of the certificate, in accordance with the circumstances.
- .13 The name of the official authorized to issue the endorsement should be shown here in block letters below the official's signature.
- .14 The date of birth shown should be the date confirmed from Administration records or as otherwise verified.
- .15 The endorsement should be signed by the seafarer in the presence of an official, or may be incorporated from the seafarer's application form duly completed and verified.
- .16 The photograph should be a standard black and white or colour passport-type head and shoulders photograph, supplied in duplicate by the seafarer so that one may be kept in or associated with the register of certificates.
- .17 If the blocks for revalidation are shown as part of the endorsement form (see section A-I/2, paragraph 1), the Administration may revalidate the endorsement by completing the block after the seafarer has demonstrated continuing proficiency as required by regulation I/11.

(Official Seal)

(COUNTRY)

**ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE
UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION
ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS, 1978, AS AMENDED**

The Government of1 certifies that Certificate No.2 has been issued to3 who has been found duly qualified in accordance with the provisions of regulation4 of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until5 or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

.6 FUNCTION	.7 LEVEL	.8 LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

.9 CAPACITY	.10 LIMITATIONS APPLYING (IF ANY)

Endorsement No11 issued on12

(Official Seal)

.....
Signature of duly authorized official

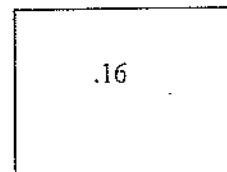
..... .13
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate14

Signature of the holder of the certificate15

Photograph of the holder of the certificate



The validity of this endorsement is hereby extended until

(Official Seal)

.....
Signature of duly authorized official

Date of revalidation17

.....
Name of duly authorized official

The validity of this endorsement is hereby extended until

(Official Seal)

.....
Signature of the authorized official

Date of revalidation17

.....
Name of duly authorized official

2 An endorsement attesting the recognition of a certificate may be attached to and form part of the certificate endorsed, or may be issued as a separate document (see STCW regulation I/2, paragraph 8). All entries made in the form are required to be in Roman characters and Arabic figures (see STCW regulation I/2, paragraph 10). The spaces numbered .1 to .17 in the form which follows the text hereunder are intended to be completed as indicated in paragraph 1 above, except in respect of the following spaces:

- .2 where the number assigned by the Party which issued the certificate being recognized should be entered;
- .3 where the name entered should be the same as that appearing in the certificate being recognized;
- .4 where the name of the Party which issued the certificate being recognized should be entered;
- .9 where the capacity or capacities entered should be selected, as appropriate, from those specified in the safe applicable manning requirements of the Administration which is recognizing the certificate;
- .11 where the number entered should be unique to the endorsement both for reference and for location in the register of endorsements; and
- .12 where the date of original issue of the endorsement should be entered.

(Official Seal)

(COUNTRY)

ENDORSEMENT ATTESTING THE RECOGNITION OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED

The Government of 1 certifies that Certificate No. 2 issued to 3 by or on behalf of the Government of 4 is duly recognized in accordance with the provisions of regulation I/10 of the above Convention, as amended, and the lawful holder is authorized to perform the following functions, at the levels specified, subject to any limitations indicated until 5 or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

Table with 3 columns: .6 FUNCTION, .7 LEVEL, .8 LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

Table with 2 columns: .9 CAPACITY, .10 LIMITATIONS APPLYING (IF ANY)

Endorsement No 11 issued on 12

(Official Seal)

Signature of duly authorized official

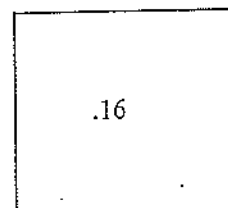
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate 14

Signature of the holder of the certificate 15

Photograph of the holder of the certificate



The validity of this endorsement is hereby extended until	
<i>(Official Seal)</i>	..... <i>Signature of duly authorized official</i>
Date of revalidation 17	..... <i>Name of duly authorized official</i>

The validity of this endorsement is hereby extended until .	
<i>(Official Seal)</i>	..... <i>Signature of the authorized official</i>
Date of revalidation 17	..... <i>Name of duly authorized official</i>

3 When replacing a certificate or endorsement which has been lost or destroyed, Parties should issue the replacement under a new number, to avoid confusion with the document to be replaced.

4 If an application for revalidation is made within six months before the expiry of an endorsement, the endorsement referred to in paragraphs 5, 6 and 7 of regulation I/2 may be revalidated until:

- .1 the fifth anniversary of the date of validity, or extension of the validity, of the endorsement; or
- .2 the date the certificate endorsed expires, whichever is earlier.

5 Where a Certificate of Proficiency is issued, it should contain at least the following information:

- .1 names of the issuing Party and authority;
- .2 number assigned to the certificate by the issuing authority;
- .3 full name and date of birth of the seafarer to whom the certificate is issued. The name and birthdate should be the same as that appearing in the seafarer's passport or seafarer's identification document;
- .4 title of the certificate. For example, if the certificate is issued in relation to regulation VI/3, paragraph 2, the title used should be "advanced fire fighting" and if it is issued in relation to regulation VI/5, paragraph 1, the title used should be "ship security officer";

- .5 number, or numbers, of the Convention regulation(s) or of the STCW Code section under which the seafarer has been found qualified;
- .6 dates of issue and expiry of the certificate. If the validity of the certificate is unlimited, then, for the benefit of clarification, the "unlimited" term should be entered in front of the date of expiry;
- .7 if applicable, limitations, either general limitation (such as the requirement to wear corrective lenses), ship's type limitation (such as "valid only for service on ships of GT<500") or, voyage limitation (such as "valid only on near-coastal voyages");
- .8 name and signature of the authorized person who issues the certificate;
- .9 photograph of the seafarer. The photograph should be a standard black and white or colour passport-type head and shoulders photograph;
- .10 if the certificate is intended to be revalidated, then the date of revalidation, extension of the validity, name and signature of the authorized person; and
- .11 the contact details of the issuing Authority.

Table B-I/2

List of certificates or documentary evidence required under the STCW Convention

The list below identifies all certificates or documentary evidence described in the Convention which authorize the holder to serve in certain functions on board ships. The certificates are subject to the requirements of regulation I/2 regarding language and their availability in original form.

The list also references the relevant regulations and the requirements for endorsement, registration and revalidation.

Regulations	Type of certificate and brief description	Endorsement attesting recognition of a certificate ¹	Registration required ²	Revalidation of certificate ³
II/1, II/2, II/3, III/1, III/2, III/3, III/6, IV/2, VII/2	Certificate of Competency – For masters, officers and GMDSS radio operators	Yes	Yes	Yes
II/4, III/4, VII/2	Certificate of Proficiency – For ratings duly certified to be a part of a navigational or engine-room watch	No	Yes	No
II/5, III/5, III/7, VII/2	Certificate of Proficiency – For ratings duly certified as able seafarer deck, able seafarer engine or electro-technical rating	No	Yes	No
V/1-1, V/1-2	Certificate of Proficiency or endorsement to a Certificate of Competency – For masters and officers on oil, chemical or liquefied gas tankers	Yes	Yes	Yes
V/1-1, V/1-2	Certificate of Proficiency – For ratings on oil, chemical or liquefied gas tankers	No	Yes	No
V/2	Documentary evidence – Training for masters, officers, ratings and other personnel serving on passenger ships	No	No	No ⁴
VI/1	Certificate of Proficiency ⁵ – Basic training	No	Yes	Yes ⁶
VI/2	Certificate of Proficiency ⁵ – Survival craft, rescue boats and fast rescue boats	No	Yes	Yes ⁶
VI/3	Certificate of Proficiency ⁵ – Advanced fire fighting	No	Yes	Yes ⁶
VI/4	Certificate of Proficiency ⁵ – Medical first aid and medical care	No	Yes	No
VI/5	Certificate of Proficiency – Ship security officer	No	Yes	No
VI/6	Certificate of Proficiency ⁷ – Security awareness training or security training for seafarers with designated security duties	No	Yes	No

Notes:

- 1 *Endorsement attesting recognition of a certificate* means endorsement in accordance with regulation I/2, paragraph 7.
- 2 *Registration required* means as part of register or registers in accordance with regulation I/2, paragraph 14.
- 3 *Revalidation of a certificate* means establishing continued professional competence in accordance with regulation I/11 or maintaining the required standards of competence in accordance with sections A-VI/1 to A-VI/3, as applicable.
- 4 As required by regulation V/2, paragraph 3 seafarers who have completed training in "crowd management", "crisis management and human behaviour" or "passenger safety, cargo safety and hull integrity" shall at intervals not exceeding five years, undertake appropriate refresher training or to provide evidence of having achieved the required standards of competence within the previous five years.
- 5 The certificates of competency issued in accordance with regulations II/1, II/2, II/3, III/1, III/2, III/3, III/6 and VII/2 include the proficiency requirements in "basic training", "survival craft and rescue boats other than fast rescue boats", "advanced fire fighting" and "medical first aid" therefore, holders of mentioned certificates of competency are not required to carry Certificates of Proficiency in respect of those competences of chapter VI.
- 6 In accordance with sections A-VI/1, A-VI/2 and A-VI/3, seafarers shall provide evidence of having maintained the required standards of competence every five years.
- 7 Where security awareness training or training in designated security duties is not included in the qualification for the certificate to be issued.

Section B-I/3

Guidance regarding near-coastal voyages

Coastal States may adopt regional "near-coastal voyage limits" through bilateral or multilateral arrangements. Details of such arrangements shall be reported to the Secretary-General, who shall circulate such particulars to all Parties.

Section B-I/4

*Guidance regarding control procedures**

Introduction

1 The purpose of the control procedures of regulation I/4 is to enable officers duly authorized by port States to ensure that the seafarers on board have sufficient competence to ensure safe, secure and pollution-free operation of the ship.

2 This provision is no different in principle from the need to make checks on ships' structures and equipment. Indeed, it builds on these inspections to make an appraisal of the total system of onboard safety, security and pollution prevention.

Assessment

3 By restricting assessment as indicated in section A-I/4, the subjectivity which is an unavoidable element in all control procedures is reduced to a minimum, no more than would be evident in other types of control inspection.

4 The clear grounds given in regulation I/4, paragraph 1.3 will usually be sufficient to direct the inspector's attention to specific areas of competency, which could then be followed up by seeking evidence of training in the skills in question. If this evidence is inadequate or unconvincing, the authorized officer may ask to observe a demonstration of the relevant skill.

5 It will be a matter for the professional judgement of the inspector when on board, either following an incident** as outlined in regulation I/4 or for the purposes of a routine inspection, whether the ship is operated in a manner likely to pose a danger to persons, property or the environment*.

Section B-I/5

Guidance regarding national provisions

(No provisions)

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

** See the Code of International Standards and Recommended Practices for a Safety Investigation into a marine casualty or marine incident (Casualty Investigation Code)

Section B-I/6

Guidance regarding training and assessment

Qualifications of instructors and assessors

1 Each Party should ensure that instructors and assessors are appropriately qualified and experienced for the particular types and levels of training or assessment of competence of seafarers, as required under the Convention, in accordance with the guidelines in this section.

In-service training and assessment

2 Any person, on board or ashore, conducting in-service training of a seafarer intended to be used in qualifying for certification under the Convention should have received appropriate guidance in instructional techniques*.

3 Any person responsible for the supervision of in-service training of a seafarer intended to be used in qualifying for certification under the Convention should have appropriate knowledge of instructional techniques and of training methods and practice.

4 Any person, on board or ashore, conducting an in-service assessment of the competence of a seafarer intended to be used in qualifying for certification under the Convention should have:

- .1 received appropriate guidance in assessment methods and practice* ; and
- .2 gained practical assessment experience under the supervision and to the satisfaction of an experienced assessor.

5 Any person responsible for the supervision of the in-service assessment of competence of a seafarer intended to be used in qualifying for certification under the Convention should have a full understanding of the assessment system, assessment methods and practice*.

Use of distance learning and e-learning

6 Parties may allow the training of seafarers by distance learning and e-learning in accordance with the standards of training and assessment set out in section A-I/6 and the guidance given below.

Guidance for training by distance learning and e-learning

- 7 Each Party should ensure that any distance learning and e-learning programme:
- .1 is provided by an entity that is approved by the Party;
 - .2 is suitable for the selected objectives and training tasks to meet the competence level for the subject covered;
 - .3 has clear and unambiguous instructions for the trainees to understand how the programme operates;
 - .4 provides learning outcomes that meet all the requirements to provide the underpinning knowledge and proficiency of the subject;

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

.5 is structured in a way that enables the trainee to systematically reflect on what has been learnt through both self assessment and tutor-marked assignments; and

.6 provides professional tutorial support through telephone, facsimile or e-mail communications.

8 Companies should ensure that a safe learning environment is provided and that there has been sufficient time provided to enable the trainee to study.

9 Where e-learning is provided, common information formats such as XML (Extensible Markup Language), which is a flexible way to share both the format and the data on the World Wide Web, intranets, and elsewhere, should be used.

10 The e-learning system should be secured from tampering and attempts to hack into the system.

Guidance for assessing a trainee's progress and achievements by training by distance learning and e-learning

11 Each Party should ensure that approved assessment procedures are provided for any distance learning and e-learning programme, including:

.1 clear information to the trainees on the way that tests and examinations are conducted and how the results are communicated;

.2 have test questions that are comprehensive and will adequately assess a trainee's competence and are appropriate to the level being examined;

.3 procedures in place to ensure questions are kept up to date;

.4 the conditions where the examinations can take place and the procedures for invigilation to be conducted;

.5 secure procedures for the examination system so that it will prevent cheating; and

.6 secure validation procedures to record results for the benefit of the Party.

Register of approved training providers, courses and programmes

12 Each Party should ensure that a register or registers of approved training providers, courses and programmes are maintained and made available to companies and other Parties on request.

Section B-I/7

Guidance regarding communication of information

Reports of difficulties encountered

1 Parties are encouraged, when communicating information in accordance with article IV and regulation I/7 of the Convention, to include an index specifically locating the required information as follows:

**Index of materials submitted in accordance with
article IV and regulation I/7 of the STCW Convention**

Article IV of the STCW Convention		Location
1	Text of laws, decrees, orders, regulations and instruments (article IV(1)(a))	
2	Details on study courses (article IV(1)(b))	
3	National examination and other requirements (article IV(1)(b))	
4	Specimen certificates (article IV(1)(c))	
Section A-I/7 part 1 of the STCW Code		Location
5	Information on Governmental organization (section A-I/7, paragraph 2.1)	
6	Explanation of legal and administrative measures (section A-I/7, paragraph 2.2)	
7	Statement of the education, training, examination, assessment and certification policies (section A-I/7, paragraph 2.3)	
8	Summary of the courses, training programmes, examinations and assessments by certificate (section A-I/7, paragraph 2.4)	
9	Outline of the procedures and conditions for authorizations, accreditations and approvals (section A-I/7, paragraph 2.5)	
10	List of authorizations, accreditations and approvals granted (section A-I/7, paragraph 2.5)	
11	Summary of procedures for dispensations (section A-I/7, paragraph 2.6)	
12	Comparison carried out pursuant to regulation I/1.1 (section A-I/7, paragraph 2.7)	
13	Outline of refresher and upgrading training mandated (section A-I/7, paragraph 2.7)	

Section A-I/7, part 2, paragraph 3 of the STCW Code **Location**

- 14 Description of equivalency arrangements adopted pursuant to article IX
(section A-I/7, paragraph 3.1)
- 15 Summary of measures taken to ensure compliance with regulation I/10
(section A-I/7, paragraph 3.2)
- 16 Specimen copy of safe manning documents issued to ships employing seafarers holding alternative certificates under regulation VII/1
(section A-I/7, paragraph 3.3)

Section A-I/7, part 2, paragraph 4 of the STCW Code **Location**

- 17 Report of results of independent evaluations carried out pursuant to regulation I/8 covering:
 - .1 Terms of reference of evaluators for the independent evaluation
 - .2 Qualifications and experience of evaluators
 - .3 Date and scope of evaluation
 - .4 Non-conformities found
 - .5 Corrective measures recommended
 - .6 Corrective measures carried out
 - .7 List of training institutions/centres covered by the independent evaluation

Section A-I/7, part 2, paragraph 6 of the STCW Code **Location**

- 18 Explanation of legal and administrative measures
(section A-I/7, paragraph 6.1)
- 19 Statement of the education, training, examination, assessment and certification policies
(section A-I/7, paragraph 6.2)
- 20 Summary of the courses, training programmes, examinations and assessments by certificate
(section A-I/7, paragraph 6.3)
- 21 Outline of refresher and upgrading training mandated
(section A-I/7, paragraph 6.4)
- 22 Comparison carried out pursuant to regulation I/11
(section A-I/7, paragraph 6.5)

2 Parties are requested to include, in the reports required by regulation I/7, an indication of any relevant guidance contained in part B of this Code, the observance of which has been found to be impracticable.

Section B-I/8

Guidance regarding quality standards

1 In applying quality standards under the provisions of regulation I/8 and section A-I/8 to the administration of its certification system, each Party should take account of existing national or international models, and incorporate the following key elements:

- .1 an expressed policy regarding quality and the means by which such policy is to be implemented;
- .2 a quality system incorporating the organizational structure, responsibilities, procedures, processes and resources necessary for quality management;
- .3 the operational techniques and activities to ensure quality control;
- .4 systematic monitoring arrangements, including internal quality-assurance evaluations, to ensure that all defined objectives are being achieved; and
- .5 arrangements for periodic external quality evaluations as described in the following paragraphs.

2 In establishing such quality standards for the administration of their national certification system, Administrations should seek to ensure that the arrangements adopted:

- .1 are sufficiently flexible to enable the certification system to take account of the varying needs of the industry, and that they facilitate and encourage the application of new technology;
- .2 cover all the administrative matters that give effect to the various provisions of the Convention, in particular regulations I/2 to I/15 and other provisions which enable the Administration to grant certificates of service and dispensations and to withdraw, cancel and suspend certificates;
- .3 encompass the Administration's responsibilities for approving training and assessment at all levels, from undergraduate-type courses and updating courses for certificates of competency to short courses of vocational training; and
- .4 incorporate arrangements for the internal quality-assurance reviews under paragraph 1.4 involving a comprehensive self-study of the administrative procedures, at all levels, in order to measure achievement of defined objectives and to provide the basis for the independent external evaluation required under section A-I/8, paragraph 3.

Quality standards model for assessment of knowledge, understanding, skills and competence

3 The quality standards model for assessment of knowledge, understanding, skills and competence should incorporate the recommendations of this section within the general framework of either:

- .1 a national scheme for education and training accreditation or quality standards; or
- .2 an alternative quality-standards model acceptable to the Organization.

4 The above quality-standards model should incorporate:

- .1 a quality policy, including a commitment by the training institution or unit to the achievement of its stated aims and objectives and to the consequential recognition by the relevant accrediting or quality-standards authority;
- .2 those quality-management functions that determine and implement the quality policy, relating to aspects of the work which impinge on the quality of what is provided, including provisions for determining progression within a course or programme;
- .3 quality system coverage, where appropriate, of the academic and administrative, organizational structure, responsibilities, procedures, processes and the resources of staff and equipment;
- .4 the quality-control functions to be applied at all levels to the teaching, training, examination and assessment activities, and to their organization and implementation, in order to ensure their fitness for their purpose and the achievement of their defined objectives;
- .5 the internal quality-assurance processes and reviews which monitor the extent to which the institution, or training unit, is achieving the objectives of the programmes it delivers, and is effectively monitoring the quality-control procedures which it employs; and
- .6 the arrangements made for periodic external quality evaluations required under regulation I/8, paragraph 2 and described in the following paragraphs, for which the outcome of the quality-assurance reviews forms the basis and starting point.

5 In establishing quality standards for education, training and assessment programmes, the organizations responsible for implementing these programmes should take account of the following:

- .1 Where provisions exist for established national accreditation, or education quality standards, such provisions should be utilized for courses incorporating the knowledge and understanding requirements of the Convention. The quality standards should be applied to both management and operational levels of the activity, and should take account of how it is managed, organized, undertaken and evaluated, in order to ensure that the identified goals are achieved.
- .2 Where acquisition of a particular skill or accomplishment of a designated task is the primary objective, the quality standards should take account of whether real or simulated equipment is utilized for this purpose, and of the appropriateness of the qualifications and experience of the assessors, in order to ensure achievement of the set standards.

- .3 The internal quality-assurance evaluations should involve a comprehensive self-study of the programme, at all levels, to monitor achievement of defined objectives through the application of quality standards. These quality-assurance reviews should address the planning, design, presentation and evaluation of programmes as well as the teaching, learning and communication activities. The outcome provides the basis for the independent evaluation required under section A-I/8, paragraph 3.

The independent evaluation

6 Each independent evaluation should include a systematic and independent examination of all quality activities, but should not evaluate the validity of the defined objectives. The evaluation team should:

- .1 carry out the evaluation in accordance with documented procedures;
- .2 ensure that the results of each evaluation are documented and brought to the attention of those responsible for the area evaluated; and
- .3 check that timely action is taken to correct any deficiencies.

7 The purpose of the evaluation is to provide an independent assessment of the effectiveness of the quality-standard arrangements at all levels. In the case of an education or training establishment, a recognized academic accreditation or quality-standards body or Government agency should be used. The evaluation team should be provided with sufficient advance information to give an overview of the tasks in hand. In the case of a major training institution or programme, the following items are indicative of the information to be provided:

- .1 the mission statement of the institution;
- .2 details of academic and training strategies in use;
- .3 an organization chart and information on the composition of committees and advisory bodies;
- .4 staff and student information;
- .5 a description of training facilities and equipment; and
- .6 an outline of the policies and procedures on:
 - .6.1 student admission;
 - .6.2 the development of new courses and review of existing courses;
 - .6.3 the examination system, including appeals and resits;
 - .6.4 staff recruitment, training, development, appraisal and promotion;
 - .6.5 feedback from students and from industry; and
 - .6.6 staff involvement in research and development.

The report

8 Before submitting a final report, the evaluation team should forward an interim report to the management, seeking their comments on their findings. Upon receiving their comments, the evaluators should submit their final report, which should:

- .1 include brief background information about the institution or training programme;
- .2 be full, fair and accurate;
- .3 highlight the strengths and weaknesses of the institution;
- .4 describe the evaluation procedure followed;
- .5 cover the various elements identified in paragraph 4;
- .6 indicate the extent of compliance or non-compliance with the requirements of the Convention and the effectiveness of the quality standards in ensuring achievement of defined aims and objectives; and
- .7 spell out clearly the areas found to be deficient, offer suggestions for improvement and provide any other comments the evaluators consider relevant.

Section B-I/9

Guidance regarding medical standards

MEDICAL EXAMINATION AND CERTIFICATION

1 Parties, in establishing seafarer medical fitness standards and provisions, should take into account the minimum physical abilities set out in table B-I/9 and the guidance given within this section, bearing in mind the different duties of seafarers.

2 Parties, in establishing seafarer medical fitness standards and provisions, should follow the guidance contained in the ILO/WHO publication *Guidelines for Conducting Pre-sea and Periodic Medical Fitness Examinations for Seafarers*, including any subsequent versions, and any other applicable international guidelines published by the International Labour Organization, the International Maritime Organization or the World Health Organization.

3 Appropriate qualifications and experience for medical practitioners conducting medical fitness examinations of seafarers may include occupational health or maritime health qualifications, experience of working as a ship's doctor or a shipping company doctor or working under the supervision of someone with the aforementioned qualifications or experience.

4 The premises where medical fitness examinations are carried out should have the facilities and equipment required to carry out medical fitness examination of seafarers.

5 Administrations should ensure that recognized medical practitioners enjoy full professional independence in exercising their medical judgement when undertaking medical examination procedures.

6 Persons applying for a medical certificate should present to the recognized medical practitioner appropriate identity documentation to establish their identity. They should also surrender their previous medical certificate.

7 Each Administration has the discretionary authority to grant a variance or waiver of any of the standards set out in table B-I/9 hereunder, based on an assessment of a medical evaluation and any other relevant information concerning an individual's adjustment to the condition and proven ability to satisfactorily perform assigned shipboard functions.

8 The medical fitness standards should, so far as possible, define objective criteria with regard to fitness for sea service, taking into account access to medical facilities and medical expertise on board ship. They should, in particular, specify the conditions under which seafarers suffering from potentially life-threatening medical conditions that are controlled by medication may be allowed to continue to serve at sea.

9 The medical standards should also identify particular medical conditions, such as colour blindness, which might preclude seafarers holding particular positions on board ship.

10 The minimum in-service eyesight standards in each eye for unaided distance vision should be at least 0.1*.

11 Persons requiring the use of spectacles or contact lenses to perform duties should have a spare pair or pairs, as required, conveniently available on board the ship. Any need to wear visual aids to meet the required standards should be recorded on the medical fitness certificate issued.

12 Colour vision testing should be in accordance with the *International Recommendation for Colour Vision Requirements for Transport*, published by the Commission Internationale de l'Eclairage (CIE 143-2001 including any subsequent versions) or equivalent test methods.

* Value given in Snellen decimal notation.

Table B-I/9

Assessment of minimum entry level and in-service physical abilities for seafarers³

Shipboard task, function, event or condition ³	Related physical ability	A medical examiner should be satisfied that the candidate ⁴
Routine movement around vessel: <ul style="list-style-type: none"> - on moving deck - between levels - between compartments <i>Note 1 applies to this row</i>	Maintain balance and move with agility Climb up and down vertical ladders and stairways Step over coamings (e.g., Load Line Convention requires coamings to be 600 mm high) Open and close watertight doors	Has no disturbance in sense of balance Does not have any impairment or disease that prevents relevant movements and physical activities Is, without assistance ⁵ , able to: <ul style="list-style-type: none"> - climb vertical ladders and stairways - step over high sills - manipulate door closing systems
Routine tasks on board: <ul style="list-style-type: none"> - Use of hand tools - Movement of ship's stores - Overhead work - Valve operation - Standing a four-hour watch - Working in confined spaces - Responding to alarms, warnings and instructions - Verbal communication <i>Note 1 applies to this row</i>	Strength, dexterity and stamina to manipulate mechanical devices Lift, pull and carry a load (e.g., 18 kg) Reach upwards Stand, walk and remain alert for an extended period Work in constricted spaces and move through restricted openings (e.g., SOLAS requires minimum openings in cargo spaces and emergency escapes to have the minimum dimensions of 600 mm × 600 mm – SOLAS regulation 3.6.5.1) Visually distinguish objects, shapes and signals Hear warnings and instructions Give a clear spoken description	Does not have a defined impairment or diagnosed medical condition that reduces ability to perform routine duties essential to the safe operation of the vessel Has ability to: <ul style="list-style-type: none"> - work with arms raised - stand and walk for an extended period - enter confined space - fulfil eyesight standards (table A-I/9) - fulfil hearing standards set by competent authority or take account of international guidelines - hold normal conversation

Shipboard task, function, event or condition ³	Related physical ability	A medical examiner should be satisfied that the candidate ⁴
Emergency duties ⁶ on board: - Escape - Fire-fighting - Evacuation	Don a lifejacket or immersion suit Escape from smoke-filled spaces Take part in fire-fighting duties, including use of breathing apparatus Take part in vessel evacuation procedures	Does not have a defined impairment or diagnosed medical condition that reduces ability to perform emergency duties essential to the safe operation of the vessel Has ability to: - don lifejacket or immersion suit - crawl - feel for differences in temperature - handle fire-fighting equipment - wear breathing apparatus (where required as part of duties)
<i>Note 2 applies to this row</i>		

Notes:

- 1 Rows 1 and 2 of the above table describe (a) ordinary shipboard tasks, functions, events and conditions, (b) the corresponding physical abilities which may be considered necessary for the safety of a seafarer, other crew members and the ship, and (c) high-level criteria for use by medical practitioners assessing medical fitness, bearing in mind the different duties of seafarers and the nature of shipboard work for which they will be employed.
- 2 Row 3 of the above table describes (a) ordinary shipboard tasks, functions, events and conditions, (b) the corresponding physical abilities which should be considered necessary for the safety of a seafarer, other crew members and the ship, and (c) high-level criteria for use by medical practitioners assessing medical fitness, bearing in mind the different duties of seafarers and the nature of shipboard work for which they will be employed.
- 3 This table is not intended to address all possible shipboard conditions or potentially disqualifying medical conditions. Parties should specify physical abilities applicable to the category of seafarers (such as "Deck officer" and "Engine rating"). The special circumstances of individuals and for those who have specialized or limited duties should receive due consideration.
- 4 If in doubt, the medical practitioner should quantify the degree or severity of any relevant impairment by means of objective tests, whenever appropriate tests are available, or by referring the candidate for further assessment.
- 5 The term "assistance" means the use of another person to accomplish the task.
- 6 The term "emergency duties" is used to cover all standard emergency response situations such as abandon ship or fire fighting as well as the procedures to be followed by each seafarer to secure personal survival.

Section B-I/10

Guidance regarding the recognition of certificates

1 Training carried out under the STCW Convention which does not lead to the issue of a certificate of competency and on which information provided by a Party is found by the Maritime Safety Committee to give full and complete effect to the Convention in accordance with regulation I/7, paragraph 2 may be accepted by other Parties to the Convention as meeting the relevant training requirements thereof.

2 Contacted Administrations should issue the documentary proof referred to in regulation I/10, paragraph 5 to enable port State control authorities to accept the same in lieu of endorsement of a certificate issued by another Party for a period of three months from the date of issue, providing the information listed below:

- .1 seafarer's name
- .2 date of birth
- .3 number of the original Certificate of Competency
- .4 capacity
- .5 limitations
- .6 contact details of the Administration
- .7 dates of issue and expiry.

3 Such documentary proof may be made available by electronic means.

Section B-I/11

Guidance regarding the revalidation of certificates

1 The courses required by regulation I/11 should include relevant changes in marine legislation, technology and recommendations concerning the safety of life at sea, security and the protection of the marine environment.

2 A test may take the form of written or oral examination, the use of a simulator or other appropriate means.

3 Approved seagoing service stated in section A-I/11, paragraph 1 may be served in an appropriate lower officer rank than that stated in the certificate held.

4 If an application for revalidation of a certificate referred to in paragraph 1 of regulation I/11 is made within six months before expiry of the certificate, the certificate may be revalidated until the fifth anniversary of the date of validity, or extension of the validity, of the certificate.

Section B-I/12

Guidance regarding the use of simulators

1 When simulators are being used for training or assessment of competency, the following guidelines should be taken into consideration in conducting any such training or assessment.

TRAINING AND ASSESSMENT IN RADAR OBSERVATION AND PLOTTING*

2 Training and assessment in radar observation and plotting should:

- .1 incorporate the use of radar simulation equipment; and
- .2 conform to standards not inferior to those given in paragraphs 3 to 17 below.

3 Demonstrations of and practice in radar observation should be undertaken, where appropriate, on live marine radar equipment, including the use of simulators. Plotting exercises should preferably be undertaken in real time, in order to increase trainees' awareness of the hazards of the improper use of radar data and improve their plotting techniques to a standard of radar plotting commensurate with that necessary for the safe execution of collision-avoidance manoeuvring under actual seagoing conditions.

General

Factors affecting performance and accuracy

4 An elementary understanding should be attained of the principles of radar, together with a full practical knowledge of:

- .1 range and bearing measurement, characteristics of the radar set which determine the quality of the radar display, radar antennae, polar diagrams, the effects of power radiated in directions outside the main beam, a non-technical description of the radar system, including variations in the features encountered in different types of radar set, performance monitors and equipment factors which affect maximum and minimum detection ranges and accuracy of information;
- .2 the current marine radar performance specification adopted by the Organization**;
- .3 the effects of the siting of the radar antenna, shadow sectors and arcs of reduced sensitivity, false echoes, effects of antenna height on detection ranges and of siting radar units and storing spares near magnetic compasses, including magnetic safe distances; and
- .4 radiation hazards and safety precautions to be taken in the vicinity of antennae and open waveguides.

Detection of misrepresentation of information, including false echoes and sea returns

5 A knowledge of the limitations to target detection is essential, to enable the observer to estimate the dangers of failure to detect targets. The following factors should be emphasized:

- .1 performance standard of the equipment;
- .2 brilliance, gain and video processor control settings;
- .3 radar horizon;

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

** See relevant/appropriate performance standards adopted by the Organization.

- .4 size, shape, aspect and composition of targets;
- .5 effects of the motion of the ship in a seaway;
- .6 propagation conditions;
- .7 meteorological conditions; sea clutter and rain clutter;
- .8 anti-clutter control settings;
- .9 shadow sectors; and
- .10 radar-to-radar interference.

6 A knowledge should be attained of factors which might lead to faulty interpretation, including false echoes, effects of nearby pylons and large structures, effects of power lines crossing rivers and estuaries, echoes from distant targets occurring on second or later traces.

7 A knowledge should be attained of aids to interpretation, including corner reflectors and radar beacons; detection and recognition of land targets; the effects of topographical features; effects of pulse length and beam width; radar-conspicuous and -inconspicuous targets; factors which affect the echo strength from targets.

Practice

Setting up and maintaining displays

- 8 A knowledge should be attained of:
- .1 the various types of radar display mode; unstabilized ship's-head-up relative motion; ship's-head-up, course-up and north-up stabilized relative motion and true motion;
 - .2 the effects of errors on the accuracy of information displayed; effects of transmitting compass errors on stabilized and true-motion displays; effects of transmitting log errors on a true-motion display; and the effects of inaccurate manual speed settings on a true-motion display;
 - .3 methods of detecting inaccurate speed settings on true-motion controls; the effects of receiver noise limiting the ability to display weak echo returns, and the effects of saturation by receiver noise, etc.; the adjustment of operational controls; criteria which indicate optimum points of adjustment; the importance of proper adjustment sequence, and the effects of maladjusted controls; the detection of maladjustments and corrections of:
 - .3.1 controls affecting detection ranges; and
 - .3.2 controls affecting accuracy;
 - .4 the dangers of using radar equipment with maladjusted controls; and

- .5 the need for frequent regular checking of performance, and the relationship of the performance indicator to the range performance of the radar set.

Range and bearing

9 A knowledge should be attained of:

- .1 the methods of measuring ranges; fixed range markers and variable range markers;
- .2 the accuracy of each method and the relative accuracy of the different methods;
- .3 how range data are displayed; ranges at stated intervals, digital counter and graduated scale;
- .4 the methods of measuring bearings; rotatable cursor on transparent disc covering the display, electronic bearing cursor and other methods;
- .5 bearing accuracy and inaccuracies caused by parallax, heading marker displacement, centre maladjustment;
- .6 how bearing data are displayed; graduated scale and digital counter; and
- .7 the need for regular checking of the accuracy of ranges and bearings, methods of checking for inaccuracies and correcting or allowing for inaccuracies.

Plotting techniques and relative-motion concepts

10 Practice should be provided in manual plotting techniques, including the use of reflection plotters, with the objective of establishing a thorough understanding of the interrelated motion between own ship and other ships, including the effects of manoeuvring to avoid collision. At the preliminary stages of this training, simple plotting exercises should be designed to establish a sound appreciation of plotting geometry and relative-motion concepts. The degree of complexity of exercises should increase throughout the training course until the trainee has mastered all aspects of the subject. Competence can best be enhanced by exposing the trainee to real-time exercises performed on a simulator or using other effective means.

Identification of critical echoes

11 A thorough understanding should be attained of:

- .1 position fixing by radar from land targets and sea marks;
- .2 the accuracy of position fixing by ranges and by bearings;
- .3 the importance of cross-checking the accuracy of radar against other navigational aids; and
- .4 the value of recording ranges and bearings at frequent, regular intervals when using radar as an aid to collision avoidance.

Course and speed of other ships

- 12 A thorough understanding should be attained of:
- .1 the different methods by which course and speed of other ships can be obtained from recorded ranges and bearings, including:
 - .1.1 the unstabilized relative plot;
 - .1.2 the stabilized relative plot; and
 - .1.3 the true plot; and
 - .2 the relationship between visual and radar observations, including detail and the accuracy of estimates of course and speed of other ships, and the detection of changes in movements of other ships.

Time and distance of closest approach of crossing, meeting or overtaking ships

- 13 A thorough understanding should be attained of:
- .1 the use of recorded data to obtain:
 - .1.1 measurement of closest approach distance and bearing;
 - .1.2 time to closest approach; and
 - .2 the importance of frequent, regular observations.

Detecting course and speed changes of other ships

- 14 A thorough understanding should be attained of:
- .1 the effects of changes of course and/or speed by other ships on their tracks across the display;
 - .2 the delay between change of course or speed and detection of that change; and
 - .3 the hazards of small changes as compared with substantial changes of course or speed in relation to rate and accuracy of detection.

Effects of changes in own ship's course or speed or both

- 15 A thorough understanding of the effects on a relative-motion display of own ship's movements, and the effects of other ships' movements and the advantages of compass stabilization of a relative display.

- 16 In respect of true-motion displays, a thorough understanding should be attained of:
- .1 the effects of inaccuracies of:
 - .1.1 speed and course settings; and
 - .1.2 compass stabilization data driving a stabilized relative-motion display;
 - .2 the effects of changes in course or speed or both by own ship on tracks of other ships on the display; and
 - .3 the relationship of speed to frequency of observations.

Application of the International Regulations for Preventing Collisions at Sea, 1972, as amended

- 17 A thorough understanding should be attained of the relationship of the International Regulations for Preventing Collisions at Sea, 1972, as amended to the use of radar, including:
- .1 action to avoid collision, dangers of assumptions made on inadequate information and the hazards of small alterations of course or speed;
 - .2 the advantages of safe speed when using radar to avoid collision;
 - .3 the relationship of speed to closest approach distance and time and to the manoeuvring characteristics of various types of ships;
 - .4 the importance of radar observation reports and radar reporting procedures being well defined;
 - .5 the use of radar in clear weather, to obtain an appreciation of its capabilities and limitations, compare radar and visual observations and obtain an assessment of the relative accuracy of information;
 - .6 the need for early use of radar in clear weather at night and when there are indications that visibility may deteriorate;
 - .7 comparison of features displayed by radar with charted features; and
 - .8 comparison of the effects of differences between range scales.

TRAINING AND ASSESSMENT IN THE OPERATIONAL USE OF AUTOMATIC RADAR PLOTTING AIDS (ARPA)

- 18 Training and assessment in the operational use of automatic radar plotting aids (ARPA) should:
- .1 require prior completion of the training in radar observation and plotting or combine that training with the training given in paragraphs 19 to 35 below;*

* The relevant IMO Model Course(s) and resolution MSC.64(67), as amended, may be of assistance in the preparation of courses.

- .2 incorporate the use of ARPA simulation equipment; and
- .3 conform to standards not inferior to those given in paragraphs 19 to 35 below.

19 Where ARPA training is provided as part of the general training under the 1978 STCW Convention, masters, chief mates and officers in charge of a navigational watch should understand the factors involved in decision-making based on the information supplied by ARPA in association with other navigational data inputs, having a similar appreciation of the operational aspects and of system errors of modern electronic navigational systems, including ECDIS. This training should be progressive in nature, commensurate with the responsibilities of the individual and the certificates issued by Parties under the 1978 STCW Convention.

Theory and demonstration

Possible risks of over-reliance on ARPA

- 20 Appreciation that ARPA is only a navigational aid and:
- .1 that its limitations, including those of its sensors, make over-reliance on ARPA dangerous, in particular for keeping a look-out; and
 - .2 the need to observe at all times the Principles to be observed in keeping a navigational watch and the Guidance on keeping a navigational watch.

Principal types of ARPA systems and their display characteristics

21 Knowledge of the principal types of ARPA systems in use; their various display characteristics and an understanding of when to use ground- or sea-stabilized modes and north-up, course-up or head-up presentations.

IMO performance standards for ARPA

22 An appreciation of the IMO performance standards for ARPA, in particular the standards relating to accuracy.*

Factors affecting system performance and accuracy

- 23 Knowledge of ARPA sensor input performance parameters – radar, compass and speed inputs and the effects of sensor malfunction on the accuracy of ARPA data.
- 24 Knowledge of:
- .1 the effects of the limitations of radar range and bearing discrimination and accuracy and the limitations of compass and speed input accuracies on the accuracy of ARPA data; and
 - .2 factors which influence vector accuracy.

* See relevant/appropriate performance standards adopted by the Organization.

Tracking capabilities and limitations

25 Knowledge of:

- .1 the criteria for the selection of targets by automatic acquisition;
- .2 the factors leading to the correct choice of targets for manual acquisition;
- .3 the effects on tracking of "lost" targets and target fading; and
- .4 the circumstances causing "target swap" and its effects on displayed data.

Processing delays

26 Knowledge of the delays inherent in the display of processed ARPA information, particularly on acquisition and re-acquisition or when a tracked target manoeuvres.

Operational warnings, their benefits and limitations

27 Appreciation of the uses, benefits and limitations of ARPA operational warnings and their correct setting, where applicable, to avoid spurious interference.

System operational tests

28 Knowledge of:

- .1 methods of testing for malfunctions of ARPA systems, including functional self-testing; and
- .2 precautions to be taken after a malfunction occurs.

Manual and automatic acquisition of targets and their respective limitations

29 Knowledge of the limits imposed on both types of acquisition in multi-target scenarios, and the effects on acquisition of target fading and target swap.

True and relative vectors and typical graphic representation of target information and danger areas

30 Thorough knowledge of true and relative vectors; derivation of targets' true courses and speeds, including:

- .1 threat assessment, derivation of predicted closest point of approach and predicted time to closest point of approach from forward extrapolation of vectors, the use of graphic representation of danger areas;
- .2 the effects of alterations of course and/or speed of own ship and/or targets on predicted closest point of approach and predicted time to closest point of approach and danger areas;

- .3 the effects of incorrect vectors and danger areas; and
- .4 the benefit of switching between true and relative vectors.

Information on past positions of targets being tracked

31 Knowledge of the derivation of past positions of targets being tracked, recognition of historic data as a means of indicating recent manoeuvring of targets and as a method of checking the validity of the ARPA's tracking.

Practice

Setting up and maintaining displays

32 Ability to demonstrate:

- .1 the correct starting procedure to obtain the optimum display of ARPA information;
- .2 the selection of display presentation; stabilized relative-motion displays and true-motion displays;
- .3 the correct adjustment of all variable radar display controls for optimum display of data;
- .4 the selection, as appropriate, of required speed input to ARPA;
- .5 the selection of ARPA plotting controls, manual/automatic acquisition, vector/graphic display of data;
- .6 the selection of the timescale of vectors/graphics;
- .7 the use of exclusion areas when automatic acquisition is employed by ARPA; and
- .8 performance checks of radar, compass, speed input sensors and ARPA.

System operational tests

33 Ability to perform system checks and determine data accuracy of ARPA, including the trial manoeuvre facility, by checking against basic radar plot.

Obtaining information from the ARPA display

34 Demonstrate the ability to obtain information in both relative- and true-motion modes of display, including:

- .1 the identification of critical echoes;
- .2 the speed and direction of target's relative movement;
- .3 the time to, and predicted range at, target's closest point of approach;

- .4 the courses and speeds of targets;
- .5 detecting course and speed changes of targets and the limitations of such information;
- .6 the effect of changes in own ship's course or speed or both; and
- .7 the operation of the trial manoeuvre facility.

Application of the International Regulations for Preventing Collisions at Sea, 1972, as amended

35 Analysis of potential collision situations from displayed information, determination and execution of action to avoid close-quarters situations in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended, in force.

TRAINING AND ASSESSMENT IN THE OPERATIONAL USE OF ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS)

Introduction

36 When simulators are being used for training or assessment in the operational use of Electronic Chart Display and Information Systems (ECDIS), the following interim guidance should be taken into consideration in any such training or assessment.

37 Training and assessment in the operational use of the ECDIS should:

- .1 incorporate the use of ECDIS simulation equipment; and
- .2 conform to standards not inferior to those given in paragraphs 38 to 65 below.

38 ECDIS simulation equipment should, in addition to meeting all applicable performance standards set out in section A-I/12 of the STCW Code, as amended, be capable of simulating navigational equipment and bridge operational controls which meet all applicable performance standards adopted by the Organization, incorporate facilities to generate soundings and:

- .1 create a real-time operating environment, including navigation control and communications instruments and equipment appropriate to the navigation and watchkeeping tasks to be carried out and the manoeuvring skills to be assessed; and
- .2 realistically simulate "own ship" characteristics in open-water conditions, as well as the effects of weather, tidal stream and currents.

39 Demonstrations of, and practice in, ECDIS use should be undertaken, where appropriate, through the use of simulators. Training exercises should preferably be undertaken in real time, in order to increase trainees' awareness of the hazards of the improper use of ECDIS. Accelerated timescale may be used only for demonstrations.

General

Goals of an ECDIS training programme

40 The ECDIS trainee should be able to:

- .1 operate the ECDIS equipment, use the navigational functions of ECDIS, select and assess all relevant information and take proper action in the case of a malfunction;
- .2 state the potential errors of displayed data and the usual errors of interpretation; and
- .3 explain why ECDIS should not be relied upon as the sole reliable aid to navigation.

Theory and demonstration

41 As the safe use of ECDIS requires knowledge and understanding of the basic principles governing ECDIS data and their presentation rules as well as potential errors in displayed data and ECDIS-related limitations and potential dangers, a number of lectures covering the theoretical explanation should be provided. As far as possible, such lessons should be presented within a familiar context and make use of practical examples. They should be reinforced during simulator exercises.

42 For safe operation of ECDIS equipment and ECDIS-related information (use of the navigational functions of ECDIS, selection and assessment of all relevant information, becoming familiar with ECDIS man-machine interfacing), practical exercises and training on the ECDIS simulators should constitute the main content of the course.

43 For the definition of training objectives, a structure of activities should be defined. A detailed specification of learning objectives should be developed for each topic of this structure.

Simulator exercises

44 Exercises should be carried out on individual ECDIS simulators, or full-mission navigation simulators including ECDIS, to enable trainees to acquire the necessary practical skills. For real-time navigation exercises, navigation simulators are recommended to cover the complex navigation situation. The exercises should provide training in the use of the various scales, navigational modes, and display modes which are available, so that the trainees will be able to adapt the use of the equipment to the particular situation concerned.

45 The choice of exercises and scenarios is governed by the simulator facilities available. If one or more ECDIS workstations and a full-mission simulator are available, the workstations may primarily be used for basic exercises in the use of ECDIS facilities and for passage-planning exercises, whereas full-mission simulators may primarily be used for exercises related to passage-monitoring functions in real time, as realistic as possible in connection with the total workload of a navigational watch. The degree of complexity of exercises should increase throughout the training programme until the trainee has mastered all aspects of the learning subject.

46 Exercises should produce the greatest impression of realism. To achieve this, the scenarios should be located in a fictitious sea area. Situations, functions and actions for different

learning objectives which occur in different sea areas can be integrated into one exercise and experienced in real time.

47 The main objective of simulator exercises is to ensure that trainees understand their responsibilities in the operational use of ECDIS in all safety-relevant aspects and are thoroughly familiar with the system and equipment used.

Principal types of ECDIS systems and their display characteristics

48 The trainee should gain knowledge of the principal types of ECDIS in use; their various display characteristics, data structure and an understanding of:

- .1 differences between vector and raster charts;
- .2 differences between ECDIS and ECS;
- .3 differences between ECDIS and RCDS*;
- .4 characteristics of ECDIS and their different solutions; and
- .5 characteristics of systems for special purposes (unusual situations/emergencies):

Risks of over-reliance on ECDIS

49 The training in ECDIS operational use should address:

- .1 the limitations of ECDIS as a navigational tool;
- .2 potential risk of improper functioning of the system;
- .3 system limitations, including those of its sensors;
- .4 hydrographic data inaccuracy; limitations of vector and raster electronic charts (ECDIS vs RCDS and ENC vs RNC); and
- .5 potential risk of human errors.

Emphasis should be placed on the need to keep a proper look-out and to perform periodical checking, especially of the ship's position, by ECDIS-independent methods.

Detection of misrepresentation of information

50 Knowledge of the limitations of the equipment and detection of misrepresentation of information is essential for the safe use of ECDIS. The following factors should be emphasized during training:

- .1 performance standards of the equipment;
- .2 radar data representation on an electronic chart, elimination of discrepancy between the radar image and the electronic chart;

* SN/Circ.207/Rev.1 – Differences between RCDS and ECDIS.

- .3 possible projection discrepancies between an electronic and paper charts;
- .4 possible scale discrepancies (overscaling and underscaling) in displaying an electronic chart and its original scale;
- .5 effects of using different reference systems for positioning;
- .6 effects of using different horizontal and vertical datums;
- .7 effects of the motion of the ship in a seaway;
- .8 ECDIS limitations in raster chart display mode;
- .9 potential errors in the display of:
 - .9.1 the own ship's position;
 - .9.2 radar data and ARPA and AIS information;
 - .9.3 different geodetic coordinate systems; and
- .10 verification of the results of manual or automatic data correction:
 - .10.1 comparison of chart data and radar picture; and
 - .10.2 checking the own ship's position by using the other independent position-fixing systems.

51 False interpretation of the data and proper action taken to avoid errors of interpretation should be explained. The implications of the following should be emphasized:

- .1 ignoring overscaling of the display;
- .2 uncritical acceptance of the own ship's position;
- .3 confusion of display mode;
- .4 confusion of chart scale;
- .5 confusion of reference systems;
- .6 different modes of presentation;
- .7 different modes of vector stabilization;
- .8 differences between true north and gyro north (radar);
- .9 using the same data reference system;
- .10 using the appropriate chart scale;
- .11 using the best-suited sensor to the given situation and circumstances;

.12 entering the correct values of safety data:

.12.1 the own ship's safety contour,

.12.2 safety depth (safe water), and

.12.3 events; and

.13 proper use of all available data.

52 Appreciation that RCDS is only a navigational aid and that, when operating in the RCDS mode, the ECDIS equipment should be used together with an appropriate portfolio of up-to-date paper charts:

.1 appreciation of the differences in operation of RCDS mode as described in SN.1/Circ.207/Rev.1 "Differences between RCDS and ECDIS"; and

.2 ECDIS, in any mode, should be used in training with an appropriate portfolio of up-to-date charts.

Factors affecting system performance and accuracy

53 An elementary understanding should be attained of the principles of ECDIS, together with a full practical knowledge of:

.1 starting and setting up ECDIS; connecting data sensors: satellite and radio navigation system receivers, radar, gyro-compass, log, echo-sounder; accuracy and limitations of these sensors, including effects of measurement errors and ship's position accuracy, manoeuvring on the accuracy of course indicator's performance, compass error on the accuracy of course indication, shallow water on the accuracy of log performance, log correction on the accuracy of speed calculation, disturbance (sea state) on the accuracy of an echo-sounder performance; and

.2 the current performance standards for electronic chart display and information systems adopted by the Organization*.

Practice

Setting up and maintaining display

54 Knowledge and skills should be attained in:

.1 the correct starting procedure to obtain the optimum display of ECDIS information;

.2 the selection of display presentation (standard display, display base, all other information displayed individually on demand);

* See relevant/appropriate performance standards adopted by the Organization.

- .3 the correct adjustment of all variable radar/ARPA display controls for optimum display of data;
- .4 the selection of convenient configuration;
- .5 the selection, as appropriate, of required speed input to ECDIS;
- .6 the selection of the timescale of vectors; and
- .7 performance checks of position, radar/ARPA, compass, speed input sensors and ECDIS.

Operational use of electronic charts

55 Knowledge and skills should be attained in:

- .1 the main characteristics of the display of ECDIS data and selecting proper information for navigational tasks;
- .2 the automatic functions required for monitoring ship's safety, such as display of position, heading/gyro course, speed, safety values and time;
- .3 the manual functions (by the cursor, electronic bearing line, range rings);
- .4 selecting and modification of electronic chart content;
- .5 scaling (including underscaling and overscaling);
- .6 zooming;
- .7 setting of the own ship's safety data;
- .8 using a daytime or night-time display mode;
- .9 reading all chart symbols and abbreviations;
- .10 using different kinds of cursors and electronic bars for obtaining navigational data;
- .11 viewing an area in different directions and returning to the ship's position;
- .12 finding the necessary area, using geographical coordinates;
- .13 displaying indispensable data layers appropriate to a navigational situation;
- .14 selecting appropriate and unambiguous data (position, course, speed, etc.);
- .15 entering the mariner's notes;
- .16 using north-up orientation presentation and other kinds of orientation; and
- .17 using true- and relative-motion modes.

Route planning

56 Knowledge and skills should be attained in:

- .1 loading the ship's characteristics into ECDIS;
- .2 selection of a sea area for route planning:
 - .2.1 reviewing required waters for the sea passage, and
 - .2.2 changing over of chart scale;
- .3 verifying that proper and updated charts are available;
- .4 route planning on a display by means of ECDIS, using the graphic editor, taking into consideration rhumb line and great-circle sailing:
 - .4.1 using the ECDIS database for obtaining navigational, hydro-meteorological and other data;
 - .4.2 taking into consideration turning radius and wheel-over points/lines when they are expressed on chart scale;
 - .4.3 marking dangerous depths and areas and exhibiting guarding depth contours;
 - .4.4 marking waypoints with the crossing depth contours and critical cross-track deviations, as well as by adding, replacing and erasing of waypoints;
 - .4.5 taking into consideration safe speed;
 - .4.6 checking pre-planned route for navigational safety; and
 - .4.7 generating alarms and warnings;
- .5 route planning with calculation in the table format, including:
 - .5.1 waypoints selection;
 - .5.2 recalling the waypoints list;
 - .5.3 planning notes;
 - .5.4 adjustment of a planned route;
 - .5.5 checking a pre-planned route for navigational safety;
 - .5.6 alternative route planning;
 - .5.7 saving planned routes, loading and unloading or deleting routes;
 - .5.8 making a graphic copy of the monitor screen and printing a route;

- .5.9 editing and modification of the planned route;
- .5.10 setting of safety values according to the size and manoeuvring parameters of the vessel;
- .5.11 back-route planning; and
- .5.12 connecting several routes.

Route monitoring

57 Knowledge and skills should be attained in:

- .1 using independent data to control ship's position or using alternative systems within ECDIS;
- .2 using the look-ahead function:
 - .2.1 changing charts and their scales;
 - .2.2 reviewing navigational charts;
 - .2.3 vector time selecting;
 - .2.4 predicting the ship's position for some time interval;
 - .2.5 changing the pre-planned route (route modification);
 - .2.6 entering independent data for the calculation of wind drift and current allowance;
 - .2.7 reacting properly to the alarm;
 - .2.8 entering corrections for discrepancies of the geodetic datum;
 - .2.9 displaying time markers on a ship's route;
 - .2.10 entering ship's position manually; and
 - .2.11 measuring coordinates, course, bearings and distances on a chart.

Alarm handling

58 Knowledge and ability to interpret and react properly to all kinds of systems, such as navigational sensors, indicators, data and charts alarms and indicator warnings, including switching the sound and visual alarm signalling system, should be attained in case of:

- .1 absence of the next chart in the ECDIS database;
- .2 crossing a safety contour;
- .3 exceeding cross-track limits;
- .4 deviation from planned route;

- .5 approaching a waypoint;
- .6 approaching a critical point;
- .7 discrepancy between calculated and actual time of arrival to a waypoint;
- .8 information on under-scaling or over-scaling;
- .9 approaching an isolated navigational danger or danger area;
- .10 crossing a specified area;
- .11 selecting a different geodetic datum;
- .12 approaching other ships;
- .13 watch termination;
- .14 switching timer;
- .15 system test failure;
- .16 malfunctioning of the positioning system used in ECDIS;
- .17 failure of dead-reckoning; and
- .18 inability to fix vessel's position using the navigational system.

Manual correction of a ship's position and motion parameters

- 59 Knowledge and skills should be attained in manually correcting:
- .1 the ship's position in dead-reckoning mode, when the satellite and radio navigation system receiver is switched off;
 - .2 the ship's position, when automatically obtained coordinates are inaccurate; and
 - .3 course and speed values.

Records in the ship's log

- 60 Knowledge and skills should be attained in:
- .1 automatic voyage recording;
 - .2 reconstruction of past track, taking into account:
 - .2.1 recording media;
 - .2.2 recording intervals;
 - .2.3 verification of database in use;

- .3 viewing records in the electronic ship's log;
- .4 instant recording in the electronic ship's log;
- .5 changing ship's time;
- .6 entering the additional data;
- .7 printing the content of the electronic ship's log;
- .8 setting up the automatic record time intervals;
- .9 composition of voyage data and reporting; and
- .10 interface with a voyage data recorder (VDR).

Chart updating

61 Knowledge and skills should be attained in:

- .1 performing manual updating of electronic charts. Special attention should be paid to reference-ellipsoid conformity and to conformity of the measurement units used on a chart and in the correction text;
- .2 performing semi-automatic updating of electronic charts, using the data obtained on electronic media in the electronic chart format; and
- .3 performing automatic updating of electronic charts, using update files obtained via electronic data communication lines.

In the scenarios where non-updated data are employed to create a critical situation, trainees should be required to perform *ad hoc* updating of the chart.

Operational use of ECDIS where radar/ARPA is connected

62 Knowledge and skills should be attained in:

- .1 connecting ARPA to ECDIS;
- .2 indicating target's speed vectors;
- .3 indicating target's tracks;
- .4 archiving target's tracks;
- .5 viewing the table of the targets;
- .6 checking alignment of radar overlay with charted geographic features;
- .7 simulating one or more manoeuvres;
- .8 corrections to own ship's position, using a reference point captured by ARPA; and
- .9 corrections using the ARPA's cursor and electronic bar.

See also section B-I/12, Guidance regarding the use of simulators (pertaining to radar and ARPA), especially paragraphs 17 to 19 and 36 to 38.

Operational use of ECDIS where AIS is connected

63 Knowledge and skills should be attained in:

- .1 interface with AIS;
- .2 interpretation of AIS data;
- .3 indicating target's speed vectors;
- .4 indicating target's tracks; and
- .5 archiving target's tracks.

Operational warnings, their benefits and limitations

64 Trainees should gain an appreciation of the uses, benefits and limitations of ECDIS operational warnings and their correct setting, where applicable, to avoid spurious interference.

System operational tests

65 Knowledge and skills should be attained in:

- .1 methods of testing for malfunctions of ECDIS, including functional self-testing;
- .2 precautions to be taken after a malfunction occurs; and
- .3 adequate back-up arrangements (take over and navigate using the back-up system).

Debriefing exercise

66 The instructor should analyze the results of all exercises completed by all trainees and print them out. The time spent on the debriefing should occupy between 10% and 15% of the total time used for simulator exercises.

RECOMMENDED PERFORMANCE STANDARDS FOR NON-MANDATORY TYPES OF SIMULATION

67 Performance standards for non-mandatory simulation equipment used for training and/or assessment of competence or demonstration of skills are set out hereunder. Such forms of simulation include, but are not limited to, the following types:

- .1 navigation and watchkeeping;
- .2 ship handling and manoeuvring;
- .3 cargo handling and stowage;
- .4 reporting and radiocommunications; and
- .5 main and auxiliary machinery operation.

Navigation and watchkeeping simulation

68 Navigation and watchkeeping simulation equipment should, in addition to meeting all applicable performance standards set out in section A-I/12, be capable of simulating navigational equipment and bridge operational controls which meet all applicable performance standards adopted by the Organization,* incorporate facilities to generate soundings and:

- .1 create a real-time operating environment, including navigation control and communications instruments and equipment appropriate to the navigation and watchkeeping tasks to be carried out and the manoeuvring skills to be assessed;
- .2 provide a realistic visual scenario by day or by night, including variable visibility, or by night only as seen from the bridge, with a minimum horizontal field of view available to the trainee in viewing sectors appropriate to the navigation and watchkeeping tasks and objectives;
- .3 realistically simulate "own ship" dynamics in open-water conditions, including the effects of weather, tidal stream, currents and interaction with other ships; and
- .4 realistically simulate VTS communication procedures between ship and shore.

Ship handling and manoeuvring simulation

69 In addition to meeting the performance standards set out in paragraph 37, ship handling simulation equipment should:

- .1 provide a realistic visual scenario as seen from the bridge, by day and by night, with variable visibility throughout a minimum horizontal field of view available to the trainee in viewing sectors appropriate to the ship handling and manoeuvring training tasks and objectives;** and
- .2 realistically simulate "own ship" dynamics in restricted waterways, including shallow-water and bank effects.

70 Where manned scale models are used to provide ship handling and manoeuvring simulation, in addition to the performance standards set out in paragraphs 68.3 and 69.2, such equipment should:

- .1 incorporate scaling factors which present accurately the dimensions, areas, volume and displacement, speed, time and rate of turn of a real ship; and
- .2 incorporate controls for the rudder and engines, to the correct timescale.

Cargo handling and stowage simulation

71 Cargo handling simulation equipment should be capable of simulating cargo handling and control equipment which meets all applicable performance standards adopted by the Organization*** and incorporate facilities to:

* See relevant/appropriate performance standards adopted by the Organization.

** The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

*** No standards have as yet been adopted by the Organization.

- .1 create an effective operational environment, including a cargo-control station with such instrumentation as may be appropriate to the particular type of cargo system modelled;
- .2 model loading and unloading functions and stability and stress data appropriate to the cargo-handling tasks to be carried out and the skills to be assessed; and
- .3 simulate loading, unloading, ballasting and deballasting operations and appropriate associated calculations for stability, trim, list, longitudinal strength, torsional stress and damage stability*.

GMDSS communication simulation

72 GMDSS communication simulation equipment should be capable of simulating GMDSS communication equipment which meets all applicable performance standards adopted by the Organization** and incorporate facilities to:

- .1 simulate the operation of VHF, VHF-DSC, NAVTEX, EPIRB and watch receiver equipment as required for the Restricted Operator's Certificate (ROC);
- .2 simulate the operation of INMARSAT-A, -B and -C ship earth stations, MF/HF NBDP, MF/HF-DSC, VHF, VHF-DSC, NAVTEX, EPIRB and watch receiver equipment as required for the General Operator's Certificate (GOC);
- .3 provide voice communication with background noise;
- .4 provide a printed text communication facility; and
- .5 create a real-time operating environment, consisting of an integrated system, incorporating at least one instructor/assessor station and at least two GMDSS ship or shore stations.

Main and auxiliary machinery operation simulation

73 Engine-room simulation equipment should be capable of simulating a main and auxiliary machinery system and incorporate facilities to:

- .1 create a real-time environment for seagoing and harbour operations, with communication devices and simulation of appropriate main and auxiliary propulsion machinery equipment and control panels;
- .2 simulate relevant sub-systems that should include, but not be restricted to, boiler, steering gear, electrical power general and distribution systems, including emergency power supplies, and fuel, cooling water, refrigeration, bilge and ballast systems;
- .3 monitor and evaluate engine performance and remote sensing systems;
- .4 simulate machinery malfunctions;

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

** See relevant/appropriate performance standards adopted by the Organization.

- .5 allow for the variable external conditions to be changed so as to influence the simulated operations: weather, ship's draught, seawater and air temperatures;
- .6 allow for instructor-controlled external conditions to be changed: deck steam, accommodation steam, deck air, ice conditions, deck cranes, heavy power, bow thrust, ship load;
- .7 allow for instructor-controlled simulator dynamics to be changed: emergency run, process responses, ship responses; and
- .8 provide a facility to isolate certain processes, such as speed, electrical system, diesel oil system, lubricating oil system, heavy oil system, seawater system, steam system, exhaust boiler and turbo generator, for performing specific training tasks.

Section B-I/13

Guidance regarding the conduct of trials

(No provisions)

Section B-I/14

Guidance regarding responsibilities of companies and recommended responsibilities of masters and crew members

Companies

1 Companies should provide ship-specific introductory programmes aimed at assisting newly employed seafarers to familiarize themselves with all procedures and equipment relating to their areas of responsibility. Companies should also ensure that:

- .1 all seafarers on a ship fitted with free-fall lifeboats should receive familiarization training in boarding and launching procedures for such lifeboats;
- .2 prior to joining a ship, seafarers assigned as operating crew of free-fall lifeboats should have undergone appropriate training in boarding, launching and recovering of such lifeboats, including participation on at least one occasion in a free-fall launch; and
- .3 personnel who may be required to operate the GMDSS equipment receive GMDSS familiarization training, on joining the ship and at appropriate intervals thereafter.

2 The familiarization training required by paragraph 3 of section A-I/14 should at least ensure attainment of the abilities that are appropriate to the capacity to be filled and the duties and responsibilities to be taken up, as follows:

Design and operational limitations

- .1 Ability to properly understand and observe any operational limitations imposed on the ship, and to understand and apply performance restrictions, including speed limitations in adverse weather, which are intended to maintain the safety of life, ship and cargo.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Procedures for opening, closing and securing hull openings

- .2 Ability to apply properly the procedures established for the ship regarding the opening, closing and securing of bow, stern, and side doors and ramps and to correctly operate the related systems.

Legislation, codes and agreements affecting ro-ro passenger ships

- .3 Ability to understand and apply international and national requirements for ro-ro passenger ships relevant to the ship concerned and the duties to be performed.

Stability and stress requirements and limitations

- .4 Ability to take proper account of stress limitations for sensitive parts of the ship, such as bow doors and other closing devices that maintain watertight integrity, and of special stability considerations which may affect the safety of ro-ro passenger ships.

Procedures for the maintenance of special equipment on ro-ro passenger ships

- .5 Ability to apply properly the shipboard procedures for maintenance of equipment peculiar to ro-ro passenger ships such as bow, stern and side doors and ramps, scuppers and associated systems.

Loading and cargo securing manuals and calculators

- .6 Ability to make proper use of the loading and securing manuals in respect of all types of vehicles and rail cars where applicable, and to calculate and apply stress limitations for vehicle decks.

Dangerous cargo areas

- .7 Ability to ensure proper observance of special precautions and limitations applying to designated dangerous cargo areas.

Emergency procedures

- .8 Ability to ensure proper application of any special procedures to:
 - .8.1 prevent or reduce the ingress of water on vehicle decks;
 - .8.2 remove water from vehicle decks; and
 - .8.3 minimize effects of water on vehicle decks.

Master

3 The master should take all steps necessary to implement any company instructions issued in accordance with section A-I/14. Such steps should include:

- .1 identifying all seafarers who are newly employed on board the ship before they are assigned to any duties;

- .2 providing the opportunity for all newly arrived seafarers to:
 - .2.1 visit the spaces in which their primary duties will be performed;
 - .2.2 get acquainted with the location, controls and display features of equipment they will be operating or using;
 - .2.3 activate the equipment when possible, and perform functions, using the controls on the equipment; and
 - .2.4 observe and ask questions of someone who is already familiar with the equipment, procedures and other arrangements, and who can communicate information in a language which the seafarer understands; and
- .3 providing for a suitable period of supervision when there is any doubt that a newly employed seafarer is familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of his or her duties.

Crew members

4 Seafarers who are newly assigned to a ship should take full advantage of every opportunity provided to become familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of their duties. Immediately upon arriving on board for the first time, each seafarer has the responsibility to become acquainted with the ship's working environment, particularly with respect to new or unfamiliar equipment, procedures or arrangements.

5 Seafarers who do not promptly attain the level of familiarity required for performing their duties have the obligation to bring this fact to the attention of their supervisor or to the attention of the crew member designated in accordance with section A-I/14, paragraph 2.2, and to identify any equipment, procedure or arrangement which remains unfamiliar.

Section B-I/15

Guidance regarding transitional provisions

(No provisions)

CHAPTER II

Guidance regarding the master and the deck department

Section B-II/1

Guidance regarding the certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more

Training

1 Every candidate for certification as officer in charge of a navigational watch should have completed a planned and structured programme of training designed to assist a prospective officer to achieve the standard of competence in accordance with table A-II/1.

2 The structure of the programme of training should be set out in a training plan which clearly expresses, for all parties involved, the objectives of each stage of training on board and ashore. It is important that the prospective officer, tutors, ships' staff and company personnel are clear about the competences which are to be achieved at the end of the programme and how they are to be achieved through a combination of education, training and practical experience on board and ashore.

3 The mandatory periods of seagoing service are of prime importance in learning the job of being a ship's officer and in achieving the overall standard of competence required. Properly planned and structured, the periods of seagoing service will enable prospective officers to acquire and practice skills and will offer opportunities for competences achieved to be demonstrated and assessed.

4 Where the seagoing service forms part of an approved training programme, the following principles should be observed:

- .1 The programme of onboard training should be an integral part of the overall training plan.
- .2 The programme of onboard training should be managed and coordinated by the company which manages the ship on which the seagoing service is to be performed.
- .3 The prospective officer should be provided with a training record book* to enable a comprehensive record of practical training and experience at sea to be maintained. The training record book should be laid out in such a way that it can provide detailed information about the tasks and duties which should be undertaken and the progress towards their completion. Duly completed, the record book will provide unique evidence that a structured programme of onboard training has been completed which can be taken into account in the process of evaluating competence for the issue of a certificate.
- .4 At all times, the prospective officer should be aware of two identifiable individuals who are immediately responsible for the management of the programme of onboard training. The first of these is a qualified seagoing officer,

* The relevant IMO Model Course(s) and a similar document produced by the International Shipping Federation may be of assistance in the preparation of training record books.

referred to as the "shipboard training officer", who, under the authority of the master, should organize and supervise the programme of training for the duration of each voyage. The second should be a person nominated by the company, referred to as the "company training officer", who should have an overall responsibility for the training programme and for coordination with colleges and training institutions.

- .5 The company should ensure that appropriate periods are set aside for completion of the programme of onboard training within the normal operational requirements of the ship.

Roles and responsibilities

5 The following section summarizes the roles and responsibilities of those individuals involved in organizing and conducting onboard training:

- .1 The company training officer should be responsible for:
 - .1.1 overall administration of the programme of training;
 - .1.2 monitoring the progress of the prospective officer throughout; and
 - .1.3 issuing guidance as required and ensuring that all concerned with the training programme play their parts.
- .2 The shipboard training officer should be responsible for:
 - .2.1 organizing the programme of practical training at sea;
 - .2.2 ensuring, in a supervisory capacity, that the training record book is properly maintained and that all other requirements are fulfilled; and
 - .2.3 making sure, so far as is practicable, that the time the prospective officer spends on board is as useful as possible in terms of training and experience, and is consistent with the objectives of the training programme, the progress of training and the operational constraints of the ship.
- .3 The master's responsibilities should be to:
 - .3.1 provide the link between the shipboard training officer and the company training officer ashore;
 - .3.2 fulfil the role of continuity if the shipboard training officer is relieved during the voyage; and
 - .3.3 ensure that all concerned are effectively carrying out the onboard training programme.
- .4 The prospective officer's responsibilities should be to:
 - .4.1 follow diligently the programme of training as laid down;

- .4.2 make the most of the opportunities presented, be they in or outside working hours; and
- .4.3 keep the training record book up to date and ensure that it is available at all times for scrutiny.

Induction

6 At the beginning of the programme and at the start of each voyage on a different ship, prospective officers should be given full information and guidance as to what is expected of them and how the training programme is to be organized. Induction presents the opportunity to brief prospective officers about important aspects of the tasks they will be undertaking, with particular regard to safe working practices and protection of the marine environment.

Shipboard programme of training

7 The training record book should contain, amongst other things, a number of training tasks or duties which should be undertaken as part of the approved programme of onboard training. Such tasks and duties should relate to at least the following areas:

- .1 steering systems;
- .2 general seamanship;
- .3 mooring, anchoring and port operations;
- .4 life-saving and fire-fighting appliances;
- .5 systems and equipment;
- .6 cargo work;
- .7 bridge work and watchkeeping; and
- .8 engine-room familiarization.

8 It is extremely important that the prospective officer is given adequate opportunity for supervised bridge watchkeeping experience, particularly in the later stages of the onboard training programme.

9 The performance of the prospective officers in each of the tasks and duties itemized in the training record book should be initialled by a qualified officer when, in the opinion of the officer concerned, a prospective officer has achieved a satisfactory standard of proficiency. It is important to appreciate that a prospective officer may need to demonstrate ability on several occasions before a qualified officer is confident that a satisfactory standard has been achieved.

Monitoring and reviewing

10 Guidance and reviewing are essential to ensure that prospective officers are fully aware of the progress they are making and to enable them to join in decisions about their future programme. To be effective, reviews should be linked to information gained through the training record book and other sources as appropriate. The training record book should be scrutinized and

endorsed formally by the master and the shipboard training officer at the beginning, during and at the end of each voyage. The training record book should also be examined and endorsed by the company training officer between voyages.

Assessment of abilities and skills in navigational watchkeeping

11 A candidate for certification who is required to have received special training and assessment of abilities and skills in navigational watchkeeping duties should be required to provide evidence, through demonstration either on a simulator or on board ship as part of an approved programme of shipboard training, that the skills and ability to perform as officer in charge of a navigational watch in at least the following areas have been acquired, namely to:

- .1 prepare for and conduct a passage, including:
 - .1.1 interpreting and applying information obtained from charts;
 - .1.2 fixing position in coastal waters;
 - .1.3 applying basic information obtained from tide tables and other nautical publications;
 - .1.4 checking and operating bridge equipment;
 - .1.5 checking magnetic and gyro-compasses;
 - .1.6 assessing available meteorological information;
 - .1.7 using celestial bodies to fix position;
 - .1.8 determining the compass error by celestial and terrestrial means; and
 - .1.9 performing calculations for sailings of up to 24 hours;
- .2 operate and apply information obtained from electronic navigation systems;
- .3 operate radar, ARPA and ECDIS and apply radar information for navigation and collision avoidance;
- .4 operate propulsion and steering systems to control heading and speed;
- .5 implement navigational watch routines and procedures;
- .6 implement the manoeuvres required for rescue of persons overboard;
- .7 initiate action to be taken in the event of an imminent emergency situation (e.g., fire, collision, stranding) and action in the immediate aftermath of an emergency;
- .8 initiate action to be taken in event of malfunction or failure of major items of equipment or plant (e.g., steering gear, power, navigation systems);

- .9 conduct radiocommunications and visual and sound signalling in normal and emergency situations; and
 - .10 monitor and operate safety and alarm systems, including internal communications.
- 12 Assessment of abilities and skills in navigational watchkeeping should:
- .1 be made against the criteria for evaluating competence for the function of navigation set out in table A-II/1;
 - .2 ensure that the candidate performs navigational watchkeeping duties in accordance with the Principles to be observed in keeping a safe navigational watch (section A-VIII/2, part 4-1) and the Guidance on keeping a navigational watch (section B-VIII/2, part 4-1).

Evaluation of competence

13 The standard of competence to be achieved for certification as officer in charge of a navigational watch is set out in table A-II/1. The standard specifies the knowledge and skill required and the application of that knowledge and skill to the standard of performance required on board ship.

14 Scope of knowledge is implicit in the concept of competence. Assessment of competence should, therefore, encompass more than the immediate technical requirements of the job, the skills and tasks to be performed, and should reflect the broader aspects needed to meet the full expectations of competent performance as a ship's officer. This includes relevant knowledge, theory, principles and cognitive skills which, to varying degrees, underpin all levels of competence. It also encompasses proficiency in what to do, how and when to do it, and why it should be done. Properly applied, this will help to ensure that a candidate can:

- .1 work competently in different ships and across a range of circumstances;
- .2 anticipate, prepare for and deal with contingencies; and
- .3 adapt to new and changing requirements.

15 The criteria for evaluating competence (column 4 of table A-II/1) identify, primarily in outcome terms, the essential aspects of competent performance. They are expressed so that assessment of a candidate's performance can be made against them and should be adequately documented in the training record book.

16 Evaluation of competence is the process of:

- .1 collecting sufficient valid and reliable evidence about the candidate's knowledge, understanding and proficiency to accomplish the tasks, duties and responsibilities listed in column 1 of table A-II/1; and
- .2 judging that evidence against the criteria specified in the standard.

17 The arrangements for evaluating competence should be designed to take account of different methods of assessment which can provide different types of evidence about candidates' competence, e.g.:

- .1 direct observation of work activities (including seagoing service);
- .2 skills/proficiency/competency tests;
- .3 projects and assignments;
- .4 evidence from previous experience; and
- .5 written, oral and computer-based questioning techniques*.

18 One or more of the first four methods listed should almost invariably be used to provide evidence of ability, in addition to appropriate questioning techniques to provide evidence of supporting knowledge and understanding.

Training in celestial navigation

19 The following areas summarize the recommended training in celestial navigation:

- .1 correctly adjust sextant for adjustable errors;
- .2 determine corrected reading of the sextant altitude of celestial bodies;
- .3 accurate sight reduction computation, using a preferred method;
- .4 calculate the time of meridian altitude of the sun;
- .5 calculate latitude by Polaris or by meridian altitude of the sun;
- .6 accurate plotting of position line(s) and position fixing;
- .7 determine time of visible rising/setting sun by a preferred method;
- .8 identify and select the most suitable celestial bodies in the twilight period;
- .9 determine compass error by azimuth or by amplitude, using a preferred method;
- .10 nautical astronomy as required to support the required competence in paragraphs 19,1 to 19.9 above.

20 Training in celestial navigation may include the use of electronic nautical almanac and celestial navigation calculation software.

Section B-II/2

Guidance regarding the certification of masters and chief mates on ships of 500 gross tonnage or more

(See section B-II/1 for guidance.)

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Section B-II/3

Guidance regarding the certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage

(See section B-II/1 for guidance.)

Section B-II/4

Guidance regarding the training and certification of ratings forming part of a navigational watch

1 In addition to the requirements stated in table A-II/4 of this Code, Parties are encouraged, for safety reasons, to include the following subjects in the training of ratings forming part of a navigational watch:

- .1 a basic knowledge of the International Regulations for Preventing Collisions at Sea, 1972, as amended;
- .2 rigging a pilot ladder;
- .3 an understanding of wheel orders given by pilots in English;
- .4 training for proficiency in survival craft and rescue boats;
- .5 support duties when berthing and unberthing and during towing operations;
- .6 a basic knowledge of anchoring;
- .7 a basic knowledge of dangerous cargoes;
- .8 a basic knowledge of stowage procedures and arrangements for bringing stores on board; and
- .9 a basic knowledge of deck maintenance and of tools used on deck.

Section B-II/5

Guidance regarding the certification of ratings as able seafarer deck

Onboard training should be documented in an approved training record book.

CHAPTER III

Guidance regarding the engine department

Section B-III/1

Guidance regarding the certification of officers in charge of an engineering watch in a manned engine-room or as designated duty engineers in a periodically unmanned engine-room

1 In table A-III/1, the tools referred to should include hand tools, common measuring equipment, centre lathes, drilling machines, welding equipment and milling machines as appropriate.

2 Training in workshop skills ashore can be carried out in a training institution or approved workshop.

3 Onboard training should be adequately documented in the training record book by qualified assessors.

Section B-III/2

Guidance regarding the certification of chief engineer officers and second engineer officers of ships powered by main propulsion machinery of 3,000 kW propulsion power or more

(No provisions)

Guidance regarding training of engineering personnel having management responsibilities for the operation and safety of electrical power plant above 1,000 volts

1 Training of engineering personnel having management responsibilities for the operation and safety of electrical power plant of more than 1,000 V should at least include:

- .1 the functional, operational and safety requirements for a marine high-voltage system;
- .2 assignment of suitably qualified personnel to carry out maintenance and repair of high-voltage switchgear of various types;
- .3 taking remedial action necessary during faults in a high-voltage system;
- .4 producing a switching strategy for isolating components of a high-voltage system;
- .5 selecting suitable apparatus for isolation and testing of high-voltage equipment;
- .6 carrying out a switching and isolation procedure on a marine high-voltage system, complete with safety documentation; and
- .7 performing tests of insulation resistance and polarization index on high-voltage equipment.

Section B-III/3

Guidance regarding the certification of chief engineer officers and second engineer officers of ships powered by main propulsion machinery between 750 kW and 3,000 kW propulsion power

(No provisions)

Section B-III/4

Guidance regarding the training and certification of ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

1 In addition to the requirements stated in section A-III/4 of this Code, Parties are encouraged, for safety reasons, to include the following items in the training of ratings forming part of an engineering watch:

- .1 a basic knowledge of routine pumping operations, such as bilge, ballast and cargo pumping systems;
- .2 a basic knowledge of electrical installations and the associated dangers;
- .3 a basic knowledge of maintenance and repair of machinery and tools used in the engine-room; and
- .4 a basic knowledge of stowage and arrangements for bringing stores on board.

Section B-III/5

Guidance regarding the certification of ratings as able seafarer engine

Onboard training should be documented in an approved training record book.

Section B-III/6

Guidance regarding training and certification for electro-technical officers

In addition to the requirements stated in table A-III/6 of this Code, Parties are encouraged to take into account resolution A.702(17) concerning radio maintenance guidelines for the Global Maritime Distress and Safety System (GMDSS) within their training programmes.

Section B-III/7

Guidance regarding training and certification for electro-technical ratings

(No provisions)

CHAPTER IV

Guidance regarding radiocommunication and radio operators

Section B-IV/1

Guidance regarding the application of chapter IV

(No provisions)

Section B-IV/2

Guidance regarding training and certification of GMDSS radio operators

TRAINING RELATED TO THE FIRST-CLASS RADIOELECTRONIC CERTIFICATE

General

- 1 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.
- 2 The training should be relevant to the provisions of the STCW Convention, the provisions of the Radio Regulations annexed to the International Telecommunication Convention (Radio Regulations) and the provisions of the International Convention for the Safety of Life at Sea (SOLAS Convention) currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training requirements, account should be taken of at least the knowledge and training given in paragraphs 3 to 14 hereunder.

Theory

- 3 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS, sufficient to support the practical training provisions given in paragraph 13.
- 4 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.
- 5 Knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the provisions given in paragraphs 6 to 10 below.
- 6 Theoretical knowledge of GMDSS radiocommunication equipment, including narrow-band direct-printing telegraphy and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radio beacons (EPIRBs), marine antenna systems, radio equipment for survival craft together with all auxiliary items, including power supplies, as well as general knowledge of the principles of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service.
- 7 Knowledge of factors that affect system reliability, availability, maintenance procedures and proper use of test equipment.
- 8 Knowledge of microprocessors and fault diagnosis in systems using microprocessors.
- 9 Knowledge of control systems in the GMDSS radio equipment, including testing and analysis.

10 Knowledge of the use of computer software for the GMDSS radio equipment and methods for correcting faults caused by loss of software control of the equipment.

Regulations and documentation

- 11 Knowledge of:
- .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications;
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic; and
 - .1.3 prevention of unauthorized transmissions;
 - .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
 - .3 use of the International Code of Signals and the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

- 12 Knowledge of and training in:
- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
 - .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
 - .3 radiocommunication watchkeeping relevant to all GMDSS sub-systems, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures, and radio records;
 - .4 use of the international phonetic alphabet;
 - .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
 - .6 ship reporting systems and procedures;
 - .7 radiocommunication procedures of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;
 - .8 radio medical systems and procedures; and
 - .9 causes of false distress alerts and means to avoid them.*

* See COM/Circ.127 - Guidelines for avoiding false distress alerts.

Practical

- 13 Practical training, supported by appropriate laboratory work, should be given in:
- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
 - .2 safe operation of all the GMDSS communication equipment and ancillary devices, including safety precautions;
 - .3 adequate and accurate keyboard skills for the satisfactory exchange of communications;
 - .4 operational techniques for:
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy;
 - .4.2 antenna adjustment and realignment, as appropriate;
 - .4.3 use of radio life-saving appliances; and
 - .4.4 use of emergency position-indicating radio beacons (EPIRBs);
 - .5 antenna rigging, repair and maintenance, as appropriate;
 - .6 reading and understanding pictorial, logic and circuit diagrams;
 - .7 use and care of those tools and test instruments necessary to carry out at-sea electronic maintenance;
 - .8 manual soldering and desoldering techniques, including those involving semi-conductor devices and modern circuits, and the ability to distinguish whether the circuit is suitable to be manually soldered or desoldered;
 - .9 tracing and repair of faults to component level, where practicable, and to board/module level in other cases;
 - .10 recognition and correction of conditions contributing to the fault occurring;
 - .11 maintenance procedures, both preventive and corrective, for all GMDSS communication equipment and radionavigation equipment; and
 - .12 methods of alleviating electrical and electromagnetic interference such as bonding, shielding and bypassing.

Miscellaneous

- 14 Knowledge of and/or training in:
- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;

- .2 world geography, especially the principal shipping routes, services of rescue coordination centres (RCCs) and related communication routes;
- .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
- .4 fire prevention and fire fighting, with particular reference to the radio installation;
- .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;
- .6 first aid, including heart-respiration revival techniques; and
- .7 coordinated universal time (UTC), global time zones and the international date line.

TRAINING RELATED TO THE SECOND-CLASS RADIOELECTRONIC CERTIFICATE

General

15 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.

16 The training should be relevant to the provisions of the STCW Convention and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training requirements, account should be taken of at least the knowledge and training given in paragraphs 17 to 28 hereunder*.

Theory

17 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS, sufficient to support the practical training provisions given in paragraph 27 below.

18 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.

19 Knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the provisions given in paragraphs 20 to 24 below.

20 General theoretical knowledge of GMDSS radiocommunication equipment, including narrow-band direct-printing telegraphy and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radio beacons (EPIRBs), marine antenna systems, radio equipment for survival craft together with all auxiliary items, including power supplies, as well as general knowledge of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service.

21 General knowledge of factors that affect system reliability, availability, maintenance procedures and proper use of test equipment.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

22 General knowledge of microprocessors and fault diagnosis in systems using microprocessors.

23 General knowledge of control systems in the GMDSS radio equipment, including testing and analysis.

24 Knowledge of the use of computer software for the GMDSS radio equipment and methods for correcting faults caused by loss of software control of the equipment.

Regulations and documentation

25 Knowledge of:

- .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications;
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic; and
 - .1.3 the prevention of unauthorized transmissions;
- .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
- .3 the use of the International Code of Signals and the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

26 Training should be given in:

- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
- .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
- .3 radiocommunication watchkeeping relevant to all GMDSS sub-systems, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures, and radio records;
- .4 use of the international phonetic alphabet;
- .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
- .6 ship reporting systems and procedures;
- .7 radiocommunication procedures of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;

- .8 radio medical systems and procedures; and
- .9 causes of false distress alerts and means to avoid them.*

Practical

27. Practical training, supported by appropriate laboratory work, should be given in:

- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
- .2 safe operation of all the GMDSS communication equipment and ancillary devices, including safety precautions;
- .3 adequate and accurate keyboard skills for the satisfactory exchange of communications;
- .4 operational techniques for:
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy;
 - .4.2 antenna adjustment and realignment, as appropriate;
 - .4.3 use of radio life-saving appliances; and
 - .4.4 use of emergency position-indicating radio beacons (EPIRBs);
- .5 antenna rigging, repair and maintenance, as appropriate;
- .6 reading and understanding pictorial, logic and module interconnection diagrams;
- .7 use and care of those tools and test instruments necessary to carry out at-sea electronic maintenance at the level of replacement of a unit or module;
- .8 basic manual soldering and desoldering techniques and their limitations;
- .9 tracing and repair of faults to board/module level;
- .10 recognition and correction of conditions contributing to the fault occurring;
- .11 basic maintenance procedures, both preventive and corrective, for all the GMDSS communication equipment and radionavigation equipment; and
- .12 methods of alleviating electrical and electromagnetic interference, such as bonding, shielding and bypassing.

* See COM/Circ.127 and IMO Assembly resolution A.814 (19) – Guidelines for avoiding false distress alerts.

Miscellaneous

28 Knowledge of, and/or training in:

- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
- .2 world geography, especially the principal shipping routes, services of rescue coordination centres (RCCs) and related communication routes;
- .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
- .4 fire prevention and fire fighting, with particular reference to the radio installation;
- .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;
- .6 first aid, including heart-respiration revival techniques; and
- .7 coordinated universal time (UTC), global time zones and the international date line.

TRAINING RELATED TO THE GENERAL OPERATOR'S CERTIFICATE

General

29 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.

30 The training should be relevant to the provisions of the STCW Convention, the Radio Regulations and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training requirements, account should be taken of at least the knowledge and training given in paragraphs 31 to 36 hereunder*.

Theory

31 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS sufficient to support the practical training provisions given in paragraph 35 below.

32 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Regulations and documentation

33 Knowledge of:

- .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications;
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic; and
 - .1.3 prevention of unauthorized transmissions;
- .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
- .3 use of the International Code of Signals and the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

34 Training should be given in:

- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
- .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
- .3 radiocommunication watchkeeping relevant to all GMDSS sub-systems, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures, and radio records;
- .4 use of the international phonetic alphabet;
- .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
- .6 ship reporting systems and procedures;
- .7 radiocommunication procedures of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;
- .8 radio medical systems and procedures; and
- .9 causes of false distress alerts and means to avoid them.*

* See COM/Circ.127 and IMO Assembly resolution A.814 (19) – Guidelines for avoiding false distress alerts.

Practical

35 Practical training should be given in:

- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
- .2 safe operation of all the GMDSS communications equipment and ancillary devices, including safety precautions;
- .3 accurate and adequate keyboard skills for the satisfactory exchange of communications; and
- .4 operational techniques for:
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy;
 - .4.2 antenna adjustment and realignment as appropriate;
 - .4.3 use of radio life-saving appliances; and
 - .4.4 use of emergency position-indicating radio beacons (EPIRBs).

Miscellaneous

36 Knowledge of, and/or training in:

- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
- .2 world geography, especially the principal shipping routes, services of rescue coordination centres (RCCs) and related communication routes;
- .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
- .4 fire prevention and fire-fighting, with particular reference to the radio installation;
- .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;
- .6 first aid, including heart-respiration revival techniques; and
- .7 coordinated universal time (UTC), global time zones and the international date line.

TRAINING RELATED TO THE RESTRICTED OPERATOR'S CERTIFICATE

General

37 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.

38 The training should be relevant to the provisions of the STCW Convention, the Radio Regulations and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training guidance, account should be taken of at least the knowledge and training given in paragraphs 39 to 44 hereunder.

Theory

39 Knowledge of the general principles and basic factors, including VHF range limitation and antenna height effect necessary for safe and efficient use of all sub-systems and equipment required in GMDSS in sea area A1, sufficient to support the training given in paragraph 43 below.

40 Knowledge of the use, operation and service areas of GMDSS sea area A1 sub-systems, e.g., navigational and meteorological warning systems and the appropriate communication circuits.

Regulations and documentation

41 Knowledge of:

- .1 those parts of the SOLAS Convention and the Radio Regulations relevant to sea area A1, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications;
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic; and
 - .1.3 prevention of unauthorized transmissions;
- .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings and weather broadcasts in the Maritime Mobile Service in sea area A1; and
- .3 use of the International Code of Signals and the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

42 Training should be given in:

- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems used in sea area A1;

The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

- .2 VHF communication procedures for:
 - .2.1 radiocommunication watchkeeping, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures, and radio records;
 - .2.2 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency; and
 - .2.3 the digital selective calling system;
- .3 use of the international phonetic alphabet;
- .4 ship reporting systems and procedures;
- .5 VHF radiocommunication procedures of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;
- .6 radio medical systems and procedures; and
- .7 causes of false distress alerts and means to avoid them.*

Practical

- 43 Practical training should be given in:
 - .1 correct and efficient operation of the GMDSS sub-systems and equipment prescribed for ships operating in sea area A1 under normal propagation conditions and under typical interference conditions;
 - .2 safe operation of relevant GMDSS communication equipment and ancillary devices, including safety precautions; and
 - .3 operational techniques for use of:
 - .3.1 VHF, including channel, squelch, and mode adjustment, as appropriate;
 - .3.2 radio life-saving appliances;
 - .3.3 emergency position-indicating radio beacons (EPIRBs); and
 - .3.4 NAVTEX receivers.

Miscellaneous

- 44 Knowledge of, and/or training in:
 - .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
 - .2 services of rescue coordination centres (RCCs) and related communication routes;

* See COM/Circ.127 and IMO Assembly resolution A.814 (19) – Guidelines for avoiding false distress alerts.

- .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
- .4 fire prevention and fire fighting, with particular reference to the radio installation;
- .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards; and
- .6 first aid, including heart-respiration revival techniques.

TRAINING RELATED TO MAINTENANCE OF GMDSS INSTALLATIONS ON BOARD SHIPS

General

45 Reference is made to the maintenance requirements of SOLAS Convention regulation IV/15, and to IMO resolution A.702(17) on Radio maintenance guidelines for the GMDSS related to sea areas A3 and A4, which includes in its annex the following provision:

“4.2 The person designated to perform functions for at-sea electronic maintenance should either hold an appropriate certificate as specified by the Radio Regulations, as required, or have equivalent at-sea electronic maintenance qualifications, as may be approved by the Administration, taking into account the recommendations of the Organization on the training of such personnel.”

46 The following guidance on equivalent electronic maintenance qualifications is provided for use by Administrations as appropriate.

47 Training as recommended below does not qualify any person to be an operator of GMDSS radio equipment who does not hold an appropriate Radio Operator's Certificate.

Maintenance training equivalent to the First-Class Radioelectronic Certificate

48 In determining training equivalent to the elements of the listed First-Class Radioelectronic Certificate:

- .1 the theory content should cover at least the subjects given in paragraphs 3 to 10;
- .2 the practical content should cover at least the subjects given in paragraph 13; and
- .3 the miscellaneous knowledge included should cover at least the subjects given in paragraph 14.

Maintenance training equivalent to the Second-Class Radioelectronic Certificate

49 In determining training equivalent to the maintenance elements of the Second-Class Radioelectronic Certificate:

- .1 the theory content should cover at least the subjects given in paragraphs 17 to 24;
- .2 the practical content should cover at least the subjects given in paragraph 27; and
- .3 the miscellaneous knowledge included should cover at least the subjects given in paragraph 28.

CHAPTER V

Guidance regarding special training requirements for personnel on certain types of ships

Section B-V/1

Guidance regarding the training and qualifications of tanker personnel

Person with immediate responsibility

1 The term "person with immediate responsibility" as used in paragraphs 3 and 5 of regulation V/1-1 and paragraph 3 of regulation V/1-2 means a person being in a decision-making capacity with respect to loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations.

FAMILIARIZATION TRAINING FOR ALL TANKER PERSONNEL

2 All tanker personnel should undergo familiarization training on board and, where appropriate, ashore before being assigned to shipboard duties, which should be given by qualified personnel experienced in the handling and characteristics of oil, chemical or liquefied gas cargoes, as appropriate, and the safety procedures involved. The training should at least cover the matters set out in paragraphs 3 to 8 below.

Regulations

3 Knowledge of the ship's rules and regulations governing the safety of personnel on board a tanker in port and at sea.

Health hazards and precautions to be taken

4 Dangers of skin contact; inhalation and accidental swallowing of cargo; the harmful properties of the cargoes carried, personnel accidents and associated first aid; lists of do's and don'ts.

Fire prevention and fire fighting

5 Control of smoking and cooking restrictions; sources of ignition; fire and explosion prevention; methods of fire fighting; portable fire extinguishers and fixed installations.

Pollution prevention

6 Procedures to be followed to prevent air and water pollution and measures which will be taken in the event of spillage.

Safety equipment and its use

7 The proper use of protective clothing and equipment, resuscitators, escape and rescue equipment.

Emergency procedures

8 Familiarization with the emergency plan procedures.

PROOF OF QUALIFICATION

9 The master of every oil, chemical and liquefied gas tanker should ensure that the officer or the person primarily responsible for the cargo possesses the appropriate certificate, issued or endorsed or validated as required by regulation V/1-1, paragraph 3; regulation V/1-1, paragraph 5 or regulation V/1-2, paragraph 3, as appropriate, and has had adequate recent practical experience on board an appropriate type of tanker to permit that officer or person to safely perform the duties assigned.

GUIDANCE REGARDING APPROVED ONBOARD TRAINING

General

10 The purpose of qualifying shipboard service is to provide training and knowledge for the safe carriage of specific tanker cargoes.

11 To satisfy the experience appropriate to their duties on the type of tanker on which they serve referred to in regulation V/1-1, paragraph 4.2.2, regulation V/1-1, paragraph 6.2.2 and regulation V/1-2, paragraph 4.2.2, onboard training should:

- .1 emphasize practical "hands on experience" and be related to the employment of the seafarer, i.e. the training of deck and engineering departments may be different;
- .2 be under the supervision of personnel qualified and experienced in the handling, characteristics and safety procedures of the cargoes being carried by the vessel;
- .3 be on board the tanker carrying products relative to the tanker Certificate of Proficiency/Endorsement being sought and should be such that the specialist equipment is brought into operation but may be on a ballast passage between cargoes for part of that period;
- .4 take part in at least three loading and discharge operations; and*
- .5 at least cover the matters set out in "Onboard training criteria" in paragraph 19.

12 The onboard training programme must in no way affect the safe running or the seaworthiness of the vessel.

Onboard training programme

13 The trainee should be carried in a supernumerary capacity (i.e. the trainee will have no other duties than that of undertaking the training programme and emergency duties).

* A loading or discharging operation is considered to be the loading or discharge of more than 60% of the total cargo tank capacity of the vessel. Loading/discharges of less than this quantity may be summed together to be equivalent to this quantity.

14 The programme of onboard training should be managed and coordinated by the company which manages the ship on which the seagoing service is to be performed and be a vessel nominated by the company as a training vessel.*

15 At all times, the trainee should be aware of two identifiable individuals who are immediately responsible for the management of the programme of onboard training. The first of these is a qualified seagoing officer, referred to as the "shipboard training officer", who, under the authority of the master, should organize and supervise the programme of training. The second should be a person nominated by the company, referred to as the "company training officer", who should have an overall responsibility for the training programme and for coordination with training organizations.

16 The trainee should be provided with an approved training record book to enable a comprehensive record of practical training and experience at sea to be maintained. The approved training record book should be laid out in such a way that it can provide detailed information about the tasks and duties which should be undertaken and the progress towards their completion. Duly completed and countersigned by the master, the approved record book will provide unique evidence that a structured programme of onboard training has been completed leading towards the issue of a relevant Certificate in Advanced Training for Tanker Cargo Operations.

17 During the approved onboard training programme the trainee should be instructed in the loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations of the tanker to ensure that the experience gained is at least equal to that which would be obtained in three months' normal service.

18 If the three-loading and three-unloading criteria cannot be achieved within the one-month onboard training period, then the period of onboard training should be extended until these criteria have been satisfactorily achieved.

Onboard training criteria

19 The onboard training should at least provide knowledge and experience, relevant to the applicable tanker type, of the following:

.1 Safety

.1.1 All tanker types

- .1 Ship's safety-management system
- .2 Cargo-specific fire-fighting equipment and procedures
- .3 Cargo-specific first-aid procedures, including the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)
- .4 Ship-/cargo-specific hazards, including smoking regulations, oxygen-depleted atmospheres, cargo hydrocarbon narcosis and toxicity
- .5 Risk assessment systems

* A nominated training vessel is a trading vessel named by the company that is suitable for the purpose of this guidance, as applicable.

- .6 Permit to work, including hot work and enclosed spaces entry procedures
- .7 Use of personal protective equipment
- .1.2 Additional for liquefied gas tankers
 - .1 Dangers and precautions related to handling and storage of cargoes at cryogenic temperatures
- .2 Construction, cargo, cargo tanks and pipelines
 - .2.1 All tanker types
 - .1 Hull/tank construction and limitations
 - .2 Cargo connections
 - .3 Properties and hazards associated with the types of cargo being carried, including use of Material Safety Data Sheets
 - .4 The risks that cargo operations (such as purging/gas-freeing/tank cleaning) may have on the accommodation ventilation systems and actions to mitigate these risks
 - .5 Configuration of cargo and ballast system
 - .6 Pumps and associated equipment
 - .7 Specialist equipment associated with the cargo operations
 - .8 Particulars of the tanker's construction and how this affects the cargo operations
 - .2.2 Additional for liquefied gas tankers
 - .1 Use of segregation, separation and airlocks to maintain gas-safe areas
 - .2 Cargo tank, inter-barrier, insulation spaces, and pipeline relief valves and vapour venting systems
 - .3 Cargo vapour compressors and associated equipment
- .3 Trim and stability
 - .3.1 All tanker types
 - .1 Tanker's stability information and calculating equipment
 - .2 Importance of maintaining stress levels within acceptable limits
 - .3 Dangers of free surface effect and "sloshing" effect
- .4 Cargo operations
 - .4.1 All tanker types
 - .1 Pre-planning of loading/in-transit care, discharge/ballast operations
 - .2 Record keeping
 - .3 Start up/stopping procedures, including emergency shutdown
 - .4 Attention required for mooring arrangements during cargo operations
 - .5 Purging and inerting requirements and associated hazards
 - .6 Loading cargo, including topping-off operations

- .7 Discharging cargo, including draining and stripping operations
 - .8 Monitoring of cargo during loading/discharging operations, including sampling where applicable
 - .9 Tank gauging and alarm systems
 - .10 Dangers from electrostatic discharge and its prevention
 - .11 Ballasting and deballasting operations
 - .12 Maintenance requirements, including coating inspections
- .4.2 Additional for chemical tankers
- .1 Polymerization, cargo compatibility, tank coating compatibility and other reactions
 - .2 Functions of inhibitors and catalysts
 - .3 Vapour/gas dispersion
- .4.3 Additional for liquefied gas tankers
- .1 Polymerization, cargo compatibility, tank coating compatibility and other reactions
 - .2 Functions of inhibitors and catalysts
 - .3 Causes of backpressure and pressure surge effects
 - .4 Use of boil-off gas as a fuel
 - .5 Vapour/gas dispersion
 - .6 Purging and cool-down operations
 - .7 Operation and maintenance of re-liquefaction equipment
 - .8 Understanding and use of the custody transfer system
- .4.4 Additional for oil tankers
- .1 Crude oil washing systems
- .5 Tank washing/cleaning**
- .5.1 All tanker types
- .1 Tank cleaning systems and equipment fitted on the tanker
 - .2 Pre-planning of tank washing/cleaning operations
 - .3 Tank washing procedures, including purging and inerting
 - .4 Control of slops/waste product
 - .5 Electro-static hazards
 - .6 Cleanliness requirements
 - .7 Maintenance requirements
- .5.2 Additional for chemical tankers
- .1 Removal of inhibitors and residues
 - .2 Use of absorption, cleaning agents and detergents
- .5.3 Additional for liquefied gas tankers
- .1 Hot-gassing/boil-off of liquid residues and regassification process

.6 Inert gas systems

.6.1 All tanker types

- .1 Inerting system(s) and equipment fitted to the tanker
- .2 Hazards associated with inerting of spaces, with particular reference to safe entry into tanks
- .3 Purging, maintaining inert atmosphere and gas-freeing operations
- .4 Maintenance requirements

.7 Pollution prevention and control

.7.1 All tanker types

- .1 International, flag State and company regulations, documentation and plans
- .2 Operation of the tanker's pollution-prevention systems and equipment, including discharge monitoring
- .3 Operation of the tanker's pollution-containment equipment

.8 Gas-detection equipment and instruments

.8.1 All tanker types

- .1 Use and calibration of personal, portable and fixed gas analysers, with particular reference to oxygen and hydrocarbon monitoring equipment
- .2 Operation, maintenance and limitation of cargo tank level measuring, level alarm and temperature-measuring systems

.8.2 Additional for liquefied gas tankers

- .1 Operation and maintenance of hull temperature measurement

.9 Publications

.9.1 All tanker types

- .1 International, flag State and company publications relevant to the operation of the tanker, including SOLAS, MARPOL and applicable guidance manuals
- .2 Operating and maintenance manuals specific to the equipment on board
- .3 Established industrial standards and code of safe working practice (e.g., ICS, OCIMF, SIGTTO)

Section B-V/1-1

Guidance regarding training and qualifications of masters, officers and ratings on oil and chemical tankers

OIL TANKER TRAINING

20 The training required by paragraphs 2.2 and 4.3 of regulation V/1-1 in respect of oil tankers should be set out in a training plan which clearly expresses, for all parties involved, the objectives of the training. Training may be given on board or ashore, where appropriate. It should be supplemented by practical instruction on board and, where appropriate, in a suitable shore-based installation. All training and instruction should be given by properly qualified and suitably experienced personnel*.

21 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce discussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

CHEMICAL TANKER TRAINING

22 The training required by paragraphs 2.2 and 6.3 of regulation V/1-1 in respect of chemical tankers should be set out in a training plan which clearly expresses, for all parties involved, the objectives of the training. Training may be given on board or ashore, where appropriate. It should be supplemented by practical instruction on board and, where appropriate, in a suitable shore-based installation. All training and instruction should be given by properly qualified and suitably experienced personnel*.

23 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce discussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

Section B-V/1-2

Guidance regarding training and qualifications of masters, officers and ratings on liquefied gas tankers

24 The training required by paragraphs 2.2 and 4.3 of regulation V/1-2 in respect of liquefied gas tankers should be set out in a training plan which clearly expresses, for all parties involved, the objectives of the training. Training may be given on board or ashore, where appropriate. It should be supplemented by practical instruction on board and, where appropriate, in a suitable shore-based installation. All training and instruction should be given by properly qualified and suitably experienced personnel*.

25 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce discussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

Section B-V/2

Guidance regarding training of seafarers on passenger ships

ENHANCED FIRE FIGHTING

1 For officers and crew on passenger ships, additional training should be provided highlighting the difficulties of fighting fires, including access to confined spaces and prevention of the spread of fire to adjoining spaces.

DAMAGE CONTROL

2 In developing standards of competency given in sections A-II/1, A-II/2 and A-III/2 to achieve the necessary level of theoretical knowledge, understanding and proficiency in damage control and watertight integrity, companies and training institutions should take into account the minimum knowledge, understanding and proficiency for damage control and watertight integrity as given below:

Competence

Minimize the risk of flooding and maintain a state of readiness to respond to emergency situations involving damage to the watertight integrity of the ship.

Knowledge, understanding and proficiency

Shipboard damage control plans and organization.

Damage control systems, equipment (lockers) and emergency escape routes

The key elements in maintaining stability and watertight integrity.

Importance of securing flooding and maintaining watertight boundaries.

Actions to be taken aboard a ship in the event of an explosion, grounding, collision, or fire

Damage control techniques consistent with equipment found on board including the ship bilge systems and pumps.

Section B-V/a*

Guidance regarding additional training for masters and chief mates of large ships and ships with unusual manoeuvring characteristics

1 It is important that masters and chief mates should have had relevant experience and training before assuming the duties of master or chief mate of large ships or ships having unusual manoeuvring and handling characteristics significantly different from those in which they have recently served. Such characteristics will generally be found in ships which are of considerable deadweight or length or of special design or of high speed.

* Note there are no corresponding regulations in the Convention or sections in part A of the Code for sections B-V/a, B-V/b, B-V/c, B-V/d, B-V/e, B-V/f and B-V/g.

4 Prior to their appointment to such a ship, masters and chief mates should:

- .1 be informed of the ship's handling characteristics by the company, particularly in relation to the knowledge, understanding and proficiency listed under ship manoeuvring and handling in column 2 of table A-II/2 – Specification of the minimum standard of competence for masters and chief mates on ships of 500 gross tonnage or more; and
 - .2 be made thoroughly familiar with the use of all navigational and manoeuvring aids fitted in the ship concerned, including their capabilities and limitations.
- 3 Before initially assuming command of one of the ships referred to above, the prospective master should have sufficient and appropriate general experience as master or chief mate, and either:
- .1 have sufficient and appropriate experience manoeuvring the same ship under supervision or in manoeuvring a ship having similar manoeuvring characteristics; or
 - .2 have attended an approved ship handling simulator course on an installation capable of simulating the manoeuvring characteristics of such a ship.

4 The additional training and qualifications of masters and chief mates of dynamically supported and high-speed craft should be in accordance with the relevant guidelines of the IMO Code of Safety for Dynamically Supported Craft and the IMO International Codes of Safety for High-Speed Craft (1994 HSC Code and 2000 HSC Code), as appropriate.

Section B-V/b**

Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk

1 Training should be divided into two parts, a general part on the principles involved and a part on the application of such principles to ship operation. All training and instruction should be given by properly qualified and suitably experienced personnel and cover at least the subjects given in paragraphs 2 to 14 hereunder.

PRINCIPLES

Characteristics and properties

2 The important physical characteristics and chemical properties of dangerous and hazardous substances, sufficient to give a basic understanding of the intrinsic hazards and risks involved.

Classification of materials possessing chemical hazards

3 IMO dangerous goods classes 4 to 9 and the hazards associated with each class; and materials hazardous only in bulk (MHB) outlined in the International Maritime Solid Bulk Cargoes (IMSBC) Code.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

** Note there are no corresponding regulations in the Convention or sections in part A of the Code for sections B-V/a, B-V/b, B-V/c, B-V/d, B-V/e, B-V/f and B-V/g.

Health hazards

- 4 Dangers from skin contact, inhalation, ingestion and radiation.

Conventions, regulations and recommendations

5 General familiarization with the relevant requirements of chapters II-2 and VII of the 1974 SOLAS Convention, as amended.

6 General use of and familiarization with the International Maritime Solid Bulk Cargoes (IMSBC) Code, with particular reference to:

- .1 safety of personnel, including safety equipment, measuring instruments, their use and practical application and interpretation of results;
- .2 hazards from cargoes which have a tendency to shift; and
- .3 materials possessing chemical hazards.

SHIPBOARD APPLICATION

Class 4.1 – Flammable solids

Class 4.2 – Substances liable to spontaneous combustion

Class 4.3 – Substances which, in contact with water, emit flammable gases

7 Carriage, stowage and control of temperature to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to self-reactive and related substances; segregation requirements to prevent heating and ignition; the emission of poisonous or flammable gases and the formation of explosive mixtures.

Class 5.1 – Oxidizing substances

8 Carriage, stowage and control of temperature to prevent decomposition and possible explosion; stowage categories; general stowage precautions and segregation requirements to ensure separation from combustible material, from acids and heat sources to prevent fire, explosion and the formation of toxic gases.

Class 6.1 – Toxic substances

9 Contamination of foodstuffs, working areas and living accommodation and ventilation.

Class 7 – Radioactive material

10 Transport index; types of ores and concentrates; stowage and segregation from persons, undeveloped photographic film and plates and foodstuffs; stowage categories; general stowage requirements; special stowage requirements; segregation requirements and separation distances; segregation from other dangerous goods.

Class 8 – Corrosive substances

11 Dangers from wetted substances.

Class 9 – Miscellaneous dangerous substances and articles

12 Examples and associated hazards; the hazards of materials hazardous only in bulk (IMSBC Code); general and specific stowage precautions; working and transport precautions; segregation requirements.

Safety precautions and emergency procedures

13 Electrical safety in cargo spaces; precautions to be taken for entry into enclosed spaces that may contain oxygen-depleted, poisonous or flammable atmospheres; the possible effects of fire in shipments of substances of each class; use of the Emergency Response Procedures for Ships Carrying Dangerous Goods; emergency plans and procedures to be followed in case of incidents involving dangerous and hazardous substances and the use of individual entries in the International Maritime Solid Bulk Cargoes (IMSBC) Code, as appropriate, in this respect.

Medical first aid

14 The IMO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) and its use and application in association with other guides and medical advice by radio.

Section B-V/c*

Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in packaged form

1 Training should be divided into two parts, a general part on the principles involved and a part on the application of such principles to ship operation. All training and instruction should be given by properly qualified and suitably experienced personnel and cover at least the subjects given in paragraphs 2 to 19 hereunder.

PRINCIPLES

Characteristics and properties

2 The important physical characteristics and chemical properties of dangerous and hazardous substances, sufficient to give a basic understanding of the intrinsic hazards and risks involved.

Classification of dangerous and hazardous substances and materials possessing chemical hazards

3 IMO dangerous goods classes 1 to 9 and the hazards associated with each class.

Health hazards

4 Dangers from skin contact, inhalation, ingestion and radiation.

* Note there are no corresponding regulations in the Convention or sections in part A of the Code for sections B-V/a, B-V/b, B-V/c, B-V/d, B-V/e, B-V/f and B-V/g.

Conventions, regulations and recommendations

5 General familiarization with the relevant requirements of chapters II-2 and VII of the 1974 SOLAS Convention and of Annex III of MARPOL 73/78, including its implementation through the IMDG Code.

Use of and familiarization with the International Maritime Dangerous Goods (IMDG) Code

6 General knowledge of the requirements of the IMDG Code concerning declaration, documentation, packing, labelling and placarding; freight container and vehicle packing; portable tanks, tank containers and road tank vehicles, and other transport units used for dangerous substances.

7 Knowledge of identification, marking and labelling for stowage, securing, separation and segregation in different ship types mentioned in the IMDG Code.

8 Safety of personnel, including safety equipment, measuring instruments, their use and practical application and the interpretation of results.

SHIPBOARD APPLICATION

Class 1 – Explosives

9 The six hazard divisions and 13 compatibility groups; packagings and magazines used for carriage of explosives; structural serviceability of freight containers and vehicles; stowage provisions, including specific arrangements for on-deck and under-deck stowage; segregation from dangerous goods of other classes within class 1 and from non-dangerous goods; transport and stowage on passenger ships; suitability of cargo spaces; security precautions; precautions to be taken during loading and unloading.

Class 2 – Gases (compressed, liquefied, or dissolved under pressure), flammable, non-flammable, non-toxic and toxic

10 Types of pressure vessels and portable tanks, including relief and closing devices used; stowage categories; general stowage precautions, including those for flammable and poisonous gases and gases which are marine pollutants.

Class 3 – Flammable liquids

11 Packagings, tank containers, portable tanks and road tank vehicles; stowage categories, including the specific requirements for plastics receptacles; general stowage precautions, including those for marine pollutants; segregation requirements; precautions to be taken when carrying flammable liquids at elevated temperatures.

Class 4.1 – Flammable solids

Class 4.2 – Substances liable to spontaneous combustion

Class 4.3 – Substances which, in contact with water, emit flammable gases

12 Types of packagings; carriage and stowage under controlled temperatures to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to self-reactive and related substances, desensitized explosives and marine pollutants; segregation requirements to prevent heating and ignition, the emission of poisonous or flammable gases and the formation of explosive mixtures.

Class 5.1 – Oxidizing substances

Class 5.2 – Organic peroxides

13 Types of packagings; carriage and stowage under controlled temperatures to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to marine pollutants; segregation requirements to ensure separation from combustible material, from acids and heat sources to prevent fire, explosion and the formation of toxic gases; precautions to minimize friction and impact which can initiate decomposition.

Class 6.1 – Toxic substances

Class 6.2 – Infectious substances

14 Types of packagings; stowage categories; general stowage precautions, including those applicable to toxic, flammable liquids and marine pollutants; segregation requirements, especially considering that the characteristic common to these substances is their ability to cause death or serious injury to human health; decontamination measures in the event of spillage.

Class 7 – Radioactive material

15 Types of packagings; transport index in relation to stowage and segregation; stowage and segregation from persons, undeveloped photographic film and plates and foodstuffs; stowage categories; general stowage requirements; segregation requirements and separation distances; segregation from other dangerous goods.

Class 8 – Corrosive substances

16 Types of packagings; stowage categories; general stowage precautions, including those applicable to corrosive, flammable liquids and marine pollutants; segregation requirements, especially considering that the characteristic common to these substances is their ability to cause severe damage to living tissue.

Class 9 – Miscellaneous dangerous substances and articles

17 Examples of hazards, including marine pollution.

Safety precautions and emergency procedures

18 Electrical safety in cargo spaces; precautions to be taken for entry into enclosed spaces that may contain oxygen-depleted, poisonous or flammable atmospheres; the possible effects of spillage or fire in shipments of substances of each class; consideration of events on deck or below deck; use of the IMO Emergency Response Procedures for Ships Carrying Dangerous Goods; emergency plans and procedures to be followed in case of incidents involving dangerous substances.

Medical first aid

19 The IMO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) and its use and application in association with other guides and medical advice by radio.

Section B-V/d*

Guidance on application of the provisions of the STCW Convention to mobile offshore units (MOUs)

- 1 The provisions of the STCW Convention apply to the maritime personnel of self-propelled MOUs proceeding on voyages.
- 2 The provisions of the STCW Convention do not apply to non-self-propelled MOUs or to MOUs on station.
- 3 When considering appropriate standards of training and certification when an MOU is on station, the country of registry should take account of relevant IMO recommendations. In particular, all maritime crew members on self-propelled MOUs and, where required, on other units should meet the requirements of the STCW Convention, as amended.
- 4 Self-propelled MOUs proceeding on international voyages are required to carry safe manning documents.
- 5 MOUs on station are subject to the national legislation of the coastal State in whose Exclusive Economic Zone (EEZ) they are operating. Such coastal States should also take account of relevant IMO recommendations and should not prescribe higher standards for MOUs registered in other countries than the standards applied to MOUs registered in that coastal State.
- 6 All special personnel employed on board MOUs (whether or not self-propelled) should be provided with appropriate familiarization and basic training in accordance with relevant IMO recommendations.

Section B-V/e*

Guidance regarding training and qualifications of masters and officers in charge of a navigational watch on board offshore supply vessels

- 1 It is important that masters and officers involved in offshore supply operations should have relevant experience or training before assuming their duties on offshore supply vessels. The focus should be on onboard operational experience or a combination of operational experience and simulator training.
- 2 Masters and officers should understand the unique manoeuvring and handling characteristics common to offshore supply vessels.
- 3 Prior to performing offshore supply operations, the master and officers should:
 - .1 have knowledge of the offshore industry and the terms used in the various operations;
 - .2 understand the importance of maintaining a safe working distance at all times when working in an offshore location/installation;
 - .3 have knowledge of vessel manoeuvring and station-keeping under various weather conditions;

* Note there are no corresponding regulations in the Convention or sections in part A of the Code for sections B-V/a, B-V/b, B-V/c, B-V/d, B-V/e, B-V/f and B-V/g.

- .4 understand the specific design parameters of the vessels; and
 - .5 understand the need to have unrestricted oversight and views of work areas.
- 4 While on board an offshore supply vessel, the master and officers should:
- .1 have knowledge of the handling characteristics and behaviour of vessels fitted with various propulsion arrangements; and
 - .2 be capable of operating the offshore supply vessel in close proximity to an offshore installation and other vessels.

5 Masters should understand the need for other personnel on board who are involved in performing offshore supply operations to be familiarized with their duties.

Offshore supply vessels performing anchor-handling operations

6 It is important that masters and officers in charge of a navigational watch on board offshore supply vessels involved in anchor-handling operations have relevant experience and training.

7 Prior to performing anchor-handling operations, masters and officers in charge of a navigational watch should:

- .1 be well informed of the ship's handling characteristics in relation to anchor-handling, including, but not limited to:
 - .1.1 navigation and position-holding;
 - .1.2 ship-handling;
 - .1.3 thorough knowledge of the stability of offshore supply vessels, in particular the combination of low GZ_{max} , low open deck and large external forces. Use of loading calculators and the conflict between a rigid and stiff ship and good work environment on deck. Potential reduction of stability from use of anti-rolling devices; and
 - .1.4 operations in hazardous oil-field areas, including locating any pipelines or other structures on the seabed in the area where anchors or other mooring equipment is likely to be used; and
- .2 be made thoroughly familiar with the use of all instruments and systems fitted in the ship concerned and involved in anchor-handling, including their capabilities and limitations, including, but not limited to:
 - .2.1 use of various thrusters, conventional or azimuth propulsion;
 - .2.2 pickup, handling, heavy lifting, towing out, anchor-handling and laying of anchors for offshore rigs, barges and installations;
 - .2.3 towing of rigs, barges and other vessels;

- .2.4 operation of lifting and towing winches with up to 600 metric tons bollard pull;
- .2.5 detailed thorough knowledge of the basis of operation of towing- and anchor-handling winches; in particular, functions of load-limiting devices and release systems and associated equipment as towing pins and stoppers; and
- .2.6 the significant difference between emergency release of towing hooks and winches.

8 Masters and officers in charge of a navigational watch when in charge of anchor-handling should have sufficient and appropriate training and experience by having been supervised during a number of Rig-moves, as deemed appropriate by the Administration. Training may be supplemented by appropriate simulator training.

Section B-V/f*

Guidance on the training and experience for personnel operating dynamic positioning systems

1 Dynamic positioning is defined as the system whereby a self-propelled vessel's position and heading is automatically controlled by using its own propulsion units.

2 Personnel engaged in operating a Dynamic Positioning (DP) system should receive relevant training and practical experience. Theoretical elements of this training should enable Dynamic Positioning Operators (DPOs) to understand the operation of the DP system and its components. Knowledge, understanding and experience gained should enable personnel to operate vessels safely in DP, with due regard for safety of life at sea and protection of the marine environment.

3 The content of training and experience should include coverage of the following components of a DP system:

- .1 DP control station;
- .2 power generation and management;
- .3 propulsion units;
- .4 position reference systems;
- .5 heading reference systems;
- .6 environmental reference systems; and
- .7 external force reference systems, such as hawser tension gauges.

4 Training and experience should cover the range of routine DP operations, as well as the handling of DP faults, failures, incidents and emergencies, to ensure that operations are continued or terminated safely. Training should not be limited to DPOs and DP masters only;

* Note there are no corresponding regulations in the Convention or sections in part A of the Code for sections B-V/a, B-V/b, B-V/c, B-V/d, B-V/e, B-V/f and B-V/g.

other personnel on board, such as electro-technical and engineer officers, may require additional training and experience to ensure that they are able to carry out their duties on a DP vessel. Consideration should be given to conducting appropriate DP drills as a part of onboard training and experience. DPOs should be knowledgeable of the type and purpose of documentation associated with DP operations, such as operational manuals, Failure Modes and Effects Analysis (FMEAs) and capability plots.

5 All training should be given by properly qualified and suitably experienced personnel.

6 Upon appointment to a vessel operating in DP mode, the master, DPOs and other DP-trained personnel should be familiarized with the specific equipment fitted on and the characteristics of the vessel. Particular consideration should be given to the nature of the work of the vessel and the importance of the DP system to this work.

Section B-V/g*

*Guidance regarding training of masters and officers for ships operating in polar waters***

1 It is important that masters, officers in charge of a navigational watch and officers in charge of an engineering watch on board ships operating in polar waters should have relevant experience and training, as follows:

.1 Prior to being assigned duties on board such ships:

.1.1 For masters and officers in charge of a navigational watch, the training should provide basic knowledge on at least the subjects given in paragraphs 2 to 11 hereunder; and

.1.2 For officers in charge of an engineering watch, the training should provide basic knowledge on at least the subjects given in paragraphs 3, 6, 10 and 11 hereunder.

.2 Masters and Chief Engineer Officers should have sufficient and appropriate experience in operating ships in polar waters.

Ice characteristics – ice areas

2 Interpretation of different ice-charts and awareness of limitations in meteorology and oceanography data, ice physics, formation, growth, ageing and stage of melt; ice types and concentrations; ice pressure; friction from snow-covered ice; implications of spray-icing and icing up; precautions against icing up and mitigation of consequences; ice regimes in different regions and different seasons, including the differences between the Arctic and the Antarctic; recognition of consequences of rapid change in ice and weather conditions; movement of icebergs and pack ice.

* Note there are no corresponding regulations in the Convention or sections in part A of the Code for sections B-V/a, B-V/b, B-V/c, B-V/d, B-V/e, B-V/f and B-V/g.

** Refer to IMO Assembly resolution A.1024(26) on Guidelines for ships operating in polar waters.

Ship's performance in ice and cold climate

3 Vessel characteristics; vessel types, hull designs; ice-strengthening requirements; ice-class of different classification societies – polar class and local regulations; limitations of ice-classes; winterization and preparedness of vessel; low-temperature system performance.

Voyage and passage planning for a ship in ice*

4 Development of safe routing and passage planning to avoid ice where possible, including interpreting various forms of ice imagery and data to assist in the preparation of a strategic passage planning; entering ice from open water to avoid icebergs and dangerous ice conditions; navigation, determining when it is safe or not safe to enter areas containing ice or icebergs due to darkness, swell, fog or pressure ice.

Operating and handling a ship in ice

5 Preparations and risk assessment before approaching ice-infested waters; unassisted operation of vessels with different ice-class in different ice-types; safe speed in the presence of ice and icebergs; communications with an icebreaker and other vessels; navigation in various ice concentrations and coverage; awareness of the increase in energy of movement; use of icebergs for shelter and access through packed ice.

6 Use of different type of propulsion system and rudder, including awareness of system strength and capacity limitations; use of heeling and trim systems, engine loads and cooling problems.

Regulations and recommendations

7 Local requirements for entering different regions, including the Antarctic Treaty; international regulations and recommendations.

Equipment limitations

8 Use of and hazards associated with terrestrial navigational aids in polar waters; high-latitude compass errors; discrimination of radar targets and ice-features in ice-clutter; limitations of electronic positioning systems at high latitude; limitations in nautical charts and pilot descriptions; limitations in communication systems.

Safety precautions and emergency procedures

9 Availability of hydrographic data sufficient for safe navigation; precautions when navigating in poorly charted waters; limitations of search and rescue readiness and responsibility, including GMDSS area A4 and its SAR communication facility limitation; awareness of contingency planning; knowledge of towing procedures; value of contact with other ships and local SAR organization; recognizing dangers when crews are exposed to low temperatures; procedures and techniques for abandoning the ship and survival on the ice; crew-fatigue problems due to noise and vibrations; carriage of additional resources such as bunkers, food and extra clothing; awareness of the additional severity of consequences of incidents in polar waters.

* Refer to IMO Assembly resolution A.999(25) on Guidelines on voyage planning for passenger ships operating in remote areas.

10 Establishing safe working procedures; awareness of the most common hull and equipment damages and how to avoid them; fire-fighting systems limitations.

Environmental considerations

11 Sensitive sea areas regarding discharge; areas where shipping is prohibited or should be avoided; Special Areas in MARPOL; oil-spill equipment limitations; plan for coping with increased volumes of garbage, bilge water, sludge, sewage, etc.; consequences of pollution in a cold climate.

CHAPTER VI

Guidance regarding emergency, occupational safety, security, medical care and survival functions

Section B-VI/1

Guidance regarding mandatory requirements for safety familiarization and basic training and instruction for all seafarers

FIRE PREVENTION AND FIRE FIGHTING

1 The training in fire prevention and fire fighting required by section A-VI/1 should include at least the theoretical and practical elements itemized in paragraphs 2 to 4 hereunder.*

Theoretical training

2 The theoretical training should cover:

- .1 the three elements of fire and explosion (the fire triangle): fuel; source of ignition; oxygen;
- .2 ignition sources: chemical; biological; physical;
- .3 flammable materials: flammability; ignition point; burning temperature; burning speed; thermal value; lower flammable limit (LFL); upper flammable limit (UFL); flammable range; inerting; static electricity; flashpoint; auto-ignition;
- .4 fire hazard and spread of fire by radiation, convection and conduction;
- .5 reactivity;
- .6 classification of fires and applicable extinguishing agents;
- .7 main causes of fire on board ships: oil leakage in engine-room; cigarettes; overheating (bearings); galley appliances (stoves, flues, fryers, hotplates, etc.); spontaneous ignition (cargo, wastes, etc.); hot work (welding, cutting, etc.); electrical apparatus (short circuit, non-professional repairs); reaction, self-heating and auto-ignition; arson; static electricity;
- .8 fire prevention;
- .9 fire- and smoke-detection systems; automatic fire alarms;
- .10 fire-fighting equipment, including:
 - .10.1 fixed installations on board and their locations; fire mains, hydrants; international shore connection; smothering installations, carbon dioxide (CO₂), foam; pressure water spray system in special category spaces, etc.;

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

- automatic sprinkler system; emergency fire pump; emergency generator; chemical powder applicants; general outline of required and available mobile apparatus; high-pressure fog system; high-expansion foam; new developments and equipment;
- .10.2 firefighter's outfit, personal equipment; breathing apparatus; resuscitation apparatus; smoke helmet or mask; fireproof lifeline and harness; and their location on board; and
- .10.3 general equipment, including fire hoses, nozzles, connections, fire axes; portable fire extinguishers; fire blankets;
- .11 construction and arrangements, including escape routes; means for gas-freeing tanks; Class A, B and C divisions; inert gas systems;
- .12 ship fire-fighting organization, including general alarm; fire control plans, muster stations and duties of individuals; communications, including ship-shore when in port; personnel safety procedures; periodic shipboard drills; patrol systems;
- .13 practical knowledge of resuscitation methods;
- .14 fire-fighting methods, including sounding the alarm; locating and isolating; jettisoning; inhibiting; cooling; smothering; extinguishing; reflash watch; smoke extraction; and
- .15 fire-fighting agents, including water, solid jet, spray, fog, flooding; high-, medium- and low-expansion foam; carbon dioxide (CO₂); aqueous-film-forming foam (AFFF); dry chemical powder; new developments and equipment.

Practical training

3 The practical training given below should take place in spaces which provide truly realistic training conditions (e.g., simulated shipboard conditions), and whenever possible and practical should also be carried out in darkness as well as by daylight and should allow the trainees to acquire the ability to:

- .1 use various types of portable fire extinguishers;
- .2 use self-contained breathing apparatus;
- .3 extinguish smaller fires, e.g., electrical fires, oil fires and propane fires;
- .4 extinguish extensive fires with water (jet and spray nozzles);
- .5 extinguish fires with either foam, powder or any other suitable chemical agent;
- .6 enter and pass through, with lifeline but without breathing apparatus, a compartment into which high-expansion foam has been injected;
- .7 fight fire in smoke-filled enclosed spaces, wearing self-contained breathing apparatus;

- .8 extinguish fire with water fog or any other suitable fire-fighting agent in an accommodation room or simulated engine-room with fire and heavy smoke;
- .9 extinguish an oil fire with fog applicator and spray nozzles; dry chemical powder or foam applicators; and
- .10 effect a rescue in a smoke-filled space, wearing breathing apparatus.

General

4 Trainees should also be made aware of the necessity of maintaining a state of readiness on board.

ELEMENTARY FIRST AID*

5 The training in elementary first aid required by regulation VI/1 as part of the basic training should be given at an early stage in vocational training, preferably during pre-sea training, to enable seafarers to take immediate action upon encountering an accident or other medical emergency until the arrival of a person with first-aid skills or the person in charge of medical care on board.

PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES*

6 Administrations should bear in mind the significance of communication and language skills in maintaining safety of life and property at sea and in preventing marine pollution. Given the international character of the maritime industry, the reliance on voice communications from ship to ship and from ship-to-shore, the increasing use of multinational crews, and the concern that crew members should be able to communicate with passengers in an emergency, adoption of a common language for maritime communications would promote safe practice by reducing the risk of human error in communicating essential information.

7 Although not universal, by common practice English is rapidly becoming the standard language of communication for maritime safety purposes, partly as a result of the use of the IMO Standard Marine Communication Phrases.

8 Administrations should consider the benefits of ensuring that seafarers have an ability to use at least an elementary English vocabulary, with an emphasis on nautical terms and situations.

Section B-VI/2

Guidance regarding certification for proficiency in survival craft, rescue boats and fast rescue boats

1 Before training is commenced, the requirement of medical fitness, particularly regarding eyesight and hearing, should be met by the candidate.

2 The training should be relevant to the provisions of the International Convention for the Safety of Life at Sea (SOLAS), as amended.

3 Parties may also accept onboard training and experience (such as participation in drills) for maintaining the required standard of competence of table A-VI/2-1, in the areas outlined in

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

section A-VI/2, paragraphs 6.1.2, 6.1.3, 6.1.4, 6.2.1, and 12.1.5. Administrations should bear in mind that onboard training in these areas can only be carried out under good weather conditions and port regulations permitting.

Section B-VI/3

Guidance regarding training in advanced fire fighting

(No provisions)

Section B-VI/4

Guidance regarding requirements in medical first aid and medical care

Training programmes for seafarers designated to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/4-1 to provide medical first aid on board ship should take into account guidance in the revised International Medical Guide for Ships, as appropriate.

Section B-VI/5

Guidance regarding training and certification for ship security officers

1 The training should be relevant to the provisions of the ISPS Code and the SOLAS Convention, as amended*.

2 On completion of training, a ship security officer should have adequate knowledge of the English language to correctly interpret and communicate messages relevant to ship or port facility security.

3 In circumstances of exceptional necessity, when a person holding a certificate of proficiency as a ship security officer is temporarily unavailable, the Administration may permit a seafarer having specific security duties and responsibilities and an understanding of the ship security plan to serve as ship security officer and to execute all duties and responsibilities of the ship security officer until the next port of call or for a period not exceeding 30 days, whichever is greater. The company should, as soon as possible, inform the competent authorities of the next port(s) of call of the arrangements in place.

Section B-VI/6

Guidance regarding mandatory minimum requirements for security-related training and instruction for all seafarers

Familiarization and security-awareness

1 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.

2 Seafarers and shipboard personnel should receive adequate security-related training or instruction and familiarization training so as to acquire the required knowledge and understanding to perform their assigned duties and to collectively contribute to the enhancement of maritime security.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

3 Seafarers without designated security duties should complete the security awareness training or instruction set out in section A-VI/6 at least one time in their career. There is no need for refreshment or revalidation of this training if the seafarer or the shipboard personnel concerned meet the security-related familiarization requirements of regulation VI/6 and participate in the drills and exercises required by the ISPS Code.

Seafarers with designated security duties

4 The expression "with designated security duties" in section A-VI/6 denotes those having specific security duties and responsibilities in accordance with the ship security plan.

5 Seafarers with designated security duties should complete the training as set out in section A-VI/6 at least one time in their career. There is no need for refreshment or revalidation of this training if the seafarer or the shipboard personnel concerned meet the security-related familiarization requirements of regulation VI/6 and participate in the drills and exercises required by the ISPS Code.

6 Those providing "security-related familiarization training" in accordance with section A-VI/6 should not be required to meet the requirements of either regulation I/6 or of section A-I/6.

7 In circumstances of exceptional necessity, when the shipboard security-related duties are required to be undertaken by a person qualified to perform designated security-related duties and such a person is temporarily unavailable, the Administration may permit a seafarer without designated security duties to perform such duties provided such a person has an understanding of the ship security plan, until the next port of call or for a period not exceeding 30 days, whichever is greater.

CHAPTER VII

Guidance regarding alternative certification

Section B-VII/1

Guidance regarding the issue of alternative certificates

(No provisions)

Section B-VII/2

Guidance regarding special integrated deck and engine training programmes

- 1 Each Party should ensure that any special integrated deck and engine training programme:
 - .1 is provided by means of an approved training programme;
 - .2 takes place ashore within maritime training institutions and/or on board approved training ships; and
 - .3 is documented in an approved training record book.

Section B-VII/3

Guidance regarding principles governing the issue of alternative certificates

(No provisions)

CHAPTER VIII

Guidance regarding watchkeeping

Section B-VIII/1

Guidance regarding fitness for duty

Prevention of fatigue

1 In observing the rest period requirements, "overriding operational conditions" should be construed to mean only essential shipboard work which cannot be delayed for safety, security or environmental reasons or which could not reasonably have been anticipated at the commencement of the voyage.

2 Although there is no universally accepted technical definition of fatigue, everyone involved in ship operations should be alert to the factors which can contribute to fatigue, including, but not limited to, those identified by the Organization*, and take them into account when making decisions on ship operations.

3 In applying regulation VIII/1, the following should be taken into account:

- .1 provisions made to prevent fatigue should ensure that excessive or unreasonable overall working hours are not undertaken. In particular, the minimum rest periods specified in section A-VIII/1 should not be interpreted as implying that all other hours may be devoted to watchkeeping or other duties;
- .2 the frequency and length of leave periods, and the granting of compensatory leave, are material factors in preventing fatigue from building up over a period of time; and
- .3 the provisions may be varied for ships on short sea voyages, provided special safety arrangements are put in place.

4 Exceptions provided for in section A-VIII/1, paragraph 9, should be construed to mean the exceptions laid down by the ILO Convention on Seafarers' Hours of Work and the Manning of Ships, 1996 (No.180) or the Maritime Labour Convention, 2006, when it enters into force. The circumstances under which such exceptions are applied should be defined by the Parties.

5 Based on information received as a result of investigating maritime casualties, Administrations should keep their provisions on prevention of fatigue under review.

Prevention of drug and alcohol abuse

6 Drug and alcohol abuse directly affect the fitness and ability of a seafarer to perform watchkeeping duties or duties that involve designated safety, prevention of pollution and security duties. Seafarers found to be under the influence of drugs or alcohol should not be permitted to perform watchkeeping duties or duties that involve designated safety, prevention of pollution and security duties, until they are no longer impaired in their ability to perform those duties.

* See the annex to IMO Assembly resolution A.772(18) on Fatigue factor in manning and safety, paragraphs 2 to 4.4.1 and MSC/Circ.1014. on Guidance on fatigue mitigation and management.

7 Administrations should ensure that adequate measures are taken to prevent alcohol and drugs from impairing the ability of watchkeeping personnel and those whose duties involve designated safety, prevention of pollution and security duties, and should establish screening programmes as necessary which:

- .1 identify drug and alcohol abuse;
- .2 respect the dignity, privacy, confidentiality and fundamental legal rights of the individuals concerned; and
- .3 take into account relevant international guidelines.

8 Companies should consider the implementation of a clearly written policy of drug and alcohol abuse prevention, including prohibition to consume alcohol within four hours prior to serving as a member of a watch either by inclusion in the company's quality-management system or by means of providing adequate information and education to the seafarers.

9 Those involved in establishing drug and alcohol abuse prevention programmes should take into account the guidance contained in the ILO publication *Drug and Alcohol Prevention Programmes in the Maritime Industry (A Manual for Planners)*^{*}, as may be amended.

Section B-VIII/2

Guidance regarding watchkeeping arrangements and principles to be observed

The following operational guidance should be taken into account by companies, masters and watchkeeping officers.

PART 1 – GUIDANCE ON CERTIFICATION

(No provisions)

PART 2 – GUIDANCE ON VOYAGE PLANNING

(No provisions)

PART 3 – WATCHKEEPING PRINCIPLES IN GENERAL

(No provisions)

* Annex III of this manual includes "Guiding Principles on Drug and Alcohol Testing procedures for Worldwide Application in the Maritime Industry". These guiding principles were adopted by the Joint ILO/WHO Committee on the Health of Seafarers (May 1993).

PART 4 – GUIDANCE ON WATCHKEEPING AT SEA

Part 4-1 – Guidance on keeping a navigational watch

Introduction

2 Particular guidance may be necessary for special types of ships as well as for ships carrying hazardous, dangerous, toxic or highly flammable cargoes. The master should provide this operational guidance as appropriate.

3 It is essential that officers in charge of the navigational watch appreciate that the efficient performance of their duties is necessary in the interests of the safety of life, security and property at sea and of preventing pollution of the marine environment.

Anchor watch

4 The master of every ship at an unsheltered anchorage, at an open roadstead or any other virtually “at sea” conditions in accordance with chapter VIII, section A-VIII/2, part 4-1, paragraph 51 of the STCW Code, should ensure that watchkeeping arrangements are adequate for maintaining a safe watch at all times. A deck officer should at all times maintain responsibility for a safe anchor watch.

5 In determining the watchkeeping arrangements, and commensurate with maintaining the ship’s safety and security and the protection of the marine environment, the master should take into account all pertinent circumstances and conditions such as:

- .1 maintaining a continuous state of vigilance by sight and hearing as well as by all other available means;
- .2 ship-to-ship and ship-to-shore communication requirements;
- .3 the prevailing weather, sea, ice and current conditions;
- .4 the need to continuously monitor the ship’s position;
- .5 the nature, size and characteristics of anchorage;
- .6 traffic conditions;
- .7 situations which might affect the security of the ship;
- .8 loading and discharging operations;
- .9 the designation of stand-by crew members; and
- .10 the procedure to alert the master and maintain engine readiness.

Part 4-2 – Guidance on keeping an engineering watch

6 Particular guidance may be necessary for special types of propulsion systems or ancillary equipment and for ships carrying hazardous, dangerous, toxic or highly flammable materials or other special types of cargo. The chief engineer officer should provide this operational guidance as appropriate.

7 It is essential that officers in charge of the engineering watch appreciate that the efficient performance of engineering watchkeeping duties is necessary in the interest of the safety of life and property at sea and of preventing pollution of the marine environment.

8 The relieving officer, before assuming charge of the engineering watch, should:

- .1 be familiar with the location and use of the equipment provided for the safety of life in a hazardous or toxic environment;
- .2 ascertain that materials for the administration of emergency medical first aid are readily available, particularly those required for the treatment of burns and scalds; and
- .3 when in port, safely anchored or moored, be aware of:
 - .3.1 cargo activities, the status of maintenance and repair functions and all other operations affecting the watch, and
 - .3.2 the auxiliary machinery in use for passenger or crew accommodation services, cargo operations, operational water supplies and exhaust systems.

Part 4-3 – Guidance on keeping a radio watch

General

9 Among other things, the Radio Regulations require that each ship radio station is licensed, is under the ultimate authority of the master or other person responsible for the ship and is only operated under the control of adequately qualified personnel. The Radio Regulations also require that a distress alert shall only be sent on the authority of the master or other person responsible for the ship.

10 The master should bear in mind that all personnel assigned responsibility for sending a distress alert must be instructed with regard to, be knowledgeable of, and be able to operate properly all radio equipment on the ship, as required by regulation I/14, paragraph 1.5. This should be recorded in the deck or radio log-book.

Watchkeeping

11 In addition to the requirements concerning radio watchkeeping, the master of every seagoing ship should ensure that:

- .1 the ship's radio station is adequately manned for the purpose of exchanging general communications – in particular public correspondence, taking into account the constraints imposed by the duties of those authorized to operate it; and

- .2 the radio equipment provided on board and, where fitted, the reserve sources of energy are maintained in an efficient working condition.

12 Necessary instruction and information on use of radio equipment and procedures for distress and safety purposes should be given periodically to all relevant crew members by the person designated in the muster list to have primary responsibility for radiocommunications during distress incidents. This should be recorded in the radio log.

13 The master of every ship not subject to the SOLAS, 1974 should require that radio watchkeeping is adequately maintained as determined by the Administration, taking into account the Radio Regulations.

Operational

14 Prior to sailing, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should ensure that:

- .1 all distress and safety radio equipment and the reserve source of energy are in an efficient working condition, and that this is recorded in the radio log;
- .2 all documents required by international agreement, notices to ship radio stations and additional documents required by the Administration are available and are corrected in accordance with the latest supplements, and that any discrepancy is reported to the master;
- .3 the radio clock is correctly set against standard time signals;
- .4 antennae are correctly positioned, undamaged and properly connected; and
- .5 to the extent practicable, routine weather and navigational warning messages for the area in which the ship will be navigating are updated together with those for other areas requested by the master, and that such messages are passed to the master.

15 On sailing and opening the station, the radio operator on watch should:

- .1 listen on the appropriate distress frequencies for any possible existing distress situation; and
- .2 send a traffic report (name, position and destination, etc.) to the local coast station and any other appropriate coast station from which general communications may be expected.

16 While the station is open, the radio operator on watch should:

- .1 check the radio clock against standard time signals at least once a day;
- .2 send a traffic report when entering and on leaving the service area of a coast station from which general communications might be expected; and
- .3 transmit reports to ship reporting systems in accordance with the instructions of the master.

17 While at sea, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should ensure the proper functioning of:

- .1 the digital selective calling (DSC) distress and safety radio equipment by means of a test call at least once each week; and
- .2 the distress and safety radio equipment by means of a test at least once each day but without radiating any signal.

The results of these tests should be recorded in the radio log.

18 The radio operator designated to handle general communications should ensure that an effective watch is maintained on those frequencies on which communications are likely to be exchanged, having regard to the position of the ship in relation to those coast stations and to coast earth stations from which traffic may be expected. When exchanging traffic, radio operators should follow the relevant ITU recommendations.

19 When closing the station on arrival at a port, the radio operator on watch should advise the local coast station and other coast stations with which contact has been maintained of the ship's arrival and of the closing of the station.

20 When closing the radio station, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should:

- .1 ensure that transmitting antennae are earthed; and
- .2 check that the reserve sources of energy are sufficiently charged.

Distress alerts and procedures

21 The distress alert or distress call has absolute priority over all other transmissions. All stations which receive such signals are required by the Radio Regulations to immediately cease all transmissions capable of interfering with distress communications.

22 In the case of a distress affecting own ship, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.

23 On receiving a distress alert:

- .1 the radio operator on watch should alert the master and, if appropriate, the radio operator designated as having primary responsibility for radiocommunications during distress incidents; and
- .2 the radio operator designated as having primary responsibility for radiocommunications during distress incidents should evaluate the situation and immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.

Urgency messages

24 In cases of urgency affecting own ship, the radio operator designated as having responsibility for radiocommunications during distress incidents should immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.

25 In cases of communications relating to medical advice, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should follow the procedures of the Radio Regulations and adhere to the conditions as published in the relevant international documentation (see paragraph 14.2) or as specified by the satellite service provider.

26 In cases of communications relating to medical transports, as defined in the Protocol additional to the Geneva Conventions of 12 August 1949, and relating to the protection of victims of international armed conflicts (Protocol I), the radio operator designated as having primary responsibility for radiocommunication during distress incidents should follow the procedures of the Radio Regulations.

27 On receiving an urgency message, the radio operator on watch should alert the master and, if appropriate, the radio operator designated as having primary responsibility for radiocommunications during distress incidents.

Safety messages

28 When a safety message is to be transmitted, the master and the radio operator on watch should follow the procedures of the Radio Regulations.

29 On receiving a safety message, the radio operator on watch should note its content and act in accordance with the master's instructions.

30 Bridge-to-bridge communications should be exchanged on VHF channel 13. Bridge-to-bridge communications are described as "Intership Navigation Safety Communications" in the Radio Regulations.

Radio records

31 Additional entries in the radio log should be made in accordance with paragraphs 10, 12, 14, 17 and 33.

32 Unauthorized transmissions and incidents of harmful interference should, if possible, be identified, recorded in the radio log and brought to the attention of the Administration in compliance with the Radio Regulations, together with an appropriate extract from the radio log.

Battery maintenance

33 Batteries providing a source of energy for any part of the radio installation, including those associated with uninterrupted power supplies, are the responsibility of the radio operator designated as having primary responsibility for radiocommunications during distress incidents and should be:

- 1 tested on-load and off-load daily and, where necessary, brought up to the fully charged condition;

- .2 tested once per week by means of a hydrometer where practicable, or, where a hydrometer cannot be used, by a suitable load test; and
- .3 checked once per month for the security of each battery and its connections and the condition of the batteries and their compartment or compartments.

The results of these tests should be recorded in the radio log.

PART 5 – GUIDANCE ON WATCHKEEPING IN PORT

(No provisions)”

ΑΠΟΦΑΣΗ 1

Οι τροποποιήσεις της Διάσκεψης της Μανίλα στο Παράρτημα της Διεθνούς Συμβάσεως Σχετικά με τα Πρότυπα Εκπαίδευσης, Έκδοσης Πιστοποιητικών και Τήρησης Φυλακής Ναυτικών (STCW), του 1978

Η ΔΙΑΣΚΕΨΗ ΤΟΥ 2010 ΣΤΗ ΜΑΝΙΛΑ,

ΑΝΑΦΕΡΟΜΕΝΗ στο άρθρο XII(1)(b) της Διεθνούς Σύμβασης για τα Πρότυπα Εκπαίδευσης Έκδοσης Πιστοποιητικών και Τήρησης Φυλακής Ναυτικών, 1978, (αναφερόμενη από εδώ και κάτω ως "Η Σύμβαση"), σχετικά με την διαδικασία για αναθεώρηση της Σύμβασης από την διάσκεψη των Μελών,

ΛΑΜΒΑΝΟΝΤΑΣ ΥΠ' ΟΨΗ τις προτεινόμενες και κοινοποιηθείσες στα Μέλη του Οργανισμού και όλα τα Μέλη της Σύμβασης, τροποποιήσεις της Μανίλα στο παράρτημα της Σύμβασης,

- 1. ΥΙΟΘΕΤΕΙ**, σύμφωνα με το άρθρο XII(1)(b)(ii) της Σύμβασης, τροποποιήσεις στο παράρτημα της Σύμβασης, το κείμενο των οποίων εμφανίζεται στο Παράρτημα της παρούσας απόφασης,
- 2. ΠΡΟΣΔΙΟΡΙΖΕΙ**, σύμφωνα με το άρθρο XII(1)(a)(vii) της Σύμβασης, ότι οι τροποποιήσεις που προσαρτώνται εδώ θα θεωρηθεί ότι έχουν γίνει αποδεκτές την 1η Ιουλίου 2011, εκτός εάν, πριν από αυτή την ημερομηνία, περισσότερα από το ένα τρίτο των Μερών της Σύμβασης ή Μέρη, των οποίων το συνολικό μέγεθος των στόλων τους αποτελεί όχι λιγότερο από το 50% της χωρητικότητας του παγκοσμίου στόλου που αποτελείται από πλοία χωρητικότητας άνω των 100 κ.ο.χ ή μεγαλύτερων, έχουν ενημερώσει τον Γενικό Γραμματέα ότι διαφωνούν με τις τροποποιήσεις.
- 3. ΠΡΟΣΚΑΛΕΙ** τα Μέλη να σημειώσουν ότι, σύμφωνα με το άρθρο XII(1)(a)(ix) της Σύμβασης, οι τροποποιήσεις που περιέχονται στην παρούσα, θα τεθούν σε εφαρμογή την 1^η Ιανουαρίου 2012, εφ' όσον θεωρηθεί ότι έχουν γίνει αποδεκτές σύμφωνα με την παραπάνω παράγραφο 2.
- 4. ΖΗΤΑ** από το Γενικό Γραμματέα του Οργανισμού να διαβιβάσει σε όλα τα Μέλη της Σύμβασης, επικυρωμένα αντίγραφα της παρούσας Απόφασης και το κείμενο των τροποποιήσεων που περιλαμβάνονται στο παράρτημα της Σύμβασης.
- 5. ΕΠΙΠΛΕΟΝ ΖΗΤΑ** από το Γενικό Γραμματέα να διαβιβάσει αντίγραφα της απόφασης και του παραρτήματος σε όλα τα Μέλη του Οργανισμού που δεν είναι Μέλη της Σύμβασης.

ΠΑΡΑΡΤΗΜΑ

ΟΙ ΤΡΟΠΟΠΟΙΗΣΕΙΣ ΤΗΣ ΔΙΑΣΚΕΨΗΣ ΤΗΣ ΜΑΝΙΛΑ ΣΤΟ ΠΑΡΑΡΤΗΜΑ ΤΗΣ ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΗΣ ΓΙΑ ΤΑ ΠΡΟΤΥΠΑ ΕΚΠΑΙΔΕΥΣΗΣ ΕΚΔΟΣΗΣ ΠΙΣΤΟΠΟΙΗΤΙΚΩΝ ΚΑΙ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΓΙΑ ΤΟΥΣ ΝΑΥΤΙΚΟΥΣ, ΤΟΥ 1978

Το παράρτημα της Διεθνούς Σύμβασης για τα Πρότυπα Εκπαίδευσης, Πιστοποίησης και Τήρησης Φυλακής για τους ναυτικούς του 1978, αντικαθίσταται ως εξής:

«ΠΑΡΑΡΤΗΜΑ

ΚΕΦΑΛΑΙΟ 1

ΓΕΝΙΚΕΣ ΔΙΑΤΑΞΕΙΣ

Κανονισμός I/1

Ορισμοί και διευκρινίσεις

1. Για το σκοπό της Σύμβασης, εκτός εάν ρητά προβλέπεται διαφορετικά:

- .1 "Κανονισμοί" σημαίνει κανονισμούς που περιέχονται στο παράρτημα της Σύμβασης.
- .2 "Εγκεκριμένα" σημαίνει εγκεκριμένα από το Μέρος σύμφωνα με αυτούς τους κανονισμούς.
- .3 "Πλοίαρχος" σημαίνει το άτομο το οποίο διοικεί το πλοίο.
- .4 "Αξιωματικός" σημαίνει μέλος του πληρώματος, εκτός από τον πλοίαρχο, που καθορίζεται έτσι από την εθνική νομοθεσία ή τους κανονισμούς ή όταν δεν υπάρχει τέτοια διάκριση/καθορισμός, όπως ορίζεται από συλλογική σύμβαση ή έθιμο.
- .5 "Αξιωματικός καταστρώματος" σημαίνει τον προσοντούχο αξιωματικό σύμφωνα με τις διατάξεις του κεφαλαίου II της Σύμβασης.
- .6 "Υποπλοίαρχος" σημαίνει τον αξιωματικό, σε βαθμό αμέσως μετά τον πλοίαρχο, στον οποίο θα περιέλθει η διοίκηση του πλοίου σε περίπτωση αδυναμίας του πλοίαρχου.
- .7 "Αξιωματικός μηχανής" σημαίνει τον προσοντούχο αξιωματικό σύμφωνα με τις διατάξεις του κεφαλαίου III/1, III/2 ή III/3 της Σύμβασης.
- .8 "Πρώτος μηχανικός" σημαίνει τον αρχαιότερο αξιωματικό μηχανής που είναι υπεύθυνος για την μηχανική πρόωση και την λειτουργία και συντήρηση των μηχανολογικών και ηλεκτρολογικών εγκαταστάσεων του πλοίου.
- .9 "Δεύτερος μηχανικός" σημαίνει τον αξιωματικό μηχανής σε βαθμό αμέσως μετά τον πρώτο μηχανικό στον οποίο θα περιέλθει η ευθύνη για την μηχανική πρόωση, λειτουργία και συντήρηση των μηχανολογικών και ηλεκτρολογικών εγκαταστάσεων του πλοίου σε περίπτωση ανικανότητας του πρώτου μηχανικού.
- .10 "Βοηθός μηχανικός" σημαίνει το άτομο που εκπαιδεύεται για να γίνει μηχανικός και ορίζεται έτσι από την εθνική νομοθεσία ή τους κανονισμούς.
- .11 "Χειριστής ραδιοεπικοινωνιών" σημαίνει το άτομο το οποίο διαθέτει κατάλληλο πιστοποιητικό που εκδόθηκε ή αναγνωρίστηκε από την Αρχή σύμφωνα με τις διατάξεις των Κανονισμών Ραδιοεπικοινωνιών.
- .12 "Χειριστής ραδιοεπικοινωνιών Παγκόσμιου Ναυτιλιακού Συστήματος Κινδύνου και Ασφάλειας (GMDSS)" σημαίνει το προσοντούχο άτομο σύμφωνα με τις διατάξεις του κεφαλαίου IV της Σύμβασης.
- .13 "Μέλος πληρώματος" σημαίνει μέλος του πληρώματος του πλοίου, εκτός του πλοίαρχου ή του αξιωματικού.

- .14 "Παράκτιοι πλόες" σημαίνει πλόες στην περιοχή δικαιοδοσίας ενός Μέρους, που έχουν οριστεί από αυτό το Μέρος,
- .15 "Ισχύς πρόωσης" σημαίνει την συνολική συνεχή ισχύ εξόδου σε κιλοβάτ, όλων των κυρίων μηχανών πρόωσης του πλοίου, που είναι καταχωρημένη στο πιστοποιητικό εθνικότητας του πλοίου ή σε άλλο επίσημο έγγραφο,
- .16 "Καθήκοντα ραδιοεπικοινωνιών" περιλαμβάνουν, κατά περίπτωση, τήρηση φυλακής και τεχνική συντήρηση και επισκευή που γίνονται σύμφωνα με τους Κανονισμούς Ραδιοεπικοινωνιών, τη Διεθνή Σύμβαση για την Ασφάλεια της Ανθρώπινης Ζωής στην Θάλασσα, του 1974 (SOLAS), όπως τροποποιήθηκε και, κατά την κρίση κάθε Αρχής, τις σχετικές συστάσεις του Οργανισμού,
- .17 "Πετρελαιοφόρο Δεξαμενόπλοιο" σημαίνει πλοίο που ναυπηγήθηκε και χρησιμοποιείται για την μεταφορά πετρελαίου και προϊόντων πετρελαίου χύδην,
- .18 "Χημικό Δεξαμενόπλοιο" σημαίνει πλοίο που κατασκευάστηκε ή μετασκευάστηκε και χρησιμοποιείται για την χύδην μεταφορά οποιουδήποτε υγρού προϊόντος που μνημονεύεται στο κεφάλαιο 17 του Διεθνούς Κώδικα Χύδην Χημικών,
- .19 "Δεξαμενόπλοιο Υγραεριοφόρο" σημαίνει πλοίο που κατασκευάστηκε ή μετασκευάστηκε και χρησιμοποιείται για την χύδην μεταφορά οποιουδήποτε υγροποιημένου αερίου ή άλλου προϊόντος που παρατίθενται στο κεφάλαιο 19 του Διεθνούς Κώδικα Υγραεριοφόρων,
- .20 "Επιβατηγό πλοίο" σημαίνει το πλοίο όπως ορίζεται από τη Διεθνή Σύμβαση για την Ασφάλεια της Ανθρώπινης Ζωής στη Θάλασσα, του 1974, όπως τροποποιήθηκε,
- .21 "Επιβατηγό πλοίο Ro-Ro" σημαίνει επιβατηγό πλοίο το οποίο διαθέτει χώρους Ro-Ro ή χώρους ειδικής κατηγορίας όπως ορίζονται στην Διεθνή Σύμβαση για την Ασφάλεια της Ανθρώπινης Ζωής στην Θάλασσα του 1974 (SOLAS), όπως τροποποιήθηκε,
- .22 "Μήνας" σημαίνει τον ημερολογιακό μήνα των 30 ημερών που απαρτίζονται από περιόδους μικρότερες του μήνα,
- .23 "Κώδικας STCW" σημαίνει τον Κώδικα Εκπαίδευσης, Έκδοσης πιστοποιητικών και Τήρησης Φυλακών Ναυτικών όπως υιοθετήθηκε από την Συνέλευση του 1995 με την Απόφαση 2, όπως ενδέχεται να τροποποιηθεί από τον Οργανισμό,
- .24 "Λειτουργία" σημαίνει ομάδα εργασιών καθκόντων και ευθυνών όπως καθορίζονται στον Κώδικα STCW, που είναι απαραίτητα για την λειτουργία του πλοίου, την ασφάλεια της ζωής στην θάλασσα ή την προστασία του θαλάσσιου περιβάλλοντος,
- .25 "Εταιρεία" σημαίνει τον ιδιοκτήτη του πλοίου ή οποιουδήποτε άλλο οργανισμό ή άτομο όπως ο διαχειριστής ή ο ναυλωτής γυμνού σκάφους, που έχει επωμισθεί την ευθύνη λειτουργίας του πλοίου από τον πλοιοκτήτη και ο οποίος αναλαμβάνοντας αυτή την ευθύνη συμφώνησε να αναλάβει όλα τα καθήκοντα και ευθύνες που επιβάλλονται στην εταιρεία από αυτούς τους κανονισμούς,
- .26 "Θαλάσσια υπηρεσία" σημαίνει την υπηρεσία σε πλοίο που είναι απαραίτητη για την έκδοση ή την αναθεώρηση πιστοποιητικού ή άλλου προσόντος,
- .27 "Κώδικας ISPS" σημαίνει τον Διεθνή Κώδικα για την ασφάλεια των πλοίων και των λιμενικών εγκαταστάσεων, που υιοθετήθηκε στις 12 Δεκεμβρίου 2002 με την απόφαση 2 της Διάσκεψης των συμβαλλομένων κρατών στη Διεθνή Σύμβαση για την Ασφάλεια της Ανθρώπινης Ζωής στη Θάλασσα, του 1974 (Σύμβαση SOLAS), όπως ενδέχεται να τροποποιηθεί από τον Οργανισμό,
- .28 "Αξωματικός προστασίας του πλοίου (ship security officer)" σημαίνει το άτομο που επιβαίνει στο πλοίο, το οποίο είναι υπόλογο στον Πλοίαρχο, που έχει οριστεί από την Εταιρεία υπεύθυνο για την προστασία του πλοίου, συμπεριλαμβανομένων της εφαρμογής και διατήρησης του σχεδίου προστασίας του πλοίου και ως σύνδεσμος με τον υπεύθυνο προστασίας της Εταιρείας και τους υπεύθυνους προστασίας της λιμενικής εγκατάστασης,
- .29 "Τα καθήκοντα προστασίας" περιλαμβάνουν όλες τις εργασίες και τα καθήκοντα προστασίας επί του πλοίου, όπως ορίζονται από το κεφάλαιο XI-2 της Διεθνούς Σύμβασης για την Ασφάλεια της

Ανθρώπινης Ζωής στη Θάλασσα, (SOLAS 1974, όπως τροποποιήθηκε) και του Διεθνούς Κώδικα για την ασφάλεια των πλοίων και των λιμενικών εγκαταστάσεων (ISPS),

.30 "πιστοποιητικό ικανότητας" σημαίνει το πιστοποιητικό που εκδόθηκε και θεωρήθηκε για πλοίαρχους, αξιωματικούς και χειριστές ασυρμάτου GMDSS, σύμφωνα με τις διατάξεις των κεφαλαίων I-I, III, IV ή VII αυτού του παραρτήματος, και το οποίο επιτρέπει στον νόμιμο κάτοχό του να υπηρετεί σύμφωνα με τη σχετική ιδιότητα και να εκτελεί τις σχετικές λειτουργίες στο επίπεδο ευθύνης που προσδιορίζεται με αυτό,

.31 "Πιστοποιητικό επάρκειας" σημαίνει το πιστοποιητικό εκτός του πιστοποιητικού ικανότητας, που εκδίδεται για ναυτικό και το οποίο δηλώνει ότι πληρούνται οι σχετικές απαιτήσεις εκπαίδευσης, οι ικανότητες και η θαλάσσια υπηρεσία που προβλέπεται από τη Σύμβαση,

.32 "Αποδοκτικό έγγραφο" σημαίνει το έγγραφο, εκτός του πιστοποιητικού ικανότητας και του πιστοποιητικού επάρκειας, που χρησιμοποιείται για να αποδοχθεί η εκπλήρωση των σχετικών με τη Σύμβαση απαιτήσεων,

.33 "Ηλεκτροτεχνικός αξιωματικός" σημαίνει τον αξιωματικό που διαθέτει τα προσόντα σύμφωνα με τις διατάξεις του κανονισμού III/6 της Σύμβασης,

.34 "εξειδικευμένος ναυτικός καταστρώματος" σημαίνει το μέλος πληρώματος, που διαθέτει τα προσόντα σύμφωνα με τις διατάξεις του κανονισμού II/5 της Σύμβασης,

.35 "εξειδικευμένος ναυτικός μηχανής" σημαίνει το μέλος πληρώματος, που διαθέτει τα προσόντα σύμφωνα με τις διατάξεις του κανονισμού III/5 της Σύμβασης, και

.36 "Ηλεκτροτεχνικός μέλος πληρώματος" σημαίνει το μέλος πληρώματος, που διαθέτει τα προσόντα σύμφωνα με τις διατάξεις του κανονισμού III/7 της Σύμβασης.

2 Οι Κανονισμοί αυτοί συμπληρώνονται από τις υποχρεωτικές διατάξεις που περιέχονται στο μέρος Α του Κώδικα STCW, και:

.1 οποιαδήποτε αναφορά σε απαίτηση ενός κανονισμού αποτελεί αναφορά και στο αντίστοιχο τμήμα του μέρους Α του Κώδικα STCW,

.2 κατά την εφαρμογή αυτών των κανονισμών οι σχετικές οδηγίες και το επεξηγηματικό υλικό που περιέχονται στο μέρος Β του Κώδικα STCW θα πρέπει να λαμβάνονται υπόψη στον μεγαλύτερο δυνατό βαθμό ώστε να επιτευχθεί η πλέον ομοιόμορφη εφαρμογή των διατάξεων της Σύμβασης σε παγκόσμιο επίπεδο,

.3 Οι τροποποιήσεις του μέρους Α του Κώδικα STCW θα υιοθετηθούν, θα τεθούν σε ισχύ και θα αρχίσουν να εφαρμόζονται σύμφωνα με τις διατάξεις του άρθρου XII της Σύμβασης που αφορούν την διαδικασία τροποποίησης που ισχύει για το παράρτημα, και

.4 το μέρος Β του Κώδικα STCW θα τροποποιείται από την Επιτροπή Ναυτικής Ασφάλειας σύμφωνα με τους δικούς της διαδικαστικούς κανόνες.

3 Οι αναφορές στην "Αρχή" και στην "εκδίδουσα Αρχή" που γίνονται στο άρθρο VI της Σύμβασης δεν θα θεωρούνται ότι εμποδίζουν όποιο Μέρος από το να εκδίδει και να θεωρεί πιστοποιητικά σύμφωνα με τις διατάξεις αυτών των κανονισμών.

Κανονισμός I/2

Πιστοποιητικά και θεωρήσεις

1 Πιστοποιητικά ικανότητας θα εκδίνονται μόνο από την Αρχή, ακολουθώντας την εξακρίβωση της αυθεντικότητας και την εγκυρότητα κάθε απαραίτητου αποδοκτικού εγγράφου.

2 Πιστοποιητικά που εκδίνονται σύμφωνα με τις διατάξεις των κανονισμών V/1-1 και V/1-2, σε πλοίαρχους και αξιωματικούς θα εκδίνονται μόνο από μία Αρχή.

3 Τα πιστοποιητικά θα είναι στην επίσημη γλώσσα ή γλώσσες της χώρας που τα εξέδωσε. Εάν η γλώσσα που χρησιμοποιείται δεν είναι η Αγγλική, το κείμενο θα περιλαμβάνει μετάφραση σε αυτή την γλώσσα.

4 Όσον αφορά τους χειριστές ραδιοεπικοινωνιών τα Μέρη μπορούν:

.1 να περιλαμβάνουν τις πρόσθετες γνώσεις που απαιτούνται από τους σχετικούς κανονισμούς, στις εξετάσεις για την απόκτηση πιστοποιητικού σύμφωνα με τους Κανονισμούς Ραδιοεπικοινωνιών, ή

.2 να εκδίδουν ξεχωριστό πιστοποιητικό στο οποίο θα εμφανίζεται ότι ο κάτοχός του έχει τις πρόσθετες γνώσεις που απαιτούνται από τους σχετικούς κανονισμούς

5 Η θεώρηση που απαιτείται από το άρθρο VI της Σύμβασης για επιβεβαίωση έκδοσης του πιστοποιητικού θα γίνεται μόνο αν πληρούνται όλες οι απαιτήσεις της Σύμβασης.

6 Κατά την κρίση του Μέρους, οι θεωρήσεις μπορούν να περιλαμβάνονται στα εκδιδόμενα πιστοποιητικά όπως προβλέπεται στο τμήμα A-1/2 του Κώδικα STCW. Εάν η θεώρηση ενσωματώνεται κατ' αυτό τον τρόπο ο τύπος πιστοποιητικού που χρησιμοποιείται θα είναι αυτός που καθορίζεται στο τμήμα A-1/2 παράγραφος 1. Εάν η θεώρηση γίνει με διαφορετικό τρόπο, ο χρησιμοποιούμενος τύπος θα είναι αυτός που καθορίζεται στην παράγραφο 2 του τμήματος A-1/2.

7 Αρχή που αναγνωρίζει πιστοποιητικό σύμφωνα με τον κανονισμό I/10:

.1 πιστοποιητικό ικανότητας, ή

.2 πιστοποιητικό επάρκειας που εκδίδεται στους πλαιάρχους και αξιωματικούς σύμφωνα με τις διατάξεις των κανονισμών VI/1-1 και VI/1-2 θα θεωρείται το πιστοποιητικό που βεβαιώνει την αναγνώριση μόνο αφού διασφαλιστεί η αυθεντικότητα και η εγκυρότητα του πιστοποιητικού.

Η θεώρηση θα εκδίδεται μόνο εάν πληρούνται όλες οι απαιτήσεις της Σύμβασης. Ο τύπος της θεώρησης θα είναι αυτός που καθορίζεται στην παράγραφο 3 του μέρους A-1/2 του Κώδικα STCW.

8 Οι θεωρήσεις που μνημονεύονται στις παραγράφους 5, 6 και 7:

.1 μπορεί να εκδίδονται ως ξεχωριστά έγγραφα,

.2 θα εκδίδονται μόνο από την Αρχή,

.3 σε κάθε μία θα δίνεται ένας μοναδικός αριθμός, εκτός εκείνων των θεωρήσεων που επιβεβαιώνουν την έκδοση πιστοποιητικού οπότε μπορεί να έχουν τον ίδιο αριθμό με το σχετικό πιστοποιητικό, με την προϋπόθεση ότι ο αριθμός είναι μοναδικός, και

.4 η θεώρηση θα λήγει μαζί με το πιστοποιητικό που θεωρήθηκε ή όταν αυτό αποσύρεται, αναστέλλεται ή ακυρώνεται από το Μέρος που το εξέδωσε, και σε καμία περίπτωση δεν θα ισχύει περισσότερο από πέντε χρόνια από την ημερομηνία έκδοσης.

9 Η ιδιότητα με την οποία ο κάτοχος του πιστοποιητικού επιτρέπεται να υπηρετεί θα αναφέρεται στη θεώρηση με τον ίδιο τρόπο που αυτή αναφέρεται στις ισχύουσες απαιτήσεις ασφαλούς επάνδρωσης από την Αρχή.

10 Οι Αρχές μπορούν να χρησιμοποιήσουν τύπο διαφορετικό από εκείνον που δίνεται στο μέρος A-1/2 του Κώδικα STCW με την προϋπόθεση ότι κατ' ελάχιστον οι απαιτούμενες πληροφορίες δίνονται με Λατινικούς χαρακτήρες και Αραβικούς αριθμούς, λαμβάνοντας υπόψη τις μεταβολές που επιτρέπονται στο μέρος A-1/2.

11 Σύμφωνα με τις διατάξεις του κανονισμού I/10 παράγραφος 5, το πρωτότυπο κάθε απαιτούμενου από την Σύμβαση πιστοποιητικού πρέπει να είναι διαθέσιμο στο πλοίο που υπηρετεί ο κάτοχός του.

12 Κάθε Μέρος θα βεβαιώνει ότι πιστοποιητικά εκδίνονται μόνο στους υποψηφίους που πληρούν τις απαιτήσεις αυτού του κανονισμού.

13 Οι υποψήφιοι για πιστοποίηση θα παρέχουν ικανοποιητικά αποδεικτικά στοιχεία:

.1 της ταυτότητας τους,

.2 ότι η ηλικία τους δεν είναι μικρότερη από αυτή που ορίζει ο σχετικός με το αιτούμενο πιστοποιητικό κανονισμός,

.3 ότι ανταποκρίνονται στα πρότυπα καταλληλότητας από ιατρικής άποψης όπως καθορίζονται στο τμήμα A-1/9 του Κώδικα STCW,

.4 όπι έχουν ολοκληρώσει τη θαλάσσια υπηρεσία και κάθε σχετική υποχρέωση εκπαιδευση, που απαιτείται από τους κανονισμούς για το αιτούμενο πιστοποιητικό, και

.5 όπι ανταποκρίνονται στα πρότυπα καταλληλότητας που ορίζονται από αυτούς τους κανονισμούς για τις ικανότητες, τις λειτουργίες και τα επίπεδα που πρέπει να προσδιορίζονται στη θεώρηση του πιστοποιητικού.

14 Κάθε Μέρος αναλαμβάνει την υποχρέωση να διατηρεί μητρώο ή μητρώα όλων των πιστοποιητικών και θεωρήσεων των πλαιάρχων, αξιωματικών και κατά περίπτωση, μελών πληρώματος, που εκδίνονται, έχουν λήξει ή έχουν ανανεωθεί, ανασταλλεί, ακυρωθεί ή έχει δηλωθεί απώλεια ή καταστροφή τους, καθώς και των εκδιδόμενων εξαιρέσεων.

15 Κάθε Μέρος αναλαμβάνει την υποχρέωση να διαθέτει πληροφορίες σχετικά με το καθεστώς τέτοιων πιστοποιητικών καταλληλότητας, θεωρήσεων και εξαιρέσεων, σε άλλα Μέρη και εταιρείες, οι οποίες ζητούν εξακρίβωση της αυθεντικότητας και εγκυρότητας των πιστοποιητικών που κατατίθενται σε αυτούς από ναυτικούς, που αναζητούν αναγνώριση των πιστοποιητικών τους σύμφωνα με τον κανονισμό I/10 ή εργασία επί πλοίου.

16. Από την 1^η Ιανουαρίου του 2017, οι πληροφορίες σχετικά με το καθεστώς πληροφοριών που απαιτούνται να είναι διαθέσιμες σύμφωνα με την παράγραφο 15 αυτού του κανονισμού, θα είναι διαθέσιμες στην Αγγλική γλώσσα μέσω ηλεκτρονικών μέσων.

Κανονισμός I/3

Αρχές που διέπουν παράκπιους πλόες

1 Οποιοδήποτε Μέρος ορίζει παράκπιους πλόες για το σκοπό της Σύμβασης, δεν θα επιβάλλει σε ναυτικούς που υπηρετούν σε πλοία που φέρουν τη σημαία άλλου Μέρους και εκτελούν τέτοια ταξίδια, απαιτήσεις εκπαίδευσης, εμπειρίας ή πιστοποίησης κατά τρόπο που να οδηγεί σε αυστηρότερες απαιτήσεις για αυτούς τους ναυτικούς από τους ναυτικούς που υπηρετούν σε πλοία που φέρουν την δική του σημαία. Σε καμία περίπτωση Μέρος δεν θα επιβάλλει απαιτήσεις σε ναυτικούς που υπηρετούν σε πλοία που φέρουν τη σημαία άλλου Μέρους μεγαλύτερες εκείνων της Σύμβασης για πλοία που δεν εκτελούν παράκπιους πλόες.

2 Ένα Μέρος που παρέχει στα πλοία τα οφέλη των διατάξεων της Σύμβασης περί παράκπιων πλόων, που περιλαμβάνουν πλόες κοντά στις ακτές άλλων Μερών εντός των ορίων του ορισμού τους περί παράκπιων πλόων, θα συνάπτει συμφωνία με τα ενδιαφερόμενα Μέρη, καθορίζοντας τις λεπτομέρειες των δυο εμπλεκόμενων εμπορικών περιοχών και άλλων σχετικών συνθηκών.

3 Όσον αφορά τα πλοία που φέρουν την σημαία ενός Μέρους και εκτελούν τακτικούς παράκπιους πλόες κοντά σε ακτές άλλου Μέρους, το Μέρος τη σημαία του οποίου φέρει το πλοίο θα καθορίσει απαιτήσεις εκπαίδευσης, εμπειρίας και πιστοποίησης για ναυτικούς που υπηρετούν σε τέτοια πλοία τουλάχιστον ίσα με αυτά του Μέρους στις ακτές του οποίου κινείται το πλοίο, με την προϋπόθεση ότι αυτές δεν υπερβαίνουν τις απαιτήσεις της Σύμβασης για πλοία που δεν εκτελούν παράκπιους πλόες. Ναυτικοί που υπηρετούν σε πλοίο που επεκτείνει τους πλόες του πέραν αυτού που ορίζεται ως παράκπιος πλοός από ένα Μέρος, και εισέρχεται σε περιοχές που δεν καλύπτονται από τον ορισμό του παράκπιου πλοού, θα πρέπει να καλύπτουν τις αντίστοιχες απαιτήσεις ικανότητας της Σύμβασης.

4 Ένα Μέρος μπορεί να επεκτείνει την ισχύ, τις διατάξεις περί παρακτίων πλόων, σε πλοίο που φέρει την σημαία του, όταν αυτό εκτελεί τακτικούς πλόες κοντά στις ακτές ενός μη Μέρους, όπως αυτοί ορίζονται από το Μέρος.

5 Τα πιστοποιητικά των ναυτικών που εκδίνονται από ένα Μέρος για τα καθορισμένα όρια περί παράκπιων πλόων μπορούν να γίνουν δεκτά από άλλα Μέρη για την υπηρεσία εντός των καθορισμένων ορίων παράκπιων πλόων, με την προϋπόθεση ότι τα ενδιαφερόμενα Μέρη θα συνάπτουν συμφωνία διευκρινίζοντας τις λεπτομέρειες των εμπλεκόμενων εμπορικών χώρων και των σχετικών συνθηκών τους.

6 Τα Μέρη που ορίζουν παράκπιους πλόες, σύμφωνα με τις απαιτήσεις αυτού του Κανονισμού, θα:

.1 πληρούν τις αρχές που διέπουν τους παράκπιους πλόες που καθορίζονται στο τμήμα A-I/3,

.2 ανακοινώνουν στο Γενικό Γραμματέα, σύμφωνα με τις απαιτήσεις του κανονισμού I/7, τις λεπτομέρειες των διατάξεων που έχουν υιοθετήσει, και

.3 Θα ενσωματώνουν τα όρια των παράκτιων πλόων στις θεωρήσεις που εκδίνονται δυνάμει του κανονισμού I/2, παράγραφοι 5, 6 ή 7.

7 Τίποτα σε αυτό τον κανονισμό δεν μπορεί να θέσει καθ' οιονδήποτε τρόπο περιορισμούς στην δικαιοδοσία οποιοδήποτε Κράτους, είτε αυτό είναι Μέρος της Σύμβασης είτε όχι.

Κανονισμός I/4

Διαδικασίες ελέγχου

1 Ο έλεγχος που ασκείται από κατάλληλα εξουσιοδοτημένο αξιωματικό σύμφωνα με το άρθρο X θα περιορίζεται στα ακόλουθα:

.1 στην εξακρίβωση σύμφωνα με το άρθρο X(1) ότι όλα οι ναυικοί που υπηρετούν στο πλοίο, που απαιτείται να έχουν πιστοποιητικά σύμφωνα με την Σύμβαση, είναι κάτοχοι κατάλληλου πιστοποιητικού ή εξαίρεσης που είναι σε ισχύ ή παρουσιάζουν έγγραφα αποδεικτικά στοιχεία από τα οποία προκύπτει ότι έχουν υποβάλει αίτηση για χορήγηση θεωρήσης στην Αρχή σύμφωνα με τον κανονισμό I/10, παράγραφο 5.

.2 στην εξακρίβωση ότι ο αριθμός και τα πιστοποιητικά των ναυικών που υπηρετούν στο πλοίο είναι σύμφωνα με τις ισχύουσες απαιτήσεις ασφαλούς επάνδρωσης που καθορίζονται από την Αρχή, και

.3 στην αξιολόγηση της ικανότητας των ναυικών του πλοίου, σύμφωνα με το τμήμα A-I/4 του Κώδικα STCW, να διατηρούν επίπεδο τήρησης φυλακής και πρότυπα προστασίας (security), κατά περίπτωση, όπως απαιτείται από τη Σύμβαση, εάν υπάρχουν σαφείς λόγοι ότι αυτό το επίπεδο δεν εξασφαλίζεται επειδή έχει συμβεί οποιοδήποτε από τα παρακάτω:

.3.1 το πλοίο έχει εμπλακεί σε σύγκρουση, προσάραξη ή έχει εξωκείλει ή

.3.2 υπήρξε απόρριψη υλικών από το πλοίο κατά τον πλου, στο αγκυροβόλιο ή όταν είναι παραβλημένο, η οποία είναι παράνομη σύμφωνα με οποιαδήποτε διεθνή σύμβαση, ή

.3.3 το πλοίο έκανε ελιγμούς κατά τρόπο ανικανικό ή ανασφαλή, χωρίς να τηρούνται συνήθη μέτρα που έχουν γίνει αποδεκτά από τον Οργανισμό ή δεν τηρούνται ασφαλείς πρακτικές και διαδικασίες ναυσιπλοΐας, ή

.3.4 το πλοίο διακυβερνάται κατά τέτοιο τρόπο που ενδεχομένως θα προξενήσει κίνδυνο σε πρόσωπα, στην περιουσία, στο περιβάλλον ή συμβιβασμό στην προστασία (security).

2 Ελλείψεις που μπορεί να θεωρηθούν ότι θα προκαλέσουν κίνδυνο για άτομα, περιουσία ή το περιβάλλον περιλαμβάνουν τα παρακάτω:

.1 έλλειψη κατοχής από μέρους των ναυικών πιστοποιητικού, έλλειψη κατοχής κατάλληλου πιστοποιητικού, έγκυρης εξαίρεσης ή αδυναμία τους να παρουσιάσουν αποδεικτικά στοιχεία ότι έχει υποβληθεί στην Αρχή αίτηση για θεώρηση σύμφωνα με τον κανονισμό I/10 παράγραφο 5,

.2 αδυναμία συμμόρφωσης με τις ισχύουσες απαιτήσεις της Αρχής περί ασφαλούς επάνδρωσης,

.3 έλλειψη ρυθμίσεων τήρησης φυλακής γέφυρας ή μηχανοστασίου σύμφωνα με τις απαιτήσεις που καθορίζονται από την Αρχή για το πλοίο,

.4 απουσία στην φυλακή ατόμου που διαθέτει προσόντα χειρισμού του εξοπλισμού που είναι ουσιώδης για την ασφαλή ναυσιπλοΐα, ασφάλεια ραδιοεπικοινωνιών ή την πρόληψη θαλάσσιας ρύπανσης, και

.5 ανικανότητα κατά την έναρξη του πλου να προβλέπει για την πρώτη φυλακή και για επακόλουθες φυλακές, πρόσωπα που έχουν επαρκώς αναπαιυθεί και σε κάθε περίπτωση είναι ικανά να αναλάβουν καθήκοντα.

3 Ο μοναδικός λόγος κράτησης του πλοίου, σύμφωνα με το άρθρο Χ, είναι η διαπίστωση, από το Μέρος που διενεργεί τον έλεγχο, αδυναμίας του πλοίου να αποκαταστήσει οποιαδήποτε από τις ελλείψεις που μνημονεύονται στην παράγραφο 2 και που αποτελούν κίνδυνο για πρόσωπα, την παρουσία ή το περιβάλλον.

Κανονισμός I/5

Εθνικές διατάξεις

1 Κάθε Μέρος θα θεσπίσει διαδικασίες και μεθόδους για την αμερόληπτη διερεύνηση οποιασδήποτε ανεπάρκειας, πράξης ή παράλειψης, που ενδεχόμενα θα αποτελέσει άμεση απειλή της ασφάλειας της ζωής ή περιουσίας στην θάλασσα ή στο θαλάσσιο περιβάλλον, από κατόχους πιστοποιητικών ή θεωρήσεων που εκδόθηκαν από αυτό το Μέρος και που αφορούν την εκτέλεση καθηκόντων που σχετίζονται με τα πιστοποιητικά τους, και για την απόσυρση, αναστολή και ακύρωση τέτοιων πιστοποιητικών για τέτοιους λόγους καθώς και για την πρόληψη απάτης.

2 Κάθε Μέρος θα πάρει και θα επιβάλλει τα κατάλληλα μέτρα για την πρόληψη απάτης και άλλων παράνομων πρακτικών που σχετίζονται με τα πιστοποιητικά και τις θεωρήσεις που εκδίνονται.

3 Κάθε Μέρος θα θεσπίσει πανές ή πειθαρχικά μέτρα για πλοία που φέρουν την σημαία του ή για ναυτικούς που διαθέτουν πιστοποιητικά αυτού του Μέρους, σε περίπτωση που δεν τηρούνται οι διατάξεις της εθνικής του νομοθεσίας, που θέτουν σε ισχύ την Σύμβαση.

4 Συγκεκριμένα, τέτοιες πανές ή πειθαρχικά μέτρα θα καθορίζονται και εφαρμόζονται σε περιπτώσεις που:

.1 εταιρεία ή πλοίαρχος προσλαμβάνουν άτομο που δεν διαθέτει πιστοποιητικό που απαιτείται από τη Σύμβαση,

.2 πλοίαρχος επέτρεψε οποιαδήποτε λειτουργία ή υπηρεσία με οποιαδήποτε ειδικότητα που απαιτείται από αυτούς τους κανονισμούς να εκτελείται από άτομο που διαθέτει το κατάλληλο πιστοποιητικό και να εκτελείται από άτομο που δεν κατέχει το απαιτούμενο πιστοποιητικό ή εξαίρεση σε ισχύ ή δεν έχει τα αποδεικτικά στοιχεία που απαιτούνται σύμφωνα με τον κανονισμό I/10 παράγραφο 5, ή

.3 άτομο πέτυχε, με απάτη ή πλαστογραφημένα έγγραφα, πρόσληψη μέσω της οποίας εκτελεί οποιαδήποτε λειτουργία ή υπηρετεί υπό οποιαδήποτε ειδικότητα, η οποία απαιτείται από αυτούς τους κανονισμούς να εκτελείται από άτομο που διαθέτει κατάλληλο πιστοποιητικό ή εξαίρεση.

5 Κάθε Μέρος, στην επικράτεια του οποίου λειτουργεί οποιαδήποτε εταιρεία ή άτομο που θεωρούνται, με βάση σαφείς αποδείξεις, ότι είναι υπεύθυνα ή είναι γνώστες οποιασδήποτε εμφανούς μη συμμόρφωσης με την Σύμβαση που προβλέπεται στην παράγραφο 4, θα συνεργάζεται με κάθε τρόπο με οποιαδήποτε Μέλος το ενημερώνει για τις προθέσεις του να αρχίσει διαδικασίες κατά την δικαιοδοσία του.

Κανονισμός I/6

Εκπαίδευση και αξιολόγηση

Κάθε Μέρος θα εξασφαλίσει ότι:

.1 η εκπαίδευση και αξιολόγηση των ναυτικών όπως απαιτούνται από την Σύμβαση, διακείται, εποπτεύεται και παρακολουθείται σύμφωνα με τις διατάξεις του μέρους A-I/6 του Κώδικα της STCW, και

.2 α υπεύθυνα για την εκπαίδευση των ναυτικών και την αξιολόγηση της ικανότητάς τους, όπως απαιτούνται σύμφωνα με την Σύμβαση, διαθέτουν τα κατάλληλα προσόντα σύμφωνα με τις διατάξεις του μέρους A-I/6 του Κώδικα STCW για τον αντίστοιχο τύπο και επίπεδο εκπαίδευσης ή αξιολόγησης.

Κανονισμός I/7

Μετάδοση πληροφοριών

1 Εκτός από τις πληροφορίες που απαιτείται να ανακινώνονται σύμφωνα με το άρθρο IV, κάθε Μέρος θα υποβάλλει στον Γενικό Γραμματέα, εντός των χρονικών προθεσμιών που προσδιορίζονται, και στον τύπο που καθορίζεται στο τμήμα A-I/7 του Κώδικα STCW, οποιασδήποτε άλλες πληροφορίες, που ενδεχομένως απαιτούνται από τον Κώδικα, για άλλα μέτρα που λαμβάνονται από το Μέρος, προκειμένου να εφαρμοσθεί πλήρως και ορθά η Σύμβαση.

2 Όταν ολοκληρωμένες πληροφορίες, όπως καθορίζονται στο άρθρο IV και στο τμήμα A-I/7 του Κώδικα STCW έχουν ληφθεί και επιβεβαιώνεται απόλυτα από αυτές η πλήρης και τέλεια εφαρμογή των διατάξεων της Σύμβασης, ο Γενικός Γραμματέας θα υποβάλει σχετική αναφορά στην Επιτροπή Ναυτικής Ασφάλειας.

3 Ύστερα από επακόλουθη επιβεβαίωση από την Επιτροπή Ναυτικής Ασφάλειας, σύμφωνα με διαδικασίες που υιοθετούνται από την Επιτροπή, όποιες πληροφορίες που έχουν δοθεί καταδεικνύουν πλήρη και ορθή εφαρμογή των διατάξεων της Σύμβασης:

.1 η Επιτροπή Ναυτικής Ασφάλειας ορίζει τα ενδιαφερόμενα Μέρη,

.2 επανεξετάζει τη λίστα των Μερών, που ανακοίνωσαν τις πληροφορίες που καταδεικνύουν πλήρη και ορθή εφαρμογή των σχετικών διατάξεων της Σύμβασης, ώστε να παραμείνουν στη λίστα μόνο τα ενδιαφερόμενα Μέρη,

.3 άλλα Μέρη θα δικαιούνται, σύμφωνα με τις διατάξεις των κανονισμών I/4 και I/10 να αποδεχθούν κατ' αρχήν, ότι τα πιστοποιητικά που εκδόθηκαν από ή για λογαριασμό των αναφερομένων Μερών στην παράγραφο 3.1, συμμορφώνονται με την Σύμβαση.

4 Τροποποιήσεις της Σύμβασης και του Κώδικα STCW, με ημερομηνίες έναρξης ισχύος μεταγενέστερες της ημερομηνίας που ανακαίνωθηκαν οι πληροφορίες στο Γενικό Γραμματέα, ή θα ανακαίνωθούν, σύμφωνα με τις διατάξεις της παραγράφου 1, δεν υπόκεινται στις διατάξεις του μέρους A-I/7, παράγραφοι 1 και 2.

Κανονισμός I/8

Πρότυπα ποιότητας

1 Κάθε Μέρος θα εξασφαλίσει ότι:

.1 σύμφωνα με τις διατάξεις του τμήματος A-I/8 του Κώδικα STCW, η εκπαίδευση, αξιολόγηση ικανότητας, πιστοποίηση, συμπεριλαμβανομένης της ιατρικής πιστοποίησης, θεώρησης και διαδικασίες ανανέωσης που πραγματοποιούνται από μη κυβερνητικούς φορείς ή οργανώσεις, με την εξουσιοδότηση της Αρχής, θα επιτηρούνται συνεχώς μέσω ενός συστήματος προτύπων ποιότητας για να εξασφαλιστεί η επίτευξη των προσδιορισμένων αντικειμενικών σκοπών, περιλαμβανομένων και αυτών που αφορούν τα προσόντα και την εμπειρία των εκπαιδευτών και βαθμολογητών, και

.2 όπου κυβερνητικοί φορείς ή οργανώσεις πραγματοποιούν τέτοιες δραστηριότητες θα υπάρχει σύστημα εξασφάλισης των προτύπων ποιότητας.

2 Κάθε Μέρος θα εξασφαλίζει επίσης ότι πραγματοποιείται περιοδική αξιολόγηση σύμφωνα με τις διατάξεις του μέρους A I/8 του Κώδικα STCW από προσοντούχα άτομα, που δεν εμπλέκονται στις εν λόγω δραστηριότητες. Αυτή η αξιολόγηση θα περιλαμβάνει όλες τις αλλαγές των εθνικών κανονισμών και διαδικασιών σύμφωνα με τις τροποποιήσεις της Σύμβασης και του Κώδικα STCW, με ημερομηνίες έναρξης-ισχύος μεταγενέστερες της ημερομηνίας που ανακαίνωθηκε στο Γενικό Γραμματέα.

3 Η αναφορά που θα περιέχει τα αποτελέσματα της αξιολόγησης που απαιτούνται από την παράγραφο 2 θα ανακαίνωνται στο Γενικό Γραμματέα, σύμφωνα με τη μορφή που ορίζεται στο τμήμα A-I/7 του Κώδικα STCW.

Κανονισμός I/9

Ιατρικά πρότυπα

1 Κάθε Μέρος θα θεσπίσει πρότυπα υγειονομικής καταλληλότητας για τους ναυτικούς και διαδικασίες για την έκδοση ενός ιατρικού πιστοποιητικού σύμφωνα με τις διατάξεις αυτού του κανονισμού και του τμήματος A-I/9 του Κώδικα STCW.

2 Κάθε Μέρος θα εξασφαλίσει ότι οι υπεύθυνοι για την αξιολόγηση της υγειονομικής καταλληλότητας των ναυτικών, είναι γιατροί αναγνωρισμένα από το Μέρος, με σκοπό να εκτελούν τις ιατρικές εξετάσεις των ναυτικών, σύμφωνα με τις διατάξεις του τμήματος A-I/9 του Κώδικα STCW.

3 Κάθε ναυτικός που υπηρετεί στη θάλασσα και είναι κάτοχος πιστοποιητικού που εκδίδεται σύμφωνα με τις διατάξεις της Σύμβασης, θα πρέπει επίσης να έχει σε ισχύ ένα ιατρικό πιστοποιητικό που εκδίδεται σύμφωνα με τις διατάξεις αυτού του κανονισμού και του τμήματος A-I/9 του κώδικα STCW.

4 Κάθε υποψήφιος για πιστοποίηση, θα πρέπει:

- .1 να μην είναι μικρότερος από 16 ετών,
- .2 να παρέχει ικανοποιητικά αποδεικτικά στοιχεία της ταυτότητας του/ της, και
- .3 να πληροί τα πρότυπα υγειονομικής καταλληλότητας που θεσπίζονται από το Μέρος.

5 Τα ιατρικά πιστοποιητικά θα παραμένουν σε ισχύ με μέγιστη διάρκεια τα δύο χρόνια, εκτός και αν ο ναυτικός είναι κάτω από 18 ετών, σε αυτή την περίπτωση η μέγιστη περίοδος ισχύος θα είναι ένας χρόνος.

6 Αν η περίοδος ισχύος ενός ιατρικού πιστοποιητικού λήγει κατά τη διάρκεια ενός πλου, τότε το ιατρικό πιστοποιητικό θα συνεχίσει να είναι σε ισχύ μέχρι τον επόμενο λιμένα κατάπλου όπου βρίσκεται ένας διαθέσιμος ιατρός αναγνωρισμένος από το Μέρος με την προϋπόθεση ότι η περίοδος δεν θα υπερβεί τους τρεις μήνες.

7 Σε επείγουσες περιπτώσεις η Αρχή μπορεί να επιτρέψει σ' ένα ναυικό να δουλεύει χωρίς να είναι το ιατρικό πιστοποιητικό σε ισχύ μέχρι τον επόμενο λιμένα κατάπλου, όπου υπάρχει διαθέσιμος ιατρός αναγνωρισμένος από το Μέρος, με την προϋπόθεση ότι:

- .1 η περίοδος αυτής της άδειας δεν ξεπερνάει τους τρεις μήνες, και
- .2 ο ενδιαφερόμενος ναυτικός έχει στην κατοχή του ένα ληγμένο ιατρικό πιστοποιητικό πρόσφατης ημερομηνίας.

Κανονισμός I/10

Αναγνώριση πιστοποιητικών

1 Κάθε Αρχή θα εξασφαλίζει ότι οι διατάξεις αυτού του κανονισμού τηρούνται προκειμένου να αναγνωρίσει με θεώρηση, σύμφωνα με τον κανονισμό I/2 παράγραφος 7, πιστοποιητικό που εκδόθηκε από ή υπό την αρχή άλλου Μέρους σε πλοίαρχο, αξιωματικό ή χειριστή ραδιοεπικοινωνιών και ότι:

- .1 η Αρχή έχει επιβεβαιώσει, μέσω αξιολόγησης αυτού του Μέρους, η οποία μπορεί να περιλαμβάνεται επιθεώρηση των εγκαταστάσεων και διαδικασιών, ότι οι απαιτήσεις της Σύμβασης που αφορούν τα πρότυπα ικανότητας, την εκπαίδευση και πιστοποίηση και τα πρότυπα ποιότητας τηρούνται απόλυτα, και
- .2 έχει συμφωνηθεί με το ενδιαφερόμενο Μέρος ότι θα παρέχεται έγκαιρη προαδοποίηση όσον αφορά σημαντικές αλλαγές στις ρυθμίσεις εκπαίδευσης και πιστοποίησης που προβλέπονται σύμφωνα με την Σύμβαση.

2 Θα θεσπιστούν μέτρα με τα οποία θα εξασφαλίζεται ότι οι ναυικοί που προσκομίζουν για αναγνώριση πιστοποιητικά που εκδόθηκαν σύμφωνα με τις διατάξεις των κανονισμών I/2, II/2 ή III/3 ή εκδόθηκαν σύμφωνα με τον κανονισμό VII/1 σε διακηρικό επίπεδο, όπως ορίζεται στον Κώδικα STCW, γνωρίζουν την ναυτική νομοθεσία, της Αρχής που είναι υπεύθυνη για τα καθήκοντα που τους επιτρέπεται να εκτελούν.

3 Οι πληροφορίες που δίνονται και τα μέτρα που έχουν συμφωνηθεί με αυτόν τον κανονισμό θα ανακαινώνονται στο Γενικό Γραμματέα σύμφωνα με τις απαιτήσεις του κανονισμού I/7.

4 Τα πιστοποιητικά που εκδόθηκαν από ή υπό την αρχή ενός μη Μέρους δεν θα αναγνωρίζονται.

5 Παρά την απαίτηση του κανονισμού I/2, παράγραφος 7, μια Αρχή μπορεί, αν οι συνθήκες το απαιτούν, με την επιφύλαξη των διατάξεων της παραγράφου 1, να επιτρέψει σε ναυικό να υπηρετήσει, για χρονικό διάστημα όχι μεγαλύτερο των τριών μηνών σε πλοίο που φέρει την σημαία της, εάν διαθέτει κατάλληλο και ισχύον πιστοποιητικό που εκδόθηκε και θεωρήθηκε, όπως απαιτείται, από άλλο Μέρος για χρήση σε πλοία αυτού του Μέρους, αλλά που δεν έχει ακόμη θεωρηθεί ώστε να καταστεί κατάλληλο για υπηρεσία σε πλοία που δικαιούνται να φέρουν την σημαία της Αρχής. Τα αποδεικτικά στοιχεία θα είναι άμεσα διαθέσιμα όσον αφορά την κατάθεση αίτησης στην Αρχή για την έκδοση θεώρησης.

6 Τα πιστοποιητικά και οι θεωρήσεις που εκδίδονται από Αρχή, σύμφωνα με τις διατάξεις αυτού του κανονισμού, για την αναγνώριση πιστοποιητικού ή που επιβεβαιώνουν την αναγνώριση πιστοποιητικού που εκδόθηκε από άλλο Κράτος μέλος, δεν θα χρησιμοποιούνται σαν βάση για περαιτέρω αναγνώριση από άλλη Αρχή.

Κανονισμός I/11

Επανεπικύρωση πιστοποιητικών

1 Κάθε πλοίαρχος, αξιωματικός και χειριστής ραδιοεπικοινωνιών που είναι κάτοχος πιστοποιητικού που εκδόθηκε ή αναγνωρίστηκε σύμφωνα με οποιοδήποτε κεφάλαιο αυτής της Σύμβασης, εκτός του κεφαλαίου VI, που υπηρετεί σε πλοίο ή προτίθεται να επιστρέψει σε θαλάσσια υπηρεσία ύστερα από κάποιο χρονικό διάστημα που διήνυσε στην ξηρά, για να συνεχίσει να έχει προσόντα για θαλάσσια υπηρεσία, θα απαιτείται κατά διαστήματα που δεν θα υπερβαίνει το κάθε ένα τα πέντε έτη κάθε φορά να:

1. πληροί τα πρότυπα Ιατρικής καταλληλότητας που ορίζονται από τον κανονισμό I/9, και
2. αποδρακνύει συνεχιζόμενη επαγγελματική ικανότητα σύμφωνα με το τμήμα A-I/11 του Κώδικα STCW.

2 Κάθε πλοίαρχος, αξιωματικός και χειριστής ραδιοεπικοινωνιών για να συνεχίσει θαλάσσια υπηρεσία σε πλοία για τα οποία έχουν διεθνώς συμφωνηθεί ειδικές απαιτήσεις εκπαίδευσης θα έχει ολοκληρώσει με επιτυχία εγκεκριμένη σχετική εκπαίδευση.

3 Κάθε πλοίαρχος και αξιωματικός, για συνεχόμενη θαλάσσια υπηρεσία σε δεξαμενόπλοια, θα πρέπει να πληροί τις απαιτήσεις της παραγράφου 1 αυτού του κανονισμού και απαιτείται για να θεμελιώσει συνεχόμενη επαγγελματική ικανότητα σε δεξαμενόπλοια, τα διαλείμματα να μην ξεπερνούν τα πέντε χρόνια, σύμφωνα με το τμήμα A-I/11, παράγραφο 3 του Κώδικα STCW.

4 Κάθε Μέρος θα συγκρίνει τα πρότυπα ικανότητας που απαιτούσε από υποψηφίους για πιστοποιητικά που εκδόθηκαν πριν την 1η Ιανουαρίου 2017 με εκείνα που καθορίζονται για το αντίστοιχο πιστοποιητικό στο μέρος A του Κώδικα STCW και θα προσδιορίσει την ανάγκη να ζητήσει από τους κατόχους τέτοιων πιστοποιητικών να υποστούν κατάλληλη εκπαίδευση ανανέωσης και εκσυγχρονισμού των γνώσεών τους ή αξιολόγηση.

5 Το Μέρος, σε συνεργασία με τους ενδιαφερόμενους, θα εκπονήσει ή θα προάγει την οργάνωση κύκλων σπουδών επιμόρφωσης για ανανέωση και εκσυγχρονισμό των γνώσεων όπως προβλέπεται στο τμήμα A-I/11 του Κώδικα STCW.

6 Με σκοπό τον εκσυγχρονισμό των γνώσεων πλοίαρχων, αξιωματικών και χειριστών ραδιοεπικοινωνιών, κάθε Αρχή θα εξασφαλίσει ότι τα κείμενα των πρόσφατων αλλαγών στους εθνικούς και διεθνείς κανονισμούς που αφορούν την ασφάλεια της ζωής στην θάλασσα προστασία (security) και την προστασία του θαλάσσιου περιβάλλοντος, είναι στην διάθεση των πλοίων που φέρουν την σημαία της.

Κανονισμός I/12

Χρήση προσομοιωτών

1. Τα πρότυπα λειτουργίας και άλλες διατάξεις που αναφέρονται στο τμήμα A-I/12, καθώς και άλλες απαιτήσεις όπως μνημονεύονται στο μέρος A του Κώδικα STCW, για οποιοδήποτε σχετικό πιστοποιητικό, θα τηρούνται ως προς:

1. όλη την υποχρεωτική εκπαίδευση που βασίζεται σε προσομοιωτή,
2. όποια αξιολόγηση ικανότητας απαιτείται από το μέρος A του Κώδικα STCW, και πραγματοποιείται χρησιμοποιώντας προσομοιωτή και
3. όποια επίδειξη συνεχούς ικανότητας, χρησιμοποιώντας προσομοιωτή, που απαιτείται από το μέρος A του Κώδικα STCW.

Κανονισμός I/13

Πραγματοποίηση δοκιμών

1 Οι κανονισμοί αυτοί δεν θα εμποδίζουν την Αρχή να εξουσιοδοτεί πλοία, που φέρουν τη σημαία της, να συμμετέχουν σε δοκιμές.

2 Για τους σκοπούς αυτού του κανονισμού ο όρος "δοκιμή" σημαίνει πείραμα ή σειρά παραμάτων που πραγματοποιούνται σε μία περιορισμένη χρονική περίοδο, και που μπορεί να περιλαμβάνουν την χρήση αυτοματοποιημένων ή ολοκληρωμένων συστημάτων προκειμένου να αξιολογηθούν εναλλακτικές μέθοδοι εκτέ-

λεσης συγκεκριμένων καθηκόντων ή ικανοποίησης ειδικών ρυθμίσεων, που ορίζονται από την Σύμβαση, και που θα παρέχουν τουλάχιστον τον αυτό βαθμό ασφάλειας και πρόληψης ρύπανσης όπως προβλέπεται από αυτούς τους κανονισμούς.

3 Η Αρχή που εξουσιοδοτεί πλοία να λάβουν μέρος σε δοκιμές θα βεβαιώνεται ότι οι δοκιμές πραγματοποιούνται κατά τρόπο που παρέχει τουλάχιστον τον ίδιο βαθμό ασφάλειας και πρόληψης ρύπανσης όπως προβλέπεται από αυτούς του κανονισμούς. Οι δοκιμές αυτές θα πραγματοποιούνται σύμφωνα με οδηγίες που έχουν υιοθετηθεί από τον Οργανισμό.

4 Τα στοιχεία τέτοιων δοκιμών θα αναφέρονται στον Οργανισμό το νωρίτερο πρακτικά δυνατόν, αλλά όχι σε διάστημα λιγότερο από έξι μήνες πριν από την ημερομηνία κατά την οποία οι δοκιμές έχει προγραμματισθεί να αρχίσουν. Ο Οργανισμός θα ανακοινώνει τέτοιου είδους στοιχεία σε όλα τα Μέρη.

5 Τα αποτελέσματα δοκιμών που έχουν εξουσιοδοτηθεί σύμφωνα με την παράγραφο 1, και οποιασδήποτε συστάσεις που η Αρχή μπορεί να έχει όσον αφορά τα αποτελέσματα αυτά, θα αναφέρονται στον Οργανισμό που θα ανακοινώνει αυτά τα αποτελέσματα και τις συστάσεις σε όλα τα Μέρη.

6 Οποιοδήποτε Μέρος έχει οποιασδήποτε ανηρρήσεις σε συγκεκριμένες δοκιμές που έχουν εξουσιοδοτηθεί σύμφωνα με αυτό τον κανονισμό πρέπει να ανακοινώνει την αντίρρηση αυτή στον Οργανισμό το νωρίτερο πρακτικά δυνατόν. Ο Οργανισμός θα κοινοποιεί στοιχεία της αντίρρησης σε όλα τα Μέρη.

7 Αρχή που έχει εξουσιοδοτήσει δοκιμή θα σέβεται τις ανηρρήσεις που λαμβάνει από άλλα Μέρη και που έχουν σχέση με τέτοιου είδους δοκιμή κατευθύνοντας πλοία, που δικαιούνται να φέρουν την σημαία της, να μη συμμετέχουν σε δοκιμές όταν ναυσιπλοούν σε ύδατα παράκτιας χώρας η οποία έχει ανακοινώσει τις ανηρρήσεις της στον Οργανισμό.

8 Αρχή που συμπεραίνει, με βάση τη δοκιμή ότι ένα συγκεκριμένο σύστημα θα παρέχει τουλάχιστον τον αυτό βαθμό ασφάλειας και πρόληψης ρύπανσης όπως προβλέπεται από αυτούς τους κανονισμούς μπορεί να εξουσιοδοτεί, πλοία που δικαιούνται να φέρουν τη σημαία της, να συνεχίσουν να λειτουργούν με τέτοιο σύστημα απεριορίστα, αλλά θα υπόκεινται στις παρακάτω απαιτήσεις:

.1 Η Αρχή, αφού τα αποτελέσματα των δοκιμών θα έχουν υποβληθεί σύμφωνα με την παράγραφο 5, θα δίδει στοιχεία οποιασδήποτε τέτοιου είδους εξουσιοδότησης, περιλαμβάνοντας και τα στοιχεία των συγκεκριμένων πλοίων που έχουν εξουσιοδοτηθεί στον Οργανισμό, ο οποίος θα κοινοποιεί αυτές τις πληροφορίες σε όλα τα Μέρη,

.2 όποιες λειτουργίες εξουσιοδοτήθηκαν σύμφωνα με αυτή τη παράγραφο θα πραγματοποιούνται σύμφωνα με οποιασδήποτε οδηγίες αναπτύχθηκαν από τον Οργανισμό, στην ίδια έκταση που ισχύουν κατά την διάρκεια της δοκιμής,

.3 τέτοιες λειτουργίες θα σέβονται οποιασδήποτε ανηρρήσεις λαμβάνονται από άλλα Μέρη σύμφωνα με την παράγραφο 7, στον βαθμό που αυτές οι ανηρρήσεις δεν έχουν αποσυρθεί, και

.4 λειτουργία που έχει εξουσιοδοτηθεί σύμφωνα με αυτή την παράγραφο θα επιτρέπεται μόνο εν αναμονή καθορισμού από την Επιτροπή Ναυτικής Ασφαλείας ως προς το κατά πόσον μία τροποποίηση της Σύμβασης θα είναι κατάλληλη, και, εάν ναι, κατά πόσον η λειτουργία θα ανασταλεί ή θα επιτραπεί να συνεχισθεί πριν η τροποποίηση τεθεί σε ισχύ.

9 Με αίτηση οποιασδήποτε Μέρους, η Επιτροπή Ναυτικής Ασφαλείας θα καθορίζει ημερομηνία εξέτασης των αποτελεσμάτων της δοκιμής και την εξαγωγή συμπερασμάτων.

Κανονισμός II/14

Ευθύνες εταιριών

1 Κάθε Αρχή σύμφωνα με τις διατάξεις του τμήματος A-II/14 θα θεωρεί τις εταιρείες υπεύθυνες για την ανάθεση εργασίας σε ναυτικούς στα πλοία τους, σύμφωνα με τις διατάξεις της παρούσας Σύμβασης και θα απαιτεί όπως κάθε εταιρία εξασφαλίζει ότι:

.1 κάθε ναυτικός που του ανατίθεται εργασία σε οποιοδήποτε πλοίο της διαθέτει κατάλληλο πιστοποιητικό σύμφωνα με τις διατάξεις της Σύμβασης και όπως έχει οριστεί από την Αρχή,

.2 τα πλοία της επανδρώνονται σύμφωνα με τις ισχύουσες απαιτήσεις ασφαλούς επάνδρωσης της Αρχής.

.3 οι ναυπηγοί που τους ανατίθεται εργασία σε οποιοδήποτε πλοίο να έχουν λάβει την κατάλληλη εκπαίδευση ανανέωσης και εκσυγχρονισμού γνώσεων, όπως απαιτείται από την Σύμβαση,

.4 θα τηρούνται έγγραφα και στοιχεία σχετικά με όλους τους ναυπηγούς που απασχολούνται στα πλοία της, θα είναι άμεσα διαθέσιμα και θα περιλαμβάνουν χωρίς να περιορίζονται σε στοιχεία και τεκμηρίωση της εμπειρίας τους, εκπαίδευσης, υγειονομικής καταλληλότητας και ικανότητας στα καθήκοντα που τους έχουν ανατεθεί,

.5 οι ναυπηγοί που κατά την ανάληψη εργασίας σε οποιοδήποτε από τα πλοία της είναι εξαικωμένοι με τα συγκεκριμένα καθήκοντά τους και με όλες τις διατάξεις, εγκαταστάσεις, εξοπλισμό, διαδικασίες και χαρακτηριστικά του πλοίου που είναι σχετικά με τα συνήθη καθήκοντά τους και τα καθήκοντά τους σε κατάσταση ανάγκης,

.6 το πλήρωμα του πλοίου είναι σε θέση να συντονίσει αποτελεσματικά τις δραστηριότητές του σε κατάσταση ανάγκης και να εκτελέσει καθήκοντα ζωικής σημασίας για την ασφάλεια και την αποφυγή ή τον περιορισμό της ρύπανσης, και

.7 όταν τα πλοία ταξιδεύουν πρέπει να υπάρχει σε κάθε περίπτωση επαρκής προφορική επικοινωνία σύμφωνα με το κεφάλαιο V, κανονισμό 14, παράγραφοι 3 και 4 της Διεθνούς Σύμβασης για την Ασφάλεια της Ζωής στη Θάλασσα, 1974 (SOLAS), όπως τροποποιήθηκε.

Κανονισμός I/15

Μεταβατικές διατάξεις

1 Μέχρι την 1^η Ιανουαρίου 2017, Μέρος μπορεί να συνεχίσει να εκδίδει, αναγνωρίζει και θεωρεί πιστοποιητικά σύμφωνα με τις διατάξεις της Σύμβασης που ίσχυε αμέσως πριν τη 1^η Ιανουαρίου 2012, όσον αφορά εκείνους τους ναυπηγούς που άρχισαν εγκεκριμένη θαλάσσια υπηρεσία, εγκεκριμένη εκπαίδευση και πρόγραμμα άσκησης ή εγκεκριμένο κύκλο εκπαίδευσης πριν την 1^η Ιουλίου 2013.

2 Μέχρι την 1^η Ιανουαρίου 2017, Μέρος μπορεί να συνεχίζει να ανανεώνει, επεκτείνει και επανακυρώνει την ισχύ πιστοποιητικών και θεωρήσεων σύμφωνα με τις διατάξεις της Σύμβασης που ίσχυε αμέσως πριν την 1^η Ιανουαρίου 2012.

ΚΕΦΑΛΑΙΟ II

ΠΛΟΙΑΡΧΟΣ ΚΑΙ ΤΜΗΜΑ ΚΑΤΑΣΤΡΩΜΑΤΟΣ

Κανονισμός III/1

Υποχρεωτικές ελάχιστες απαιτήσεις για την πιστοποίηση αξιωματικών που εκτελούν φυλακή ναυσιπλοΐας σε πλοία 500 ο.χ. και άνω.

1 Κάθε αξιωματικός που είναι υπεύθυνος φυλακής ναυσιπλοΐας και υπηρετεί σε ποντοπόρα πλοία 500 ο.χ. και άνω θα διαθέτει πιστοποιητικό ικανότητας.

2 Κάθε υποψήφιος για πιστοποίηση:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών,

.2 θα διαθέτει εγκεκριμένη θαλάσσια υπηρεσία, όχι λιγότερη από 12 μήνες που θα αποτελεί τμήμα εγκεκριμένου προγράμματος εκπαίδευσης το οποίο περιλαμβάνει εκπαίδευση επί πλοίου η οποία θα πληροί τις απαιτήσεις του τμήματος A-II/1 του Κώδικα STCW και θα είναι καταχωρημένη σε εγκεκριμένο βιβλίο αρχείου εκπαίδευσης, ή διαφορετικά θα έχει εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη των 36 μηνών,

.3 θα έχει εκτελέσει, κατά την διάρκεια της απαιτούμενης θαλάσσιας υπηρεσίας, καθήκοντα τήρησης φυλακής γέφυρας υπό την επίβλεψη του πλοιάρχου ή προσοντούχου αξιωματικού για χρονική περίοδο όχι μικρότερη των 6 μηνών,

.4 θα πληροί στις αντίστοιχες ισχύουσες απαιτήσεις των κανονισμών του κεφαλαίου IV, κατά περίπτωση, για την εκτέλεση καθορισμένων καθηκόντων ραδιοεπικοινωνιών σύμφωνα με τους Κανονισμούς Ραδιοεπικοινωνιών,

.5 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και θα πληροί στο πρότυπο ικανότητας που καθορίζεται στο τμήμα A-II/1 του Κώδικα STCW, και

.6 θα πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-VI/1, παράγραφος 2, τμήμα A-VI/2, παράγραφοι 1 έως 4, τμήμα A-VI/3, παράγραφοι 1 έως 4, και τμήμα A-VI/4, παράγραφοι 1 έως 3 του Κώδικα STCW.

Κανονισμός III/2

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση πλοιάρχων και υποπλοιάρχων σε πλοία 500 ο.χ. και άνω

Πλοίαρχος και υποπλοίαρχος σε πλοία 3000 ο.χ. και άνω

1 Κάθε πλοίαρχος και υποπλοίαρχος ποντοπόρου πλοίου 3000 ο.χ. και άνω θα είναι κάτοχος πιστοποιητικού ικανότητας.

2 Κάθε υποψήφιος για πιστοποίηση θα:

.1 πληροί τις απαιτήσεις για πιστοποίηση σαν αξιωματικός τήρησης φυλακής ναυσιπλοΐας σε πλοία 500 ο.χ. και άνω και θα διαθέτει εγκεκριμένη θαλάσσια υπηρεσία με αυτή την ειδικότητα:

.1.1 για πιστοποίηση ως υποπλοίαρχος, όχι λιγότερη από 12 μήνες, και

.1.2 για πιστοποίηση ως πλοίαρχος, όχι λιγότερη από 36 μήνες, όμως η περίοδος αυτή μπορεί να μειωθεί σε όχι λιγότερη από 24 μήνες, αν τουλάχιστον 12 μήνες αυτής της θαλάσσιας υπηρεσίας έχει πραγματοποιηθεί σε θέση υποπλοιάρχου, και

.2 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-II/2 του Κώδικα STCW για πλοίαρχους και υποπλοίαρχους πλοίων 3000 ο.χ. και άνω.

Πλοίαρχος και υποπλοίαρχος πλοίων μεταξύ 500 και 3000 ο.χ.

3 Κάθε πλοίαρχος και υποπλοίαρχος ποντοπόρου πλοίου μεταξύ 500 και 3000 ο.χ. θα διαθέτει πιστοποιητικό ικανότητας.

4 Κάθε υποψήφιος για πιστοποίηση θα:

.1 για πιστοποίηση ως υποπλοίαρχος, θα πληροί τις απαιτήσεις αξιωματικού τήρησης φυλακής ναυσιπλοΐας σε πλοία 500 ο.χ. και άνω,

.2 για πιστοποίηση ως πλοίαρχος θα ανταποκρίνεται στις απαιτήσεις αξιωματικού τήρησης φυλακής ναυσιπλοΐας σε πλοία 500 ο.χ. και άνω και θα διαθέτει εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη των 36 μηνών με αυτή την ειδικότητα. Όμως η περίοδος αυτή μπορεί να μειωθεί σε όχι λιγότερη από 24 μήνες αν τουλάχιστον 12 μήνες αυτής της θαλάσσιας υπηρεσίας έχουν πραγματοποιηθεί με την ιδιότητα του υποπλοιάρχου, και

.3 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και θα πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-II/2 του Κώδικα STCW για πλοιάρχους και υποπλοιάρχους πλοίων μεταξύ 500 και 3000 ο.χ..

Κανονισμός II/3

Υποχρεωτικές ελάχιστες απαιτήσεις πιστοποίησης αξιωματικών που είναι υπεύθυνοι τήρησης φυλακής ναυσιπλοΐας και πλοιάρχων πλοίων κάτω των 500 ο.χ..

Πλοία που δεν εκτελούν παράκτιους πλόες

1 Κάθε αξιωματικός υπεύθυνος τήρησης φυλακής ναυσιπλοΐας που υπηρετεί σε ποντοπόρο πλοίο κάτω των 500 ο.χ. που δεν εκτελεί παράκτιους πλόες, θα διαθέτει πιστοποιητικό ικανότητας για πλοία 500 ο.χ. και άνω.

2 Κάθε πλοίαρχος που υπηρετεί σε ποντοπόρο πλοίο μικρότερο των 500 ο.χ. που δεν εκτελεί παράκτιους πλόες θα διαθέτει πιστοποιητικό ικανότητας για υπηρεσία ως πλοίαρχος σε πλοία μεταξύ 500 και 3000 ο.χ..

Πλοία που εκτελούν παράκτιους πλόες

Αξιωματικός υπεύθυνος τήρησης φυλακής ναυσιπλοΐας

3 Κάθε αξιωματικός υπεύθυνος τήρησης φυλακής ναυσιπλοΐας ποντοπόρου πλοίου μικρότερου των 500 ο.χ. που εκτελεί παράκτιους πλόες θα διαθέτει πιστοποιητικό ικανότητας.

4 Κάθε υποψήφιος για πιστοποίηση ως αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας σε ποντοπόρο πλοίο μικρότερο των 500 ο.χ. που εκτελεί παράκτιους πλόες:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών.

.2 θα έχει ολοκληρώσει:

.2.1 ειδική εκπαίδευση, που θα περιλαμβάνει επαρκή χρονική περίοδο κατάλληλης θαλάσσιας υπηρεσίας όπως απαιτείται από την Αρχή, ή

.2.2 εγκεκριμένη θαλάσσια υπηρεσία στο τμήμα καταστρώματος όχι μικρότερη των 36 μηνών,

.3 θα πληροί τις αντίστοιχες ισχύουσες απαιτήσεις των κανονισμών του κεφαλαίου IV, για την εκτέλεση καθορισμένων καθηκόντων ραδιοεπικοινωνιών σύμφωνα με τους Κανονισμούς Ραδιοεπικοινωνιών,

.4 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-II/3 του Κώδικα STCW για αξιωματικούς που είναι υπεύθυνοι τήρησης φυλακής ναυσιπλοΐας σε πλοία μικρότερα των 500 ο.χ. που εκτελούν παράκτιους πλόες, και

.5 θα πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-VI/1, παράγραφος 2, τμήμα A-VI/2, παράγραφοι 1 έως 4, τμήμα A-VI/3, παράγραφοι 1 έως 4 και τμήμα A-VI/4, παράγραφοι 1 έως 3 του Κώδικα STCW.

Πλοίαρχος

5 Κάθε πλοίαρχος που υπηρετεί σε ποντοπόρο πλοίο μικρότερο των 500 ο.χ. που εκτελεί παράκτιους πλόες πρέπει να είναι κάτοχος πιστοποιητικού ικανότητας.

6 Κάθε υποψήφιος για πιστοποίηση ως πλοίαρχος ποντοπόρου πλοίου μικρότερου των 500 ο.χ. που εκτελεί παράκτιους πλόες:

- .1 δεν θα είναι ηλικίας μικρότερης των 20 ετών,
- .2 θα έχει εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη των 12 μηνών ως αξωματικός τήρησης φυλακής ναυσιπλοΐας,
- .3 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και θα πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-II/3 του Κώδικα STCW για πλοίαρχους πλοίων μικρότερων των 500 ο.χ. που εκτελούν παράκτιους πλόες, και
- .4 θα πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-VI/1, παράγραφος 2, τμήμα A-VI/2, παράγραφοι 1 έως 4, τμήμα A-VI/3, παράγραφοι 1 έως 4, και τμήμα A-VI/4, παράγραφοι 1 έως 3 του Κώδικα STCW.

Εξαιρέσεις

7 Η Αρχή, εάν θεωρεί ότι το μέγεθος του πλοίου και οι συνθήκες του πλου του είναι τέτοιες που καθιστούν την εφαρμογή του συνόλου των απαιτήσεων του κανονισμού αυτού και του τμήματος A-II/3 του Κώδικα STCW μη λογική ή πρακτικά αδύνατη, μπορεί σε αυτόν τον βαθμό να εξαιρέσει τον πλοίαρχο και τον υπεύθυνο της φυλακής ναυσιπλοΐας σε τέτοιο πλοίο ή κατηγορία πλοίων από κάποιες απαιτήσεις, λαμβάνοντας υπ' όψη την ασφάλεια όλων των πλοίων που κινούνται στην ίδια θαλάσσια περιοχή.

Κανονισμός II/4

*Υποχρεωτικές ελάχιστες απαιτήσεις πιστοποίησης για μέλη πληρώματος που αποτελούν τμήμα φυλακής ναυσιπλοΐας**

1 Κάθε μέλος πληρώματος που αποτελεί μέλος φυλακής ναυσιπλοΐας σε ποντοπόρο πλοίο 500 ο.χ. και άνω, εκτός εκείνων που είναι υπό εκπαίδευση και μέλη πληρώματος τα καθήκοντα των οποίων ενώ εκτελούν φυλακή είναι ανειδίκευτου χαρακτήρα, θα διαθέτουν τα κατάλληλα πιστοποιητικά για να εκτελούν τέτοια καθήκοντα.

2 Κάθε υποψήφιος για πιστοποίηση:

- .1 δεν θα είναι μικρότερος των 16 ετών,
- .2 θα έχει ολοκληρώσει:
 - .2.1 εγκεκριμένη θαλάσσια υπηρεσία που θα περιλαμβάνει όχι λιγότερη από έξι μήνες εκπαίδευση και εμπειρία, ή
 - .2.2 θα έχει υποστεί ειδική εκπαίδευση, είτε πριν από την ναυτολόγηση είτε στο πλοίο, περιλαμβανομένης και αναγνωρισμένης θαλάσσιας υπηρεσίας διάρκειας όχι λιγότερης των δύο μηνών, και
- .3 θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-II/4 του Κώδικα STCW.

3 Η θαλάσσια υπηρεσία, εκπαίδευση και εμπειρία που απαιτείται από τις υποπαραγράφους 2.2.1. και 2.2.2. θα είναι σχετικές με λειτουργίες τήρησης φυλακής ναυσιπλοΐας και θα περιέχουν την εκτέλεση καθηκόντων που εκτελούνται υπό την άμεση επίβλεψη του πλοίαρχου, του αξιωματικού υπευθύνου φυλακής ναυσιπλοΐας ή προσοντούχου μέλους του πληρώματος.

Κανονισμός III/5

Υποχρεωτικές ελάχιστες απαιτήσεις πιστοποίησης για ειδικευμένο ναυικό καταστρώματος

* Οι αναφερόμενες απαιτήσεις δεν είναι αυτές για την πιστοποίηση του ειδικευμένου ναυικού, όπως περιλαμβάνονται στην κατά ILO Σύμβαση πιστοποίησης του ειδικευμένου ναυικού, 1946, ή οποιαδήποτε άλλη σύμβαση.

1 Κάθε ειδικευμένος ναυτικός καταστρώματος που υπηρετεί σε ποντοπόρο πλοίο 500 ο.χ. και άνω θα είναι κατάλληλα πιστοποιημένος.

2 Κάθε υποψήφιος για πιστοποίηση:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών,

.2 θα πληροί τις απαιτήσεις πιστοποίησης για μέλος πληρώματος που αποτελεί τμήμα φυλακής ναυσιπλοΐας,

.3 για να έχει τα προσόντα να υπηρετεί ως μέλος πληρώματος που αποτελεί τμήμα φυλακής ναυσιπλοΐας θα πρέπει να έχει εγκεκριμένη θαλάσσια υπηρεσία σε τμήμα καταστρώματος:

.3.1 όχι λιγότερη των 18 μηνών, ή

.3.2 όχι λιγότερη των 12 μηνών και να έχει ολοκληρωμένη αναγνωρισμένη εκπαίδευση, και

.4 να πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-II/5 του Κώδικα STCW.

3 Κάθε Μέρος θα συγκρίνει τα πρότυπα ικανότητας που απαιτούνται από τους Ειδικευμένους Ναυτικούς (Able Seamen) για πιστοποιητικά που εκδόθηκαν πριν την 1η Ιανουαρίου 2012, με τα πρότυπα που καθορίζονται για το αντίστοιχο πιστοποιητικό στο τμήμα A-II/5 του Κώδικα STCW, και θα αποφασίζει αν υπάρχει ανάγκη, το προσωπικό να αναβαθμίσει τα προσόντα του.

4 Μέχρι την 1^η Ιανουαρίου 2012, ένα Μέρος που είναι επίσης Μέρος της International Labour Organization Certification of Able Seamen Convention, 1946 (No 74), μπορεί να συνεχίζει να εκδίδει, να αναγνωρίζει και να θεώνει πιστοποιητικά σύμφωνα με τις διατάξεις της εν λόγω Σύμβασης.

5 Μέχρι την 1^η Ιανουαρίου 2017, ένα Μέρος που είναι επίσης Μέρος της International Labour Organization Certification of Able Seamen Convention, 1946 (No 74) μπορεί να συνεχίζει να ανανεώνει και να επαναεπικυρώνει πιστοποιητικά και θεωρήσεις σύμφωνα με τις διατάξεις της εν λόγω Σύμβασης.

6 Οι ναυτικοί μπορεί να θεωρηθούν από το Μέρος ότι πληρούν τις απαιτήσεις αυτού του κανονισμού αν έχουν υπηρετήσει σε αντίστοιχη θέση στο τμήμα καταστρώματος για χρονική περίοδο τουλάχιστον 12 μηνών εντός των αμέσως προηγούμενων 60 μηνών πριν από την θέση σε ισχύ της Σύμβασης από αυτό το Μέρος.

ΚΕΦΑΛΑΙΟ III

ΤΜΗΜΑ ΜΗΧΑΝΟΣΤΑΣΙΟΥ

Κανονισμός III/1

Υποχρεωτικές ελάχιστες απαιτήσεις για την πιστοποίηση αξιωματικών υπεύθυνων φυλακής μηχανοστασίου, σε επανδρωμένο μηχανοστάσιο ή οριζόμενων αξιωματικών υπηρεσίας μηχανοστασίου σε περιοδικά μη επανδρωμένο μηχανοστάσιο.

1 Κάθε αξιωματικός υπεύθυνος φυλακής μηχανοστασίου σε επανδρωμένο μηχανοστάσιο ή οριζόμενος αξιωματικός υπηρεσίας μηχανοστασίου σε περιοδικά μη επανδρωμένο μηχανοστάσιο, σε ποντοπόρο πλοίο που διαθέτει κύριες μηχανές πρόωσης ισχύος 750 KW και άνω θα διαθέτει πιστοποιητικό ικανότητας.

2 Κάθε υποψήφιος για πιστοποίηση:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών,

.2 θα έχει ολοκληρώσει εκπαίδευση εργαστηριακών δεξιοτήτων και εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη των 12 μηνών που θα αποτελεί τμήμα εγκεκριμένου προγράμματος εκπαίδευσης το οποίο περιλαμβάνει εκπαίδευση επί πλοίου η οποία θα πληροί τις απαιτήσεις του τμήματος A-III/1 του Κώδικα STCW και θα είναι καταχωρημένη σε εγκεκριμένο βιβλίο αρχείου εκπαίδευσης, ή διαφορετικά θα έχει ολοκληρώσει εκπαίδευση εργαστηριακών δεξιοτήτων και θα έχει εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη των 36 μηνών, από την οποία τουλάχιστον 30 μήνες θα είναι θαλάσσια υπηρεσία στο τμήμα μηχανοστασίου,

.3 θα έχει εκτελέσει, κατά την διάρκεια της απαιτούμενης θαλάσσιας υπηρεσίας, καθήκοντα τήρησης φυλακής μηχανοστασίου υπό την επίβλεψη του πρώτου μηχανικού ή προσοντούχου αξιωματικού μηχανής για χρονική περίοδο όχι μικρότερη των έξι μηνών,

.4 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-III/1 του Κώδικα STCW, και

.5 θα πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-VI/1, παράγραφος 2, τμήμα A-VI/2, παράγραφοι 1 έως 4, τμήμα A-VI/3, παράγραφοι 1 έως 4 και τμήμα A-VI/4, παράγραφοι 1 έως 3 του Κώδικα STCW.

Κανονισμός III/2

Υποχρεωτικές ελάχιστες απαιτήσεις για την πιστοποίηση του πρώτου και δεύτερου μηχανικού πλοίων των οποίων η κύρια μηχανή πρόωσης είναι 3000 KW και άνω

1 Κάθε πρώτος και δεύτερος μηχανικός ποντοπόρου πλοίου του οποίου η ισχύς της κύριας μηχανής πρόωσης είναι 3000 KW και άνω θα διαθέτει πιστοποιητικό ικανότητας.

2 Κάθε υποψήφιος για πιστοποίηση:

.1 θα πληροί τις απαιτήσεις πιστοποίησης αξιωματικού υπεύθυνου φυλακής μηχανής σε ποντοπόρα πλοία των οποίων η κύρια μηχανή πρόωσης είναι 750 KW και άνω και θα έχει εγκεκριμένη θαλάσσια υπηρεσία με αυτήν την ειδικότητα:

.1.1 για πιστοποίηση ως δεύτερος μηχανικός, δε θα έχει λιγότερη από 12 μήνες ως προσοντούχος αξιωματικός μηχανής, και

.1.2 για πιστοποίηση ως πρώτος μηχανικός, δε θα έχει λιγότερη από 36 μήνες: ωστόσο αυτή η περίοδος μπορεί να μειωθεί σε όχι λιγότερο από 24 μήνες αν τουλάχιστον 12 μήνες αυτής της θαλάσσιας υπηρεσίας έχει πραγματοποιηθεί ως δεύτερος μηχανικός, και

.2 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και θα ανταποκρίνεται στα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-III/2 του Κώδικα STCW.

Κανονισμός III/3

Υποχρεωτικές ελάχιστες απαιτήσεις για τη πιστοποίηση πρώτων και δεύτερων μηχανικών σε πλοία των οποίων η ισχύς της κύριας μηχανής πρόωσης είναι μεταξύ 750 KW και 3000 KW

1 Κάθε πρώτος και δεύτερος μηχανικός ποντοπόρου πλοίου του οποίου η ισχύς της κύριας μηχανής πρόωσης είναι μεταξύ 750 KW και 3000 KW θα διαθέτει πιστοποιητικό ικανότητας.

2 Κάθε υποψήφιος για πιστοποίηση:

.1 Θα ικανοποιεί τις απαιτήσεις πιστοποίησης ως αξωματικός υπεύθυνος φυλακής μηχανοστασίου και:

.1.1. για πιστοποίηση ως δεύτερος μηχανικός θα διαθέτει εγκεκριμένη θαλάσσια υπηρεσία όχι μικρότερη των 12 μηνών ως βοηθός αξωματικός μηχανής ή ως αξωματικός μηχανής και

.1.2. για πιστοποίηση ως πρώτος μηχανικός, θα διαθέτει εγκεκριμένη θαλάσσια υπηρεσία όχι μικρότερη των 24 μηνών εκ των οποίων τουλάχιστον 12 μήνες θα έχουν πραγματοποιηθεί ενώ είναι πιστοποιημένος να υπηρετεί ως δεύτερος μηχανικός, και

.2 Έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-III/3 του Κώδικα STCW.

3 Κάθε αξωματικός μηχανής που διαθέτει τα προσόντα για να υπηρετήσει ως δεύτερος μηχανικός σε πλοία των οποίων η ισχύς της κύριας μηχανής πρόωσης είναι 3000 KW και άνω, μπορεί να υπηρετήσει ως πρώτος μηχανικός σε πλοία των οποίων η ισχύς της κύριας μηχανής είναι μικρότερη των 3000 KW υπό την προϋπόθεση ότι το πιστοποιητικό έχει θεωρηθεί γι' αυτό.

Κανονισμός III/4

Ελάχιστες υποχρεωτικές απαιτήσεις για πιστοποίηση μελών πληρώματος που αποτελούν τμήμα φυλακής σε επανδρωμένο μηχανοστάσιο ή έχουν ορισθεί να εκτελούν καθήκοντα σε περιοδικά μη επανδρωμένο μηχανοστάσιο.

1 Κάθε μέλος πληρώματος που αποτελεί τμήμα φυλακής μηχανοστασίου ή έχει ορισθεί να εκτελεί καθήκοντα σε περιοδικά μη επανδρωμένο μηχανοστάσιο σε ποντοπόρο πλοίο που η κύρια μηχανή πρόωσης είναι ισχύος 750 KW και άνω, εκτός εκείνων που τελούν υπό εκπαίδευση και των μελών πληρώματος των οποίων τα καθήκοντα είναι αναδικεύτου χαρακτήρα, θα διαθέτουν κατάλληλο πιστοποιητικό για να εκτελούν τέτοια καθήκοντα.

2 Κάθε υποψήφιος για πιστοποίηση:

.1 Δεν θα είναι ηλικίας μικρότερης των 16 ετών

.2 Θα έχει ολοκληρώσει:

.2.1 εγκεκριμένη θαλάσσια υπηρεσία περιλαμβανομένης εκπαίδευσης και εμπειρίας τουλάχιστον έξι μηνών, ή

.2.2 ειδική εκπαίδευση, είτε πριν από τη ναυτολόγηση ή σε πλοίο, στην οποία θα περιλαμβάνεται αναγνωρισμένη υπηρεσία όχι μικρότερη των δύο μηνών, και

.3 Θα ανταποκρίνεται στα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-III/4 του Κώδικα STCW.

3. Η θαλάσσια υπηρεσία, εκπαίδευση και εμπειρία που απαιτούνται από τις υποπαραγράφους 2.2.1 και 2.2.2 θα σχετίζονται με τις δραστηριότητες τήρησης φυλακής μηχανοστασίου και θα περιλαμβάνουν την εκτέλεση καθηκόντων που πραγματοποιούνται υπό την άμεση επίβλεψη προσοντούχου μηχανικού ή προσοντούχου μέλους πληρώματος.

Κανονισμός III/5

Ελάχιστες υποχρεωτικές απαιτήσεις για πιστοποίηση μελών πληρώματος ως ειδικευμένων ναυτικών μηχανής σε επανδρωμένο μηχανοστάσιο ή μελών πληρώματος που έχουν ορισθεί να εκτελούν καθήκοντα σε περιοδικά μη επανδρωμένο μηχανοστάσιο.

1 Κάθε ειδικευμένος ναυτικός μηχανής που υπηρετεί σε ποντοπόρο πλοίο που η κύρια μηχανή πρόωσης είναι ισχύος 750 KW και άνω, θα είναι κατάλληλα πιστοποιημένος.

2 Κάθε υποψήφιος για πιστοποίηση:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών,

.2 θα πληροί τις απαιτήσεις πιστοποίησης για μέλος πληρώματος που αποτελεί τμήμα φυλακής σε επανδρωμένο μηχανοστάσιο ή έχει ορισθεί να εκτελεί καθήκοντα σε περιοδικά μη επανδρωμένο μηχανοστάσιο,

.3 για να έχει τα προσόντα να υπηρετεί ως μέλος πληρώματος που αποτελεί τμήμα φυλακής μηχανοστασίου θα πρέπει να έχει εγκεκριμένη θαλάσσια υπηρεσία σε μηχανοστάσιο:

.3.1 όχι λιγότερη των 12 μηνών, ή

.3.2. όχι λιγότερη των 6 μηνών και να έχει ολοκληρωμένη αναγνωρισμένη εκπαίδευση, και

.4 να πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-III/5 του Κώδικα STCW.

3 Κάθε Μέρος θα συγκρίνει τα πρότυπα ικανότητας που αυτό απαιτήσει από μέλη πληρώματος μηχανοστασίου για πιστοποιητικά που εκδόθηκαν πριν την 1η Ιανουαρίου 2012 με τα πρότυπα που καθορίζονται για το αντίστοιχο πιστοποιητικό στο τμήμα A-III/5 του Κώδικα STCW, και θα αποφασίζει αν υπάρχει ανάγκη, το προσωπικό να αναβαθμίσει τα προσόντα του.

4 Οι ναυτικοί μπορεί να θεωρηθούν από το Μέρος ότι πληρούν τις απαιτήσεις αυτού του κανονισμού αν έχουν υπηρετήσει σε αντίστοιχη ειδικότητα σε τμήμα μηχανοστασίου για χρονική περίοδο τουλάχιστον 12 μηνών εντός των αμέσως προηγούμενων 60 μηνών πριν από τη θέση σε ισχύ της Σύμβασης από αυτό το Μέρος.

Κανονισμός III/6

Ελάχιστες υποχρεωτικές απαιτήσεις για πιστοποίηση των ηλεκτροτεχνιτών αξωματικών

1 Κάθε ηλεκτροτεχνίτης αξωματικός που υπηρετεί σε ποντοπόρο πλοίο που η κύρια μηχανή πρόωσης είναι ισχύος 750 KW και άνω, θα είναι κάτοχος πιστοποιητικού ικανότητας,

2 Κάθε υποψήφιος για πιστοποίηση:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών,

.2 θα έχει ολοκληρώσει εκπαίδευση εργαστηριακών δεξιοτήτων και εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη των 12 μηνών από την οποία τουλάχιστον οι 6 μήνες θα αποτελούν τμήμα εγκεκριμένου προγράμματος εκπαίδευσης, η οποία θα πληροί τις απαιτήσεις του τμήματος A-III/6 του Κώδικα STCW και θα είναι καταχωρημένη σε εγκεκριμένο βιβλίο αρχείου εκπαίδευσης, ή διαφορετικά θα έχει ολοκληρώσει εκπαίδευση εργαστηριακών δεξιοτήτων και θα έχει εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη των 36 μηνών, από την οποία τουλάχιστον 30 μήνες θα είναι θαλάσσια υπηρεσία στο τμήμα μηχανοστασίου,

.3 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-III/6 του Κώδικα STCW, και

.4 θα πληροί τα πρότυπα ικανότητας που καθορίζονται στο τμήμα A-VII/1, παράγραφος 2, τμήμα A-VI/2, παράγραφοι 1 έως 4, τμήμα A-VI/3, παράγραφοι 1 έως 4 και τμήμα A-VI/4, παράγραφοι 1 έως 3 του Κώδικα STCW.

3 Κάθε Μέρος θα συγκρίνει τα πρότυπα ικανότητας που αυτό απαιτήσει από ηλεκτροτεχνικούς αξωματικούς για πιστοποιητικά που εκδόθηκαν πριν την 1η Ιανουαρίου 2012 με τα πρότυπα που καθορίζονται για το αντίστοιχο πιστοποιητικό στο τμήμα A-III/6 του Κώδικα STCW και θα αποφασίζει αν υπάρχει ανάγκη, το προσωπικό να αναβαθμίσει τα προσόντα του.

4 Οι ναυτικοί μπορεί να θεωρηθούν από το Μέρος ότι πληρούν τις απαιτήσεις αυτού του κανονισμού αν έχουν υπηρετήσει σε αντίστοιχη ειδικότητα στο πλοίο για χρονική περίοδο όχι μικρότερη των 12 μηνών εντός των αμέσως προηγούμενων 60 μηνών πριν από τη θέση σε ισχύ της Σύμβασης από αυτό το Μέρος, και ότι πληρούν το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-III/6 του Κώδικα STCW.

5 Παρά τις παραπάνω απαιτήσεις της παραγράφου 1 έως 4, ένα άτομο με τα κατάλληλα προσόντα μπορεί να θεωρηθεί από το Μέρος ότι είναι ικανό να εκτελεί ορισμένα καθήκοντα του τμήματος A-III/6.

Κανονισμός III/7

Ελάχιστες υποχρεωτικές απαιτήσεις για πιστοποίηση των ηλεκτροτεχνιτών μελών πληρώματος

1 Κάθε ηλεκτροτεχνίτης μέλος πληρώματος που υπηρετεί σε ποντοπόρο πλοίο, που η κύρια μηχανή πρόωσης είναι ισχύος 750 KW και άνω, θα είναι δεόντως πιστοποιημένος.

2 Κάθε υποψήφιος για πιστοποίηση:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών,

.2 θα έχει:

.2.1 ολοκληρώσει εγκεκριμένη θαλάσσια υπηρεσία περιλαμβανομένης εκπαίδευσης και εμπειρίας τουλάχιστον 12 μηνών, ή

.2.2 ολοκληρώσει αναγνωρισμένη εκπαίδευση περιλαμβανομένης θαλάσσιας υπηρεσίας που δεν θα είναι λιγότερη των 6 μηνών, ή

.2.3 προσόντα που ανταποκρίνονται στην τεχνική καταλληλότητα του πίνακα A-III/7 και αναγνωρισμένη περίοδο θαλάσσιας υπηρεσίας τουλάχιστον 3 μηνών, και

.3 θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα AIII/7 του Κώδικα STCW.

3 Κάθε Μέρος θα συγκρίνει τα πρότυπα ικανότητας που αυτό απαιτήσει από ηλεκτροτεχνικούς μέλη πληρώματος για πιστοποιητικά που εκδόθηκαν πριν την 1η Ιανουαρίου 2012 με τα πρότυπα που καθορίζονται για το αντίστοιχο πιστοποιητικό στο τμήμα A-III/7 του Κώδικα STCW και θα αποφασίζει αν υπάρχει ανάγκη, το προσωπικό να αναβαθμίσει τα προσόντα του.

4 Οι ναυτικοί μπορεί να θεωρηθούν από το Μέρος ότι πληρούν τις απαιτήσεις αυτού του κανονισμού αν έχουν υπηρετήσει σε αντίστοιχη ειδικότητα στο πλοίο για χρονική περίοδο όχι μικρότερη των 12 μηνών εντός των αμέσως προηγούμενων 60 μηνών πριν από τη θέση σε ισχύ της Σύμβασης από αυτό το Μέρος, και ότι πληρούν το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-III/7 του Κώδικα STCW.

5 Παρά τις παραπάνω απαιτήσεις των παραγράφων 1 έως 4, ένα άτομο με τα κατάλληλα προσόντα μπορεί να θεωρηθεί από το Μέρος ότι είναι ικανό να εκτελεί ορισμένα καθήκοντα του τμήματος A-III/7.

ΚΕΦΑΛΑΙΟ IV

ΡΑΔΙΟΕΠΙΚΟΙΝΩΝΙΕΣ ΚΑΙ ΧΕΙΡΙΣΤΕΣ ΡΑΔΙΟΕΠΙΚΟΙΝΩΝΙΩΝ

Επεξηγηματική σημείωση:

Οι υποχρεωτικές διατάξεις που είναι σχετικές με την τήρηση φυλακής ραδιοεπικοινωνιών καθορίζονται στους Κανονισμούς Ραδιοεπικοινωνιών και στην Διεθνή Σύμβαση περί Ασφαλείας της Ανθρώπινης Ζωής στην Θάλασσα, 1974, όπως τροποποιήθηκε. Διατάξεις συντήρησης των συσκευών ραδιοεπικοινωνιών καθορίζονται στην Διεθνή Σύμβαση περί Ασφαλείας της Ανθρώπινης Ζωής στην Θάλασσα, 1974, (SOLAS), όπως τροποποιήθηκε, και στις οδηγίες που υιοθέτησε ο Οργανισμός*.

Κανονισμός IV/1

Εφαρμογή

1 Με εξαίρεση των προβλεπόμενων της παραγράφου 2, οι διατάξεις αυτού του κεφαλαίου ισχύουν για χειριστές ραδιοεπικοινωνιών σε πλοίο που έχουν ενταχθεί στο Παγκόσμιο Ναυπλιακό Σύστημα Κινδύνου και Ασφάλειας (GMDSS) όπως ορίζεται από την Διεθνή Σύμβαση περί Ασφαλείας της Ανθρώπινης Ζωής στην Θάλασσα, 1974, όπως τροποποιήθηκε.

2 Χειριστές ραδιοεπικοινωνιών σε πλοία που δεν υποχρεούνται να συμμορφωθούν με τις διατάξεις του Παγκοσμίου Ναυπλιακού Συστήματος Κινδύνου και Ασφάλειας (GMDSS) του κεφαλαίου IV της SOLAS δεν απαιτείται να συμμορφώνονται με τις διατάξεις αυτού του κεφαλαίου. Οι χειριστές ραδιοεπικοινωνιών αυτών των πλοίων, απαιτείται να συμμορφώνονται με τους Κανονισμούς Ραδιοεπικοινωνιών. Η Αρχή θα εξασφαλίσει ότι κατάλληλα πιστοποιητικά όπως ορίζονται στους Κανονισμούς Ραδιοεπικοινωνιών εκδίδονται ή αναγνωρίζονται για αυτή την κατηγορία χειριστών ραδιοεπικοινωνιών.

Κανονισμός IV/2

Υποχρεωτικές ελάχιστες απαιτήσεις για την πιστοποίηση χειριστών ραδιοεπικοινωνιών GMDSS

1 Κάθε άτομο που προϊστάται ή εκτελεί καθήκοντα ραδιοεπικοινωνιών σε πλοίο που απαιτείται να συμμετέχει στο GMDSS θα διαθέτει κατάλληλο πιστοποιητικό που είναι σχετικό με το GMDSS, που εκδόθηκε ή αναγνωρίστηκε από την Αρχή σύμφωνα με τις διατάξεις των Κανονισμών Ραδιοεπικοινωνιών.

2 Επιπρόσθετα, κάθε υποψήφιος για πιστοποίηση σύμφωνα με αυτό τον κανονισμό για υπηρεσία σε πλοίο που υποχρεούται να διαθέτει τηλεπικοινωνιακή εγκατάσταση από την Διεθνή Σύμβαση για την Ασφάλεια της Ζωής στην Θάλασσα, 1974, όπως τροποποιήθηκε:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών, και

.2 θα έχει ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-IV/2 του Κώδικα STCW.

* Αναφέρεται στις Οδηγίες συντήρησης ραδιοεπικοινωνιών για το Παγκόσμιο Ναυπλιακό Σύστημα Κινδύνου και Ασφάλειας (GMDSS) αναφορικά με τις θαλάσσιες περιοχές A3 και A4, που υιοθετήθηκαν από τον Οργανισμό με την απόφαση A.702(17), όπως τροποποιήθηκε.

ΚΕΦΑΛΑΙΟ V

Ειδικές απαιτήσεις εκπαίδευσης για προσωπικό συγκεκριμένων τύπων πλοίων

Κανονισμός V/1-1

Υποχρεωτικές ελάχιστες απαιτήσεις εκπαίδευσης και προσόντων πλοίαρχων, αξιωματικών και μελών πληρώματος σε πετρελαιοφόρα και χημικά δεξαμενόπλοια.

1 Αξιωματικοί και μέλη πληρώματος που τους ανατίθενται συγκεκριμένα καθήκοντα και ευθύνες που σχετίζονται με το φορτίο ή με τα μέσα φορτοεκφόρτωσης σε πετρελαιοφόρα και χημικά δεξαμενόπλοια, θα πρέπει να είναι κάτοχοι πιστοποιητικού βασικής εκπαίδευσης των λειτουργιών φορτίου των πετρελαιοφόρων και χημικών δεξαμενόπλοιων.

2 Κάθε υποψήφιος για πιστοποίηση στη βασική εκπαίδευση των λειτουργιών φορτίου των πετρελαιοφόρων και χημικών δεξαμενόπλοιων θα πρέπει να έχει ολοκληρώσει την βασική εκπαίδευση σύμφωνα με τις διατάξεις του τμήματος A-V/1 του Κώδικα STCW και θα πρέπει να έχει συμπληρώσει:

.1 τουλάχιστον τρεις μήνες εγκεκριμένη θαλάσσια υπηρεσία σε πετρελαιοφόρα και χημικά δεξαμενόπλοια και να πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-V/1-1, παράγραφος 1 του Κώδικα STCW, ή

.2 εγκεκριμένη βασική εκπαίδευση των λειτουργιών φορτίου των πετρελαιοφόρων και χημικών δεξαμενόπλοιων και να πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-V/1-1, παράγραφος 1 του Κώδικα STCW.

3 Πλοίαρχοι, πρώτοι μηχανικοί, υποπλοίαρχοι, δεύτεροι μηχανικοί και κάθε άτομο με άμεση ευθύνη φόρτωσης, εκφόρτωσης και μέριμνα κατά την μεταφορά, χειρισμό φορτίου, καθαρισμό δεξαμενής ή άλλων σχετικών με το φορτίο λειτουργιών σε πετρελαιοφόρα θα πρέπει να είναι κάτοχοι πιστοποιητικού προχωρημένης εκπαίδευσης για τις λειτουργίες φορτίου σε πετρελαιοφόρο.

4 Κάθε υποψήφιος για πιστοποίηση στην προχωρημένη εκπαίδευση των λειτουργιών φορτίου των πετρελαιοφόρων θα:

.1 πληροί τις απαιτήσεις για πιστοποίηση βασικής εκπαίδευσης των λειτουργιών φορτίου των πετρελαιοφόρων και χημικών δεξαμενόπλοιων, και

.2 για να έχει τα προσόντα για πιστοποίηση βασικής εκπαίδευσης των λειτουργιών φορτίου των πετρελαιοφόρων και χημικών δεξαμενόπλοιων, θα έχει:

.2.1 τουλάχιστον τρεις μήνες εγκεκριμένη θαλάσσια υπηρεσία σε πετρελαιοφόρα, ή

.2.2 τουλάχιστον ένα μήνα εγκεκριμένης επί πλοίου εκπαίδευσης σε πετρελαιοφόρα, σε υπεράριθμη ειδικότητα, που περιλαμβάνει τουλάχιστον τρεις λειτουργίες φόρτωσης και τρεις εκφόρτωσης και θα είναι καταχωρημένη σε εγκεκριμένο βιβλίο αρχείου εκπαίδευσης, λαμβάνοντας υπόψη την οδηγία στο τμήμα B-V/1, και

.3 θα έχει ολοκληρώσει προχωρημένη εκπαίδευση των λειτουργιών φορτίου των πετρελαιοφόρων και θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-V/1-1, παράγραφος 2 του Κώδικα STCW.

5 Πλοίαρχοι, πρώτοι μηχανικοί, υποπλοίαρχοι, δεύτεροι μηχανικοί και κάθε άτομο με άμεση ευθύνη φόρτωσης, εκφόρτωσης, μέριμνα κατά την μεταφορά, χειρισμό φορτίου, καθαρισμό δεξαμενής ή άλλων σχετικών με το φορτίο λειτουργιών σε χημικά δεξαμενόπλοια θα πρέπει να είναι κάτοχοι πιστοποιητικού προχωρημένης εκπαίδευσης για τις λειτουργίες φορτίου σε χημικά δεξαμενόπλοια.

6 Κάθε υποψήφιος για πιστοποίηση προχωρημένης εκπαίδευσης των λειτουργιών φορτίου των χημικών δεξαμενόπλοιων θα:

.1 πληροί τις απαιτήσεις για πιστοποίηση βασικής εκπαίδευσης των λειτουργιών φορτίου των πετρελαιοφόρων και χημικών δεξαμενόπλοιων, και

.2 για να έχει τα προσόντα για πιστοποίηση βασικής εκπαίδευσης των λειτουργιών φορτίου των πετρελαιοφόρων και χημικών δεξαμενόπλοιων, θα έχει:

.2.1 τουλάχιστον τρεις μήνες εγκεκριμένη θαλάσσια υπηρεσία σε χημικά δεξαμενόπλοια, ή

.2.2 τουλάχιστον ένα μήνα εγκεκριμένης επί πλοίου εκπαίδευσης σε χημικά δεξαμενόπλοια, σε υπεράριθμη ειδικότητα, που περιλαμβάνει τουλάχιστον τρεις λειτουργίες φόρτωσης και τρεις εκφόρτωσης και θα είναι καταχωρημένη σε εγκεκριμένο βιβλίο αρχείου εκπαίδευσης, λαμβάνοντας υπόψη την οδηγία στο τμήμα B-V/1, και

.3 θα έχει ολοκληρώσει προχωρημένη εκπαίδευση των λειτουργιών φορτίου των χημικών δεξαμενόπλοιων και θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-V/1-1, παράγραφος 3 του Κώδικα STCW.

7 Οι Αρχές θα εξασφαλίσουν ότι εκδίδεται πιστοποιητικό επάρκειας σε ναυτικούς, που έχουν τα προσόντα σύμφωνα με τις παραγράφους 2, 4 ή 6 αντίστοιχα, ή ότι ένα υφιστάμενο πιστοποιητικό ικανότητας ή πιστοποιητικό επάρκειας είναι κατάλληλα θεωρημένο.

Κανονισμός VI/1-2

Υποχρεωτικές ελάχιστες απαιτήσεις εκπαίδευσης και προσόντων πλοιάρχων, αξιωματικών και μελών πληρώματος σε υγραεριοφόρα δεξαμενόπλοια.

1 Αξιωματικοί και μέλη πληρώματος που τους ανατίθενται συγκεκριμένα καθήκοντα και ευθύνες που σχετίζονται με το φορτίο ή με τα μέσα φορτοεκφόρτωσης σε **υγραεριοφόρα δεξαμενόπλοια**, θα πρέπει να είναι κάτοχοι πιστοποιητικού βασικής εκπαίδευσης των λειτουργιών φορτίου των υγραεριοφόρων.

2 Κάθε υποψήφιος για πιστοποίηση στη βασική εκπαίδευση των λειτουργιών φορτίου των υγραεριοφόρων θα πρέπει να έχει ολοκληρώσει την βασική εκπαίδευση σύμφωνα με τις διατάξεις του τμήματος A-V/1 του Κώδικα STCW και θα πρέπει να έχει συμπληρώσει:

.1 τουλάχιστον τρεις μήνες εγκεκριμένη θαλάσσια υπηρεσία σε υγραεριοφόρα, και να πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-V/1-2, παράγραφος 1 του Κώδικα STCW, ή

.2 εγκεκριμένη βασική εκπαίδευση των λειτουργιών φορτίου των υγραεριοφόρων, και να πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-V/1-2, παράγραφος 1 του Κώδικα STCW.

3 Πλοίαρχα, πρώτοι μηχανικοί, υποπλοίαρχα, δεύτεροι μηχανικοί και κάθε άτομο με άμεση ευθύνη φόρτωσης, εκφόρτωσης, μέριμνα κατά την μεταφορά, χειρισμό φορτίου, καθαρισμό δεξαμενής ή άλλων σχετικών με το φορτίο λειτουργιών σε υγραεριοφόρα θα πρέπει να είναι κάτοχοι πιστοποιητικού προχωρημένης εκπαίδευσης για τις λειτουργίες φορτίου σε υγραεριοφόρο.

4 Κάθε υποψήφιος για πιστοποίηση προχωρημένης εκπαίδευσης των λειτουργιών φορτίου των υγραεριοφόρων θα:

.1 πληροί τις απαιτήσεις για πιστοποίηση βασικής εκπαίδευσης των λειτουργιών φορτίου των υγραεριοφόρων, και

.2 για να έχει τα προσόντα για πιστοποίηση βασικής εκπαίδευσης των λειτουργιών φορτίου σε υγραεριοφόρα, θα έχει:

.2.1 τουλάχιστον τρεις μήνες εγκεκριμένη θαλάσσια υπηρεσία σε υγραεριοφόρα, ή

.2.2 τουλάχιστον ένα μήνα εγκεκριμένης επί πλοίου εκπαίδευσης σε υγραεριοφόρα, σε υπεράριθμη ειδικότητα, που περιλαμβάνει τουλάχιστον τρεις λειτουργίες φόρτωσης και τρεις εκφόρτωσης και θα είναι καταχωρημένη σε εγκεκριμένο βιβλίο αρχείου εκπαίδευσης, λαμβάνοντας υπόψη την οδηγία στο τμήμα B-V/1, και

.3 θα έχει ολοκληρώσει προχωρημένη εκπαίδευση των λειτουργιών φορτίου των υγραεριοφόρων και θα πληροί το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-V/1-2, παράγραφος 2 του Κώδικα STCW.

5 Οι Αρχές θα εξασφαλίσουν ότι εκδίδεται πιστοποιητικό επάρκειας σε ναυτικούς, που έχουν τα προσόντα σύμφωνα με τις παραγράφους 2 ή 4 αντίστοιχα, ή ότι ένα υφιστάμενο πιστοποιητικό ικανότητας ή πιστοποιητικό επάρκειας είναι κατάλληλα θεωρημένο.

Κανονισμός V/2

Υποχρεωτικές ελάχιστες απαιτήσεις για την εκπαίδευση και τα προσόντα πλοιάρχων, αξωματικών, μελών πληρώματος και λοιπού προσωπικού σε επιβατηγά πλοία

1 Ο κανονισμός αυτός ισχύει για τους πλοιάρχους, αξωματικούς και μέλη πληρώματος και λοιπό προσωπικό που υπηρετεί σε επιβατηγά πλοία που εκτελούν διεθνείς πλόες. Οι Αρχές θα προσδιορίσουν την εφαρμογή αυτών των απαιτήσεων σε προσωπικό που υπηρετεί σε επιβατηγά πλοία που εκτελούν πλόες στο εσωτερικό της χώρας.

2 Προτού τους ανατεθούν καθήκοντα σε επιβατηγά πλοία, οι ναυτικοί θα έχουν ολοκληρώσει την εκπαίδευση που απαιτείται στις παρακάτω παραγράφους 4 έως 7, ανάλογα με την ειδικότητα, τα καθήκοντα και τις ευθύνες τους.

3 Οι ναυτικοί που απαιτείται να εκπαιδεύονται σύμφωνα με τις παρακάτω παραγράφους 4, 6 και 7, σε χρονικά διαστήματα που δεν θα είναι μεγαλύτερα των πέντε ετών, θα λαμβάνουν κατάλληλη εκπαίδευση εκσυγχρονισμού γνώσεων ή θα παρέχουν στοιχεία ότι έχουν επιτύχει το απαιτούμενο πρότυπο ικανότητας εντός των προηγούμενων πέντε ετών.

4 Πλοίαρχα, αξωματικοί και λοιπό προσωπικό που έχει καθορισθεί στον πίνακα συγκέντρωσης διαίρεσης πληρώματος για να βοηθούν επιβάτες σε καταστάσεις ανάγκης σε επιβατηγά πλοία, θα έχουν ολοκληρώσει την εκπαίδευση στην διαχείριση πλήθους όπως καθορίζεται στο τμήμα A-V/2, παράγραφος 1 του Κώδικα STCW.

5 Προσωπικό που παρέχει άμεση εξυπηρέτηση σε επιβάτες στους χώρους επιβατών, σε επιβατηγά πλοία, θα έχει ολοκληρώσει την εκπαίδευση ασφαλείας (safety) που καθορίζεται στο τμήμα A-V/2, παράγραφος 2 του Κώδικα STCW.

6 Πλοίαρχα, υποπλοίαρχα, πρώτα μηχανικοί, δεύτερα μηχανικοί και κάθε άτομο που έχει την ευθύνη για την ασφάλεια των επιβατών σε καταστάσεις ανάγκης σε επιβατηγά πλοία, θα έχουν ολοκληρώσει εγκεκριμένη εκπαίδευση στον χειρισμό κρίσιμων καταστάσεων και ανθρώπινης συμπεριφοράς όπως καθορίζεται στο τμήμα A-V/2, παράγραφος 3 του Κώδικα STCW.

7 Πλοίαρχα, υποπλοίαρχα, πρώτοι μηχανικοί, δεύτεροι μηχανικοί και κάθε άτομο στο οποίο έχει ανατεθεί η άμεση ευθύνη επιβίβασης και αποβίβασης επιβατών, φόρτωσης, εκφόρτωσης ή ασφάλισης φορτίου, ή κλείσιμο των αναγμάτων του σκάφους σε επιβατηγά πλοία Ro-Ro, θα έχουν ολοκληρώσει εγκεκριμένη εκπαίδευση όσον αφορά την ασφάλεια των επιβατών, του φορτίου και την ακεραιότητα του σκάφους όπως καθορίζεται στο τμήμα A-V/2, παράγραφος 4 του Κώδικα STCW.

8 Οι Αρχές θα εξασφαλίσουν ότι θα εκδίδονται αποδοκίμακα στοιχεία εκπαίδευσης σε κάθε άτομο που διαπιστώνεται ότι διαθέτει τα προσόντα σύμφωνα με τις διατάξεις αυτού του κανονισμού.

ΚΕΦΑΛΑΙΟ VI

Κατάσταση ανάγκης, επαγγελματική ασφάλεια, προστασία (security), ιατρική φροντίδα και αρμοδιότητες/ λειτουργίες επιβίωσης

Κανονισμός VI/1

Υποχρεωτικές ελάχιστες απαιτήσεις για εξοικείωση σε θέματα ασφαλείας (safety), βασική εκπαίδευση και οδηγίες για όλους τους ναυτικούς

1 Οι ναυτικοί θα υποστούν εξοικείωση σε θέματα ασφαλείας (safety) και βασική εκπαίδευση ή οδηγίες σύμφωνα με το τμήμα A-VI/1 του Κώδικα STCW και θα πληρούν το κατάλληλο πρότυπο ικανότητας που εδώ καθορίζεται.

2 Όταν η βασική εκπαίδευση δεν συμπεριλαμβάνεται στα προσόντα για το πιστοποιητικό που εκδίδεται, ένα πιστοποιητικό επάρκειας θα εκδίδεται, με το οποίο θα πιστοποιείται ότι ο κάτοχος παρακολούθησε κύκλο βασικής εκπαίδευσης.

Κανονισμός VI/2

Υποχρεωτικές ελάχιστες απαιτήσεις για την έκδοση πιστοποιητικών επάρκειας σε σκάφη επιβίωσης, λέμβους διάσωσης και ταχύπλοες λέμβους διάσωσης

1 Κάθε υποψήφιος για πιστοποίηση ικανότητας σε σκάφη επιβίωσης και λέμβους διάσωσης εκτός από εκείνες που είναι ταχύπλοες λέμβοι διάσωσης:

.1 δεν θα είναι ηλικίας μικρότερης των 18 ετών,

.2 θα διαθέτει εγκεκριμένη θαλάσσια υπηρεσία όχι μικρότερη των 12 μηνών ή θα έχει παρακολουθήσει εγκεκριμένο κύκλο εκπαίδευσης και θα διαθέτει εγκεκριμένη θαλάσσια υπηρεσία τουλάχιστον έξι μηνών, και

.3 θα πληροί τα πρότυπα ικανότητας για πιστοποιητικά επάρκειας σε σκάφη επιβίωσης και λέμβους διάσωσης που καθορίζονται στο τμήμα A-VI/2 παράγραφοι 1 έως 4 του Κώδικα STCW.

2 Κάθε υποψήφιος για πιστοποίηση επάρκειας σε ταχύπλοες λέμβους διάσωσης:

.1 θα είναι κάτοχος πιστοποιητικού επάρκειας σε σκάφη επιβίωσης και σε λέμβους διάσωσης που δεν είναι ταχύπλοες λέμβοι διάσωσης.

.2 θα έχει παρακολουθήσει εγκεκριμένο κύκλο εκπαίδευσης, και

.3 θα πληροί το πρότυπο ικανότητας για πιστοποιητικά επάρκειας σε ταχύπλοες λέμβους διάσωσης που καθορίζεται στο τμήμα A-VI/2 παράγραφοι 7 έως 10 του Κώδικα STCW.

Κανονισμός VI/3

Υποχρεωτικές ελάχιστες απαιτήσεις εκπαίδευσης σε προχωρημένου επιπέδου πυρόσβεση

1 Ναυτικοί που έχουν οριστεί για τον έλεγχο διαδικασιών πυρόσβεσης θα έχουν ολοκληρώσει με επιτυχία προχωρημένου επιπέδου εκπαίδευση σε τεχνικές πυρόσβεσης με ιδιαίτερη έμφαση στην οργάνωση, χρήση τακτικών και διαίκηση σύμφωνα με τις διατάξεις του τμήματος A-VI/3, παράγραφοι 1 έως 4 του Κώδικα STCW και θα πληρούν το πρότυπο ικανότητας που καθορίζεται εκεί.

2 Όπου εκπαίδευση σε προχωρημένου επιπέδου πυρόσβεση δεν περιλαμβάνεται στα προσόντα που απαιτούνται για την έκδοση πιστοποιητικού, θα εκδίδεται πιστοποιητικό επάρκειας, με το οποίο θα πιστοποιείται ότι ο κάτοχος παρακολούθησε κύκλο εκπαίδευσης σε προχωρημένου επιπέδου πυρόσβεση.

Κανονισμός VI/4

Υποχρεωτικές ελάχιστες απαιτήσεις που έχουν σχέση με ιατρικές πρώτες βοήθειες και ιατρική φροντίδα

1 Ναυτικοί στους οποίους έχει ανατεθεί η παροχή ιατρικών πρώτων βοηθειών σε πλοίο θα πληρούν το πρότυπο ικανότητας σε ιατρικές πρώτες βοήθειες που καθορίζεται στο τμήμα A-VI/4 παράγραφοι 1 έως 3 του Κώδικα STCW.

2 Ναυτικοί στους οποίους έχουν ανατεθεί καθήκοντα παροχής ιατρικής φροντίδας σε πλοίο θα πληρούν το πρότυπο ικανότητας για ιατρική φροντίδα σε πλοία που καθορίζεται στο τμήμα A-VI/4, παράγραφοι 4 έως 6 του Κώδικα STCW.

3 Όπου εκπαίδευση σε ιατρικές πρώτες βοήθειες ή ιατρική φροντίδα δεν περιλαμβάνεται στα απαιτούμενα προσόντα για έκδοση πιστοποιητικού, θα εκδίδεται πιστοποιητικό επάρκειας, με το οποίο θα πιστοποιείται ότι ο κάτοχος παρακολούθησε κύκλο εκπαίδευσης σε ιατρικές πρώτες βοήθειες ή σε ιατρική φροντίδα.

Κανονισμός VI/5

Υποχρεωτικές ελάχιστες απαιτήσεις για την έκδοση πιστοποιητικών επάρκειας για Αξωματικούς Ασφάλειας Πλοίου

1 Κάθε υποψήφιος για πιστοποιητικό επάρκειας Αξωματικού Ασφάλειας Πλοίου πρέπει:

.1 να έχει εγκεκριμένη θαλάσσια υπηρεσία όχι μικρότερη των 12 μηνών ή κατάλληλο διάστημα θαλάσσιας υπηρεσίας και γνώση της λειτουργίας του πλοίου, και

.2 να πληροί τα πρότυπα ικανότητας για την πιστοποίησή του ως Αξωματικός Ασφάλειας Πλοίου, τα οποία καθορίζονται στο τμήμα A-VI/5, παράγραφοι 1 έως 4 του Κώδικα STCW.

2 Η Διοίκηση πρέπει να εξασφαλίζει ότι σε κάθε άτομο που έχει διαπιστωθεί ότι έχει τα προσόντα που καθορίζονται από τις διατάξεις αυτού του κανονισμού θα εκδίδεται πιστοποιητικό επάρκειας.

Κανονισμός VI/6

Υποχρεωτικές ελάχιστες απαιτήσεις για εκπαίδευση σχετική με την ασφάλεια (security) και οδηγίες για όλους τους ναυτικούς

1 Οι ναυτικοί θα αποκτήσουν εξοικείωση σχετική με την ασφάλεια (security) και εκπαίδευση γνώσης ασφαλείας (security) ή οδηγίες σύμφωνα με το τμήμα A-VI/6, παράγραφοι 1 έως 4 του Κώδικα STCW και θα πληρούν το κατάλληλο πρότυπο ικανότητας που σε αυτό καθορίζεται.

2 Όπου η γνώση ασφαλείας (security) δεν περιλαμβάνεται στα προσόντα που απαιτούνται για την έκδοση πιστοποιητικού, θα εκδίδεται πιστοποιητικό επάρκειας, με το οποίο θα πιστοποιείται ότι ο κάτοχος παρακολούθησε κύκλο εκπαίδευσης γνώσης ασφαλείας (security).

3 Κάθε Μέρος θα συγκρίνει την σχετική με την ασφάλεια (security) εκπαίδευση ή τις οδηγίες που απαιτούνται από τους ναυτικούς που έχουν τα προσόντα ή μπορούν να τα αποδείξουν εγγράφως πριν την έναρξη ισχύος αυτού του κανονισμού, με εκείνα που καθορίζονται στο τμήμα A-VI/6, παράγραφος 4 του Κώδικα STCW, και θα αποφασίζει αν υπάρχει ανάγκη αναβάθμισης των προσόντων αυτών των ναυτικών.

Ναυτικοί στους οποίους έχουν ανατεθεί καθήκοντα ασφαλείας (security)

4 Ναυτικοί στους οποίους έχουν ανατεθεί καθήκοντα ασφαλείας (security) θα πληρούν το πρότυπο ικανότητας που καθορίζεται στο τμήμα A-VI/6, παράγραφοι 6 έως 8 του Κώδικα STCW.

5 Όπου εκπαίδευση σε καθορισμένα καθήκοντα ασφαλείας (security) δεν περιλαμβάνεται στα απαιτούμενα προσόντα για έκδοση πιστοποιητικού, θα εκδίδεται πιστοποιητικό επάρκειας, με το οποίο θα πιστοποιείται ότι ο κάτοχος παρακολούθησε κύκλο εκπαίδευσης σε καθορισμένα καθήκοντα ασφαλείας (security).

6 Κάθε Μέρος θα συγκρίνει τα πρότυπα εκπαίδευσης ασφαλείας (security) που απαιτούνται από τους ναυτικούς με καθορισμένα καθήκοντα ασφαλείας (security), που έχουν τα προσόντα ή μπορούν να τα αποδείξουν εγγράφως πριν την έναρξη ισχύος αυτού του κανονισμού, με εκείνα που καθορίζονται στο τμήμα A-VI/6, παράγραφος 8 του Κώδικα STCW, και θα αποφασίζει αν υπάρχει ανάγκη αναβάθμισης των προσόντων αυτών των ναυτικών.

ΚΕΦΑΛΑΙΟ VII

Εναλλακτική πιστοποίηση

Κανονισμός VII/1

Έκδοση εναλλακτικών πιστοποιητικών

1 Παρά τις απαιτήσεις πιστοποίησης που καθορίζονται στα κεφάλαια II και III αυτού του Παραρτήματος, τα Μέρη μπορούν να επιλέξουν να εκδώσουν ή να εξουσιοδοτήσουν την έκδοση πιστοποιητικών άλλων από εκείνα που αναφέρονται στους κανονισμούς αυτών των κεφαλαίων με την προϋπόθεση ότι:

.1 οι συναφείς αρμοδιότητες και τα επίπεδα ευθύνης που θα αναφέρονται στα πιστοποιητικά και στις θεωρήσεις επιλέγονται και είναι πανομοιότυπα αυτών που εμφανίζονται στα μέρη A-II/1, A-II/2, A-II/3, A-II/4, A-II/5, A-III/1, A-III/2, A-III/3, A-III/4, A-III/5 και A-IV/2 του Κώδικα STCW.

.2 οι υποψήφιοι θα έχουν ολοκληρώσει εγκεκριμένη εκπαίδευση και άσκηση και πληρούν τις απαιτήσεις των προτύπων ικανότητας, που ορίζονται στα σχετικά μέρη του Κώδικα STCW, και όπως καθορίζονται στο τμήμα A-VII/1 αυτού του Κώδικα, για τις αρμοδιότητες και τα επίπεδα που θα αναφέρονται στα πιστοποιητικά και στις θεωρήσεις.

.3 οι υποψήφιοι θα έχουν ολοκληρώσει εγκεκριμένη θαλάσσια υπηρεσία κατάλληλη για την εκτέλεση των καθηκόντων και επιπέδων που θα αναφέρονται στο πιστοποιητικό. Η ελάχιστη διάρκεια της θαλάσσιας υπηρεσίας θα είναι ισοδύναμη με τη διάρκεια της θαλάσσιας υπηρεσίας που ορίζεται στα κεφάλαια II και III του Παραρτήματος. Εντούτοις, η ελάχιστη διάρκεια της θαλάσσιας υπηρεσίας δεν θα είναι μικρότερη από αυτή που ορίζεται στο τμήμα A-VII/2 του Κώδικα STCW.

.4 οι υποψήφιοι για πιστοποίηση που πρόκειται να εκτελέσουν καθήκοντα ναυσιπλοΐας σε επιχειρησιακό επίπεδο θα πληρούν τις ισχύουσες απαιτήσεις των κανονισμών του κεφαλαίου IV, κατά περίπτωση, για την εκτέλεση των καθορισμένων καθηκόντων ραδιοεπικοινωνιών σύμφωνα με τους Κανονισμούς Ραδιοεπικοινωνιών, και

.5 τα πιστοποιητικά θα εκδίδονται σύμφωνα με τις απαιτήσεις του κανονισμού I/2 και τις διατάξεις που καθορίζονται στο κεφάλαιο VII του Κώδικα STCW.

2 Δεν θα εκδοθεί πιστοποιητικό σύμφωνα με αυτό το κεφάλαιο εκτός εάν το Μέρος έχει δώσει πληροφορίες στον Οργανισμό σύμφωνα με το άρθρο IV και τον κανονισμό I/7.

Κανονισμός VII/2

Πιστοποίηση ναυτικών

Κάθε ναυτικός που εκτελεί οποιοδήποτε καθήκον ή ομάδα καθηκόντων που καθορίζονται στους πίνακες A-II/1, A-II/2, A-II/3, A-II/4 ή A-II/5 του κεφαλαίου II ή των πινάκων A-III/1, A-III/2, A-III/3, A-III/4 ή A-III/5 του κεφαλαίου III ή A-IV/2 του κεφαλαίου IV του Κώδικα STCW θα κατέχει πιστοποιητικό ικανότητας ή πιστοποιητικό επάρκειας, κατά περίπτωση.

Κανονισμός VII/3

Αρχές που διέπουν την έκδοση εναλλακτικών πιστοποιητικών

1 Οποιοδήποτε Μέρος επιλέγει να εκδώσει ή να εξουσιοδοτεί την έκδοση εναλλακτικών πιστοποιητικών θα εξασφαλίσει ότι τηρούνται οι παρακάτω αρχές:

.1 δεν θα εφαρμόζεται κανένα σύστημα εναλλακτικής πιστοποίησης εκτός εάν εξασφαλίζει βαθμό ασφαλείας στην θάλασσα τουλάχιστον ισοδύναμο με αυτό που προβλέπεται στα άλλα κεφάλαια και έχει προληπτική σημασία όσον αφορά την ρύπανση, και

.2 οποιαδήποτε ρύθμιση για εναλλακτική πιστοποίηση που γίνεται σύμφωνα με αυτό το κεφάλαιο θα προβλέπει την ανταλλαξιμότητα πιστοποιητικών με εκείνα που εκδίδονται σύμφωνα με τα άλλα κεφάλαια.

2 Η αρχή της ανταλλαξιμότητας της παραγράφου 1 θα εξασφαλίζει ότι:

.1 πιστοποιούμενα ναυτικοί σύμφωνα με τις ρυθμίσεις των κεφαλαίων II και ή III και εκείνοι που πιστοποιήθηκαν σύμφωνα με το κεφάλαιο VII θα είναι σε θέση να υπηρετήσουν σε πλοία τα οποία διαθέτουν είτε παραδοσιακό είτε άλλους τύπους οργάνωσης, και

.2 ναυτικοί δεν θα εκπαιδεύονται σε συγκεκριμένες διατάξεις που επικρατούν σε πλοίο κατά τέτοιο τρόπον που να βλάψει την δυνατότητα τους να χρησιμοποιήσουν τις ικανότητές τους αλλού.

3 Κατά την έκδοση οποιουδήποτε πιστοποιητικού σύμφωνα με τις διατάξεις αυτού του κεφαλαίου θα λαμβάνονται υπόψη οι παρακάτω αρχές:

.1 Η έκδοση εναλλακτικών πιστοποιητικών δεν θα χρησιμοποιηθεί αυτή καθ' αυτή:

.1.1 για να μειωθεί ο αριθμός των μελών του πληρώματος επί του πλοίου,

.1.2 για να μειώσει την ακεραιότητα του επαγγέλματος ή "να μειώσει τα προσόντα" των ναυτικών, ή

.1.3 να δικαιολογήσει την ανάθεση συνδυασμένων καθηκόντων αξιωματικών φυλακής μηχανής και τήρησης φυλακής γεφύρας σε κάτοχο ενός και μόνου πιστοποιητικού κατά τη διάρκεια οποιασδήποτε φυλακής, και

.2 το άτομο που έχει την διοίκηση θα ορίζεται ως πλοίαρχος, και η νομική θέση και εξουσία του πλοιάρχου και άλλων δεν θα επηρεάζεται δυσμενώς από την εφαρμογή οποιασδήποτε ρύθμισης εναλλακτικής πιστοποίησης.

4 Οι αρχές που περιέχονται στις παραγράφους 1 και 2 αυτού του κανονισμού θα εξασφαλίζουν ότι διατηρείται η ικανότης τόσο των αξιωματικών καταστρώματος όσο και μηχανής.

ΚΕΦΑΛΑΙΟ VIII

Τήρηση φυλακής

Κανονισμός VIII/1

Καταλληλότητα προς άσκηση καθηκόντων

1 Κάθε Διοίκηση, με σκοπό την πρόληψη κόπωσης:

.1 Θα θεσπίσει και θέσει σε ισχύ διαστήματα ανάπαυσης για το προσωπικό που εκτελεί φυλακή και εκείνους των οποίων τα καθήκοντα που τους έχουν ανατεθεί είναι σχεπικά με την ασφάλεια (safety), ασφάλεια (security) και την αποφυγή ρύπανσης σύμφωνα με τις διατάξεις του τμήματος A-VIII/1 του Κώδικα STCW, και

.2 Θα απαιτήσει όπως το σύστημα τήρησης φυλακών ρυθμίζεται κατά τέτοιο τρόπο ούτως ώστε η αποδοτικότητα όλου του προσωπικού που εκτελεί φυλακή να μην βλάπτεται λόγω κόπωσης και όπια καθήκοντα θα οργανώνονται κατά τέτοιο τρόπο ούτως ώστε οι εκτελούντες την πρώτη φυλακή κατά την έναρξη πλου και εκείνοι των επομένων φυλακών να έχουν επαρκώς αναπαιυθεί και να είναι από κάθε άποψη κατάλληλοι για να αναλάβουν καθήκοντα.

2 Κάθε Διοίκηση, με σκοπό την αποφυγή κατάχρησης αλκοολούχων και ναρκωτικών ουσιών, θα εξασφαλίζει ότι έχουν ληφθεί επαρκή μέτρα σύμφωνα με τις διατάξεις του τμήματος A-VIII/1, λαμβάνοντας υπόψη την οδηγία που δίνεται στο τμήμα B-VIII/1 του Κώδικα STCW.

Κανονισμός VIII/2

Ρυθμίσεις τήρησης φυλακής και αρχές που πρέπει να τηρούνται

1 Οι Αρχές θα εφιστούν την προσοχή των εταιριών, πλαιάρχων, πρώτων μηχανικών και όλου του προσωπικού που εκτελεί φυλακή σε όπια αφορά τις απαιτήσεις, αρχές και οδηγίες, όπως καθορίζονται στον Κώδικα STCW, που πρέπει να λαμβάνονται υπόψη ώστε να εξασφαλισθεί ότι συνεχής ασφαλής φυλακή ή φυλακές, ανάλογα με τις επικρατούσες συνθήκες και καταστάσεις, τηρούνται πάντοτε σε όλα τα ποντοπόρα πλοία.

2 Οι Διοικήσεις θα απαιτούν όπως ο πλοίαρχος κάθε πλοίου εξασφαλίζει ότι οι ρυθμίσεις τήρησης φυλακής είναι επαρκείς για να τηρηθεί ασφαλής φυλακή ή φυλακές, λαμβάνοντας υπόψη τις επικρατούσες συνθήκες και καταστάσεις και ότι, υπό την γενική διεύθυνση του πλαιάρχου:

.1 αξιωματικοί υπεύθυνοι φυλακής ναυσιπλοΐας θα είναι υπεύθυνοι πάντοτε για την ασφαλή ναυσιπλοΐα του πλοίου κατά την διάρκεια εκτέλεσης των καθηκόντων, όταν θα είναι οι ίδιοι παρόντες στην γέφυρα ναυσιπλοΐας ή βρίσκονται σε χώρο που θα είναι άμεσα γειτνιάζων, όπως το δωμάτιο χαρτών ή η γέφυρα,

.2 χειριστές ραδιοεπικοινωνιών θα είναι υπεύθυνοι για την τήρηση συνεχούς φυλακής ραδιοεπικοινωνιών σε κατάλληλες συχνότητες κατά την διάρκεια εκτέλεσης της υπηρεσίας,

.3 αξιωματικοί υπεύθυνοι φυλακής μηχανοστασίου, σύμφωνα με τα προβλεπόμενα στον Κώδικα STCW και υπό την διεύθυνση του πρώτου μηχανικού, θα είναι άμεσα διαθέσιμα και σε ετοιμότητα για παρακολούθηση των χώρων μηχανοστασίου και, όταν απαιτείται, θα είναι παρόντες στο χώρο μηχανών κατά την διάρκεια της περιόδου ευθύνης τους,

.4 κατάλληλη και αποτελεσματική φυλακή ή φυλακές τηρούνται πάντοτε με σκοπό την ασφάλεια, όταν το πλοίο είναι αγκυροβολημένο ή παραβεβλημένο και, εάν το πλοίο φέρει επικίνδυνο φορτίο, για την οργάνωση τέτοιας φυλακής ή φυλακών θα λαμβάνεται σοβαρά υπόψη η φύση, ποσότητα, συσκευασία και σταβασία του επικίνδυνου φορτίου και οι απαιτούμενες ειδικές συνθήκες που επικρατούν στο πλοίο, στην θαλάσσια περιοχή ή στην ξηρά, και

.5 κατά περίπτωση, κατάλληλη και αποτελεσματική φυλακή ή φυλακές τηρούνται με σκοπό την ασφάλεια (security).

ΑΠΟΦΑΣΗ 2

Οι τροποποιήσεις της Διάσκεψης της Μανίλα στον Κώδικα Εκπαίδευσης, Έκδοσης πιστοποιητικών και Τήρησης φυλακής Ναυτικών (STCW)

Η ΔΙΑΣΚΕΨΗ ΤΟΥ 2010 ΣΤΗ ΜΑΝΙΛΑ,

ΕΧΟΝΤΑΣ ΥΙΟΘΕΤΗΣΕΙ την απόφαση 1 σχετικά με την αποδοχή των τροποποιήσεων της Μανίλα, στο παράρτημα της Διεθνούς Σύμβασης για τα Πρότυπα Εκπαίδευσης, Έκδοσης Πιστοποιητικών και Τήρησης Φυλακών για τους Ναυτικούς, 1978,

ΑΝΑΓΝΩΡΙΖΟΝΤΑΣ την σπουδαιότητα καθέρωσης υποχρεωτικών τυποποιημένων αναλυτικών προτύπων ικανότητας και άλλες υποχρεωτικές απαιτήσεις που είναι απαραίτητες ώστε να διασφαλιστεί ότι όλα οι ναυτικοί εκπαιδεύονται και ασκούνται κατάλληλα, έχουν επαρκή εμπειρία, και είναι ικανοί να ασκήσουν τα καθήκοντά τους με τρόπο που διασφαλίζει την ασφάλεια της ζωής και της περιουσίας στην θάλασσα και την προστασία του θαλασσιού περιβάλλοντος,

ΑΝΑΓΝΩΡΙΖΟΝΤΑΣ ΕΠΙΣΗΣ την αναγκαιότητα της έγκαιρης αλλαγής τέτοιων υποχρεωτικών προτύπων και προβλέψεων ώστε να ανταποκριθούμε αποτελεσματικά στις αλλαγές τεχνολογίας, λειτουργιών και πρακτικών και διαδικασιών που εφαρμόζονται επί των πλοίων,

ΛΑΜΒΑΝΟΝΤΑΣ ΥΠ' ΟΨΙΝ ότι ένα μεγάλο ποσοστό ναυτικών ατυχημάτων και περιστατικών θαλάσσιας ρύπανσης προκαλούνται από ανθρώπινα λάθη,

ΑΝΑΓΝΩΡΙΖΟΝΤΑΣ ότι ένας ασφαλής τρόπος μείωσης των κινδύνων που προκαλούνται από ανθρώπινα λάθη στη διαχείριση των πλοίων είναι η εξασφάλιση των υψηλότερων κατά το δυνατό προτύπων εκπαίδευσης, πιστοποίησης και ικανότητας των ναυτικών που απασχολούνται ή θα απασχοληθούν σε αυτά τα πλοία,

ΕΠΙΘΥΜΟΝΤΑΣ να επιτευχθεί και να διατηρηθεί το υψηλότερο δυνατό επίπεδο ασφάλειας της ζωής, της περιουσίας και της ασφάλειας (security) στην θάλασσα και στο λιμάνι και να προστατεύσουμε το θαλάσσιο περιβάλλον,

ΕΧΟΝΤΑΣ ΛΑΒΕΙ ΥΠ' ΟΨΙΝ τις τροποποιήσεις στον Κώδικα Εκπαίδευσης, Έκδοσης Πιστοποιητικών και Τήρησης Φυλακών (STCW), που αποτελείται από το μέρος Α - Υποχρεωτικά πρότυπα αναφορικά με τις προβλέψεις του παραρτήματος της σύμβασης STCW 1978, όπως τροποποιήθηκε, και το μέρος Β - Συμπεριλαμβανόμενες οδηγίες αναφορικά με τις προβλέψεις της Σύμβασης STCW 1978, όπως τροποποιήθηκε, προτάθηκε και κυκλοφόρησε σε όλα τα μέλη του Οργανισμού και τα Μέρη της Σύμβασης.

ΣΗΜΕΙΩΝΟΝΤΑΣ ότι ο κανονισμός I/1, παράγραφος 2, του παραρτήματος της Σύμβασης STCW του 1978 προβλέπει ότι οι τροποποιήσεις στο μέρος Α του Κώδικα STCW θα υιοθετηθούν, θα τεθούν σε ισχύ και θα εφαρμοστούν σύμφωνα με τις διατάξεις του άρθρου XII της Σύμβασης, σχετικά με τη διαδικασία τροποποίησης που ισχύουν για το παράρτημα,

ΕΧΟΝΤΑΣ ΛΑΒΕΙ ΥΠ' ΟΨΙΝ τις τροποποιήσεις στον Κώδικα STCW που προτάθηκαν και κεινοποιήθηκαν στα μέλη του Οργανισμού και τα Μέρη της Σύμβασης,

1. ΥΙΟΘΕΤΕΙ τις τροποποιήσεις στον Κώδικα Εκπαίδευσης, Έκδοσης πιστοποιητικών και Τήρησης Φυλακής Ναυτικών (STCW), που εμφανίζεται στο παράρτημα της παρούσας απόφασης,

2. ΠΡΟΣΔΙΟΡΙΖΕΙ, σύμφωνα με το άρθρο XII(1)(a)(vii) της Σύμβασης, ότι οι τροποποιήσεις στο μέρος Α του Κώδικα STCW, θα θεωρηθεί ότι έχουν γίνει αποδεκτές την 1η Ιουλίου 2011, εκτός αν, πριν από αυτή την ημερομηνία, περισσότερα από το ένα τρίτο των Μερών της Σύμβασης ή Μέρη, των οποίων το συνολικό μέγεθος των στόλων τους αποτελεί όχι λιγότερο από το 50% της χωρητικότητας του παγκοσμίου στόλου που αποτελείται από πλοία χωρητικότητας άνω των 100 ο.χ ή μεγαλύτερων, έχουν ενημερώσει τον Γενικό Γραμματέα ότι διαφωνούν με τις τροποποιήσεις,

3. ΠΡΟΣΚΑΛΕΙ τα Μέρη να σημειώσουν ότι, σύμφωνα με το άρθρο XII(1)(a)(ix) της Σύμβασης, οι τροποποιήσεις στο μέρος Α του Κώδικα STCW, που περιέχονται στην παρούσα, θα τεθούν σε εφαρμογή την 1^η Ιανουαρίου 2012, εφ' όσον θεωρηθεί ότι έχουν γίνει αποδεκτές σύμφωνα με την παραπάνω παράγραφο 2,
4. ΣΥΝΙΣΤΑ ότι οι οδηγίες του μέρους Β της σύμβασης STCW, όπως τροποποιήθηκε, θα πρέπει να ληφθούν υπ' όψιν από όλα τα Μέρη της Σύμβασης STCW 1978, από την ημερομηνία εφαρμογής των τροποποιήσεων του μέρους Α του Κώδικα STCW,
5. ΖΗΤΑ από την Επιτροπή Ναυτικής Ασφάλειας να τηρεί τον Κώδικα STCW υπό αναθεώρηση και να τον τροποποιεί όπου είναι απαραίτητο,
6. ΕΠΙΣΗΣ ΖΗΤΑ από το Γενικό Γραμματέα του Οργανισμού να διαβιβάσει σε όλα τα Μέρη της Σύμβασης επικυρωμένα αντίγραφα της παρούσας Απόφασης και το κείμενο των τροποποιήσεων του Κώδικα STCW που περιλαμβάνονται στο παράρτημα,
7. ΕΠΙΠΛΕΟΝ ΖΗΤΑ από το Γενικό Γραμματέα να διαβιβάσει αντίγραφα της απόφασης και του παραρτήματος σε όλα τα Μέλη του Οργανισμού που δεν είναι Μέρη της Σύμβασης.

ΠΑΡΑΡΤΗΜΑ

ΟΙ ΤΡΟΠΟΠΟΙΗΣΕΙΣ ΤΗΣ ΔΙΑΣΚΕΨΗΣ ΤΗΣ ΜΑΝΙΛΑ ΣΤΟΝ ΚΩΔΙΚΑ ΕΚΠΑΙΔΕΥΣΗΣ, ΕΚΔΟΣΗΣ ΠΙΣΤΟΠΟΙΗΤΙΚΩΝ ΚΑΙ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΤΩΝ ΝΑΥΤΙΚΩΝ (STCW)

- 1 Το μέρος Α του Κώδικα Εκπαίδευσης, Έκδοσης Πιστοποιητικών και Τήρησης Φυλακής των Ναυτικών (STCW) αντικαθίσταται από το ακόλουθο:

«ΜΕΡΟΣ Α»

Υποχρεωτικά πρότυπα όσον αφορά τις διατάξεις του παραρτήματος της σύμβασης STCW

ΕΙΣΑΓΩΓΗ

1 Το μέρος αυτό του Κώδικα STCW περιέχει υποχρεωτικές διατάξεις για τις οποίες γίνεται συγκεκριμένη μνεία στο Παράρτημα της Διεθνούς Σύμβασης περί Προτύπων Εκπαίδευσης, Έκδοσης πιστοποιητικών και Τήρησης Φυλακής για Ναυτικούς του 1978, όπως τροποποιήθηκε, και που στο εξής θα αναφέρεται ως η Σύμβαση STCW. Οι διατάξεις περιέχουν λεπτομερώς τα ελάχιστα απαιτούμενα πρότυπα που απαιτείται να τηρούνται από τα Μέρη προκαμένου να είναι δυνατή η πλήρης και ορθή εφαρμογή της Σύμβασης.

2 Επίσης, στο μέρος αυτό περιέχονται τα πρότυπα ικανότητας που απαιτείται να επιδεικνύονται από τους υποψηφίους για την χορήγηση και ανανέωση των πιστοποιητικών ικανότητας σύμφωνα με τις διατάξεις της Σύμβασης STCW. Για να διευκρινιστεί σαφώς η σχέση μεταξύ των διατάξεων περί εναλλακτικής πιστοποίησης του κεφαλαίου VII και των διατάξεων πιστοποίησης των κεφαλαίων II, III και IV, οι ικανότητες που καθορίζονται στα πρότυπα ικανότητας ομαδοποιούνται ανάλογα στους παρακάτω επτά τομείς καθηκόντων:

- .1 Ναυσιπλοΐα
- .2 Χαρτισμός φορτίου και σταβασία
- .3 Έλεγχος λειτουργίας του πλοίου και μέριμνα επιβαινόντων
- .4 Ναυτική Μηχανολογία
- .5 Ηλεκτρολογία, ηλεκτρονικά και έλεγχος
- .6 Επισκευή και συντήρηση
- .7 Ραδιοεπικοινωνίες

στα ακόλουθα επίπεδα ευθύνης:

- .1 Επίπεδο Διοίκησης.
- .2 Επίπεδο Επιχειρησιακό.
- .3 Επίπεδο υποστήριξης.

Καθήκοντα και επίπεδα ευθύνης ορίζονται με υπόπλο στους πίνακες περί προτύπων ικανότητας που παρατίθενται στα κεφάλαια II, III και IV, αυτού του μέρους. Ο αντικειμενικός σκοπός κάθε καθήκοντος σε οποιοδήποτε επίπεδο ευθύνης αναφέρεται στους υποτίτλους ορίζεται από τις ικανότητες που παρατίθενται στην στήλη 1 του πίνακα αυτού. Η έννοια του "καθήκοντος" και του "επιπέδου ευθύνης" ορίζεται στην γενική ορολογία στο τμήμα A-1/1 παρακάτω.

3 Η αρίθμηση των τμημάτων αυτού του μέρους είναι αντίσταχη με την αρίθμηση των κανονισμών που περιέχονται στο Παράρτημα της Σύμβασης STCW. Το κείμενο των τμημάτων αυτού το μέρους μπορεί να διαρρηθεί σε αριθμημένα υποτμήματα και παραγράφους, αλλά αυτή η αρίθμηση ισχύει αποκλειστικά και μόνο γι' αυτό το κείμενο.

ΚΕΦΑΛΑΙΟ 1

Πρότυπα όσον αφορά τις γενικές διατάξεις

Τμήμα A-I/1

Ορισμοί και διευκρινίσεις

1 Οι ορισμοί και διευκρινίσεις που περιέχονται στο άρθρο II του κανονισμού I/1 ισχύουν εξ ίσου στους όρους που χρησιμοποιούνται στα μέρη A και B αυτού του Κώδικα. Πρόσθετα, οι παρακάτω συμπληρωματικοί ορισμοί ισχύουν μόνο για αυτό τον Κώδικα.

.1 "Πρότυπο ικανότητας" σημαίνει το επίπεδο ικανότητας που πρέπει να επιτευχθεί για την σωστή εκτέλεση των καθηκόντων στο πλοίο σύμφωνα με τα διεθνώς συμφωνηθέντα κριτήρια όπως ορίζονται εδώ και ενσωματώνουν τα οριζόμενα πρότυπα ή επίπεδα γνώσεων, κατανόησης και δεκνυομένων δεξιοτήτων,

.2 "Διαικητικό επίπεδο" σημαίνει το επίπεδο ευθύνης που σχετίζεται με:

.2.1 την υπηρεσία ως πλοίαρχος, ύπαρχος, πρώτος μηχανικός ή δεύτερος μηχανικός σε ποντοπόρο πλοίο, και

.2.2 την εξασφάλιση ότι όλα τα καθήκοντα εντός της καθορισμένης περιοχής ευθύνης εκτελούνται κανονικά,

.3 "Επιχειρησιακό επίπεδο" σημαίνει το επίπεδο ευθύνης που σχετίζεται με:

.3.1 την υπηρεσία σαν αξωματικός υπεύθυνος φυλακής γεφύρας ή μηχανοστάσιου ή σαν οριζόμενος αξωματικός υπηρεσίας σε περιοδικά ανεπάνδρωτο μηχανοστάσιο ή σαν χειριστής ραδιοεπικοινωνιών σε ποντοπόρο πλοίο, και

.3.2 την διατήρηση άμεσου ελέγχου στην εκτέλεση όλων των καθηκόντων συγκεκριμένης περιοχής ευθύνης σύμφωνα με τις κατάλληλες διαδικασίες και υπό την διεύθυνση ατόμου που υπηρετεί σε δικητικό επίπεδο στην συγκεκριμένη περιοχή ευθύνης.

.4 "Επίπεδο υποστήριξης" σημαίνει το επίπεδο ευθύνης που σχετίζεται με την εκτέλεση ανατεθέντων εργασιών, καθηκόντων ή ευθυνών σε ποντοπόρο πλοίο υπό την διεύθυνση ατόμου που υπηρετεί σε επιχειρησιακό ή δικητικό επίπεδο,

.5 "Κριτήρια αξιολόγησης" είναι οι εγγραφές που εμφανίζονται στην στήλη 4 των πινάκων περί "Προδιαγραφών Ελάχιστων Προτύπων Ικανότητας" του μέρους A και παρέχουν τα μέσα στον αξιολογητή να κρίνει κατά πόσον ένας υποψήφιος μπορεί να εκτελεί τις σχετικές εργασίες, καθήκοντα και ευθύνες, και

.6 "Ανεξάρτητη αξιολόγηση" σημαίνει αξιολόγηση από άτομα που διαθέτουν τα κατάλληλα προσόντα, και που είναι ανεξάρτητα από ή βρίσκονται εκτός της μονάδας ή δραστηριότητας που πρόκειται να αξιολογηθεί, για να αξιολογήσουν ότι οι δικητικές και λειτουργικές διαδικασίες σε όλα τα επίπεδα διαχειρίζονται, οργανώνονται, αναλαμβάνονται και παρακολουθούνται εσωτερικά προκειμένου να εξασφαλισθεί η καταλληλότητά τους για τον επιδιωκόμενο σκοπό και την επίτευξη των καθορισθέντων αντικειμενικών σκοπών.

Τμήμα A-I/2

Πιστοποιητικά και θεωρήσεις

1 Όπου, όπως προβλέπεται στον κανονισμό I/2, παράγραφος 6, η απαιτούμενη θεώρηση από το άρθρο VI της Σύμβασης ενσωματώνεται στο κείμενο του ίδιου του πιστοποιητικού, το πιστοποιητικό θα εκδίδεται σύμφωνα με τον τύπο που ακολουθεί, με την προϋπόθεση ότι οι λέξεις "ή έως την ημερομηνία λήξης σπασσδήποτε παράτασης ισχύος του πιστοποιητικού αυτού που ενδεχομένως φαίνεται στην επόμενη σελίδα" θα εμφανίζονται στην πρώτη σελίδα του εντύπου και οι διατάξεις καταχώρησης της παράτασης ισχύος που εμφανίζονται στο πίσω τμήμα του εντύπου θα παραλείπονται όπου απαιτείται αντικατάσταση του πιστοποιητικού όταν λήξει. Οδηγίες σχετικά με την συμπλήρωση του εντύπου δίνονται στο τμήμα B-I/2 αυτού του Κώδικα.

(Επίσημη σφραγίδα)

(ΧΩΡΑ)

ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΠΟΥ ΕΚΔΟΘΗΚΕ ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΔΙΑΤΑΞΕΙΣ ΤΗΣ ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΗΣ ΠΕΡΙ ΠΡΟΤΥΠΩΝ ΕΚΠΑΙΔΕΥΣΗΣ, ΠΙΣΤΟΠΟΙΗΣΗΣ ΚΑΙ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΝΑΥΤΙΚΩΝ ΤΟΥ 1978, ΟΠΩΣ ΤΡΟΠΟΠΟΙΗΘΗΚΕ

Η Κυβέρνηση της.....πιστοποιεί ότι ο ευρέθη να διαθέτει τα προσόντα σύμφωνα με τις διατάξεις του κανονισμούτης ανωτέρω Σύμβασης όπως τροποποιήθηκε, και ευρέθη ότι είναι ικανός να εκτελεί τα παρακάτω καθήκοντα στα επίπεδα που καθορίζονται, υποκείμενος στους περιορισμούς που εμφανίζονται μέχριή μέχρι την ημερομηνία λήξης οποιασδήποτε παράτασης της ισχύος αυτού του πιστοποιητικού όπως μπορεί να εμφανίζεται στην πίσω σελίδα.

ΛΕΙΤΟΥΡΓΙΑ	ΕΠΙΠΕΔΟ	ΠΕΡΙΟΡΙΣΜΟΙ (ΑΝ ΥΠΑΡΧΟΥΝ)

Ο νόμιμος κάτοχος αυτού του πιστοποιητικού μπορεί να υπηρετεί υπό την παρακάτω ειδικότητα ή ειδικότητες που καθορίζονται στις ισχύουσες απαιτήσεις ασφαλούς επάνδρωσης της Αρχής:

ΕΙΔΙΚΟΤΗΤΑ	ΠΕΡΙΟΡΙΣΜΟΙ (ΕΑΝ ΥΠΑΡΧΟΥΝ)

Πιστοποιητικό υπ' αριθμ.εκδόθηκε την (Επίσημη σφραγίδα)

(Επίσημη Σφραγίδα)

Υπογραφή κατάλληλα εξουσιοδοτημένου αξιωματούχου

Όνομα κατάλληλα εξουσιοδοτημένου αξιωματούχου

Το πρωτότυπο αυτού του πιστοποιητικού πρέπει να είναι διαθέσιμο σύμφωνα με τον κανονισμό 1/2 παράγραφος 11 της Σύμβασης ενώ υπηρετεί στο πλοίο.

Ημερομηνία γέννησης του κατόχου του πιστοποιητικού

Υπογραφή κατόχου του πιστοποιητικού

Φωτογραφία κατόχου του πιστοποιητικού



Η ισχύς αυτού του πιστοποιητικού επεκτείνεται έως

(Επίσημη σφραγίδα)

Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία ανανέωσης -----

Όνομα εξουσιοδοτημένου αξιωματούχου

Η ισχύς αυτού του πιστοποιητικού επεκτείνεται έως

(Επίσημη σφραγίδα)

Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία ανανέωσης -----

Όνομα εξουσιοδοτημένου αξιωματούχου

2. Με εξαίρεση τις διατάξεις της παραγράφου 1, το έντυπο που χρησιμοποιείται για να βεβαιώσει την έκδοση πιστοποιητικού θα είναι όπως αυτό που φαίνεται παρακάτω, με την προϋπόθεση ότι οι λέξεις "ή έως την ημερομηνία λήξης της οποίας ανανέωσης της ισχύος αυτής της θεώρησης που ενδεχομένως παρατίθεται στην επόμενη σελίδα" εμφανίζονται στην πρώτη σελίδα του εντύπου και το τμήμα καταχώρησης της ανανέωσης της ισχύος που παρατίθεται στην τελευταία σελίδα του εντύπου θα παραλείπεται όπου η θεώρηση πρέπει να αντικατασταθεί όταν λήξει. Οδηγίες όσον αφορά την συμπλήρωση του εντύπου δίνονται στο τμήμα B-1/2 αυτού του Κώδικα.

(Επίσημη σφραγίδα)

(ΧΩΡΑ)

ΘΕΩΡΗΣΗ ΠΟΥ ΒΕΒΑΙΩΝΕΙ ΤΗΝ ΕΚΔΟΣΗ ΠΙΣΤΟΠΟΙΗΤΙΚΟΥ ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΔΙΑΤΑΞΕΙΣ ΤΗΣ ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΗΣ ΠΕΡΙ ΠΡΟΤΥΠΩΝ ΕΚΠΑΙΔΕΥΣΗΣ, ΠΙΣΤΟΠΟΙΗΣΗΣ ΚΑΙ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΤΩΝ ΝΑΥΤΙΚΩΝ ΤΟΥ 1978 ΟΠΩΣ ΤΡΟΠΟΠΟΙΗΘΗΚΕ

Η Κυβέρνηση τηςπιστοποιεί ότι το πιστοποιητικό υπ. αριθ.....έχει εκδοθεί στονο οποίος ευρέθει να διαθέτει τα προσόντα σύμφωνα με τις διατάξεις του κανονισμού.....της ανωτέρω Σύμβασης όπως τροποποιήθηκε, και ευρέθει ικανός να εκτελεί τις παρακάτω λειτουργίες, στα επίπεδα που καθορίζονται υποκείμενος στους όποιους περιορισμούς που παρατίθενται μέχρι τηνή μέχρι την ημερομηνία λήξης της οποίας ανανέωσης της ισχύος αυτής της θεώρησης που ενδεχομένως μνημονεύεται στην πίσω σελίδα:

ΛΕΙΤΟΥΡΓΙΑ	ΕΠΙΠΕΔΟ	ΠΕΡΙΟΡΙΣΜΟΙ (ΕΑΝ ΥΠΑΡΧΟΥΝ)

Ο νόμιμος κάτοχος αυτού του πιστοποιητικού μπορεί να υπηρετεί υπό την παρακάτω ιδιότητα ή ιδιότητες που καθορίζεται στις απαιτήσεις ασφαλούς επάνδρωσης της Αρχής:

ΕΙΔΙΚΟΤΗΤΑ	ΠΕΡΙΟΡΙΣΜΟΙ (ΕΑΝ ΥΠΑΡΧΟΥΝ)

Θεώρηση υπ.αριθμ.εκδόθηκε την

(Επίσημη σφραγίδα)

Υπογραφή εξουσιοδοτημένου αξιωματούχου

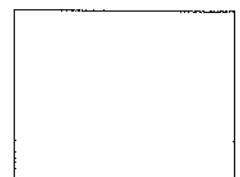
Όνομα εξουσιοδοτημένου αξιωματούχου

Το πρωτότυπο αυτής της θεώρησης πρέπει να είναι διαθέσιμο σύμφωνα με τον κανονισμό 1/2, παράγραφος 11 της Σύμβασης ενώ υπηρετεί στο πλοίο.

Ημερομηνία γέννησης του κατόχου του πιστοποιητικού

Υπογραφή κατόχου του πιστοποιητικού

Φωτογραφία κατόχου του πιστοποιητικού



Η ισχύς αυτής της θεώρησης επεκτείνεται έως

(Επίσημη σφραγίδα)

Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία ανανέωσης -----

Όνομα εξουσιοδοτημένου αξιωματούχου

Η ισχύς αυτής της θεώρησης επεκτείνεται έως

(Επίσημη σφραγίδα)

Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία ανανέωσης -----

Όνομα εξουσιοδοτημένου αξιωματούχου

3 Το έντυπο που χρησιμοποιείται για να πιστοποιήσει την αναγνώριση ενός πιστοποιητικού φαίνεται παρακάτω, με εξαίρεση ότι οι λέξεις "ή έως την ημερομηνία λήξης της όπιας ανανέωσης της ισχύος αυτής της θεώρησης που ενδεχομένως μνημονεύεται στην πίσω σελίδα" που εμφανίζεται στην πρώτη σελίδα του εντύπου και οι διατάξεις καταγραφής της ανανέωσης της ισχύος που εμφανίζεται στην πίσω σελίδα του εντύπου θα παραλείπονται όταν η θεώρηση πρέπει να αντικατασταθεί όταν λήξει. Οδηγίες όσον αφορά την συμπλήρωση του εντύπου περιέχονται στο τμήμα B-1/2 αυτού του Κώδικα.

(Επίσημη σφραγίδα)

(ΧΩΡΑ)

ΘΕΩΡΗΣΗ ΠΟΥ ΒΕΒΑΙΩΝΕΙ ΤΗΝ ΑΝΑΓΝΩΡΙΣΗ ΠΙΣΤΟΠΟΙΗΤΙΚΟΥ ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΔΙΑΤΑΞΕΙΣ ΤΗΣ ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΗΣ ΠΕΡΙ ΠΡΟΤΥΠΩΝ ΕΚΠΑΙΔΕΥΣΗΣ, ΠΙΣΤΟΠΟΙΗΣΗΣ ΚΑΙ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΤΩΝ ΝΑΥΤΙΚΩΝ ΤΟΥ 1978 ΟΠΩΣ ΤΡΟΠΟΠΟΙΗΘΗΚΕ

Η Κυβέρνηση τηςπιστοποιεί ότι το Πιστοποιητικό υπ.αριθμ.που εκδόθηκε στοναπό ή για λογαριασμό της Κυβέρνησης τηςείναι αναγνωρισμένο σύμφωνα με τις διατάξεις του κανονισμού I/10 της παραπάνω Σύμβασης, όπως τροποποιήθηκε, και ο νόμιμος κάτοχος εξουσιοδοτείται να εκτελεί τις παρακάτω λειτουργίες στα επίπεδα που καθορίζονται, υπό τους περιορισμούς που μνημονεύονται έως τηνή έως την ημερομηνία λήξης της όποιας ανανέωσης της ισχύος αυτής της θεώρησης που ενδεχομένως μνημονεύεται στην πίσω σελίδα.

ΛΕΙΤΟΥΡΓΙΑ	ΕΠΙΠΕΔΟ	ΠΕΡΙΟΡΙΣΜΟΙ (ΕΑΝ ΥΠΑΡΧΟΥΝ)

Ο νόμιμος κάτοχος αυτής της θεώρησης μπορεί να υπηρετήσει υπό την παρακάτω ιδιότητα ή ιδιότητες σύμφωνα με τις ισχύουσες απαιτήσεις ασφαλούς επάνδρωσης που ισχύουν από την Αρχή.

ΕΙΔΙΚΟΤΗΤΑ	ΠΕΡΙΟΡΙΣΜΟΙ (ΕΑΝ ΥΠΑΡΧΟΥΝ)

Θεώρηση υπ.αριθμ.εκδόθηκε την

(Επίσημη σφραγίδα)

Υπογραφή εξουσιοδοτημένου αξιωματούχου

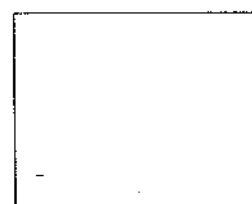
Όνομα εξουσιοδοτημένου αξιωματούχου

Το πρωτότυπο αυτής της θεώρησης πρέπει να είναι διαθέσιμο σύμφωνα με τον κανονισμό I/2 παράγραφος 11 της Σύμβασης ενώ υπηρετεί στο πλοίο.

Ημερομηνία γέννησης του κατόχου του πιστοποιητικού

Υπογραφή του κατόχου του πιστοποιητικού

Φωτογραφία κατόχου του πιστοποιητικού



Η ισχύς αυτής της θεώρησης επεκτείνεται έως

(Επίσημη σφραγίδα)

Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία ανανέωσης.....

Όνομα εξουσιοδοτημένου αξιωματούχου

Η ισχύς αυτής της θεώρησης επεκτείνεται έως

(Επίσημη σφραγίδα)

Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία ανανέωσης

Όνομα εξουσιοδοτημένου αξιωματούχου

4 Κατά την χρήση τύπων που μπορεί να είναι διαφορετικοί αυτών που καθορίζονται σε αυτό το τμήμα, σύμφωνα με τον κανονισμό 1/2, παράγραφος 10, τα Μέρη θα εξασφαλίσουν ότι σε όλες τις περιπτώσεις:

1. όλες οι πληροφορίες που έχουν σχέση με την ταυτότητα και την προσωπική περιγραφή του κατόχου, περιλαμβανομένου του ονόματος, ημερομηνίας γέννησης, φωτογραφίας και υπογραφής καθώς επίσης και η ημερομηνία έκδοσης του εγγράφου θα παρατίθενται στην ίδια σελίδα των εγγράφων, και
2. όλες οι πληροφορίες που αναφέρονται στην ιδιότητα ή ιδιότητες υπό τις οποίες ο κάτοχος δικαιούται να υπηρετεί σύμφωνα με τις εφαρμοζόμενες απαιτήσεις ασφαλούς επάνδρωσης της Αρχής, καθώς και οι όποια περιορισμοί, θα παρατίθενται εμφανώς και θα εντοπίζονται εύκολα.

ΕΚΔΟΣΗ ΚΑΙ ΚΑΤΑΧΩΡΗΣΗ ΠΙΣΤΟΠΟΙΗΤΙΚΩΝ

Έγκριση της θαλάσσιας υπηρεσίας

5 Κατά την έγκριση της θαλάσσιας υπηρεσίας που απαιτείται από τη Σύμβαση, τα Μέρη θα πρέπει να εξασφαλίσουν ότι η εν λόγω υπηρεσία είναι σχετική με τα προσόντα που ζητήθηκαν, λαμβάνοντας υπόψη ότι, εκτός από την αρχική εξοκείωση με την υπηρεσία σε ποντοπόρα πλοία, ο σκοπός αυτής της υπηρεσίας είναι να επιτρέψει στο ναυτικό να εκπαιδευτεί και να εφαρμοστεί, κάτω από κατάλληλη επιτήρηση, ασφαλείς και κατάλληλες θαλάσσιες πρακτικές, διαδικασίες και ρουτίνες, που σχετίζονται με τα προσόντα που απαιτούνται.

Έγκριση εκπαιδευτικών προγραμμάτων

6 Κατά την έγκριση εκπαιδευτικών μαθημάτων και προγραμμάτων, τα μέρη θα πρέπει να λάβουν υπόψη ότι οι σχετικές πρότυπες σειρές εκπαίδευσης του IMO μπορούν να βοηθήσουν στην προετοιμασία τέτοιων μαθημάτων και προγραμμάτων, και να εξασφαλίσουν ότι οι λεπτομερείς στόχοι μάθησης που προτείνονται σ' αυτά, καλύπτονται κατάλληλα.

Ηλεκτρονική πρόσβαση στα μητρώα

7 Στη διατήρηση του ηλεκτρονικού μητρώου σύμφωνα με την παράγραφο 15 του κανονισμού 1/2, θα πρέπει να γίνουν διατάξεις που να επιτρέπουν ελεγχόμενη ηλεκτρονική πρόσβαση σε τέτοιο μητρώο ή μητρώα για να επιτρέπουν στα Μέρη και στις εταιρείες να επιβεβαιώνουν:

- .1 το όνομα του ναυτικού στον οποίο εκδόθηκε τέτοιο πιστοποιητικό, θεώρηση ή άλλο προσόν, το σχετικό του αριθμό, την ημερομηνία έκδοσής και την ημερομηνία λήξης,
- .2 την ειδικότητα με την οποία μπορεί να υπηρετήσει ο κάτοχος και όποιους περιορισμούς επισυνάπτονται εκεί, και
- .3 τις λειτουργίες που μπορεί να εκτελέσει ο κάτοχος, τα εξουσιοδοτημένα επίπεδα και όποιους περιορισμούς επισυνάπτονται εκεί.

Ανάπτυξη βάσης δεδομένων για την καταχώριση πιστοποιητικών

8 Κατά την εφαρμογή της απαίτησης της παραγράφου 14 του κανονισμού I/2 για την διατήρηση ενός μητρώου πιστοποιητικών και θεωρήσεων, δεν είναι απαραίτητη μια τυποποιημένη βάση δεδομένων με την προϋπόθεση ότι όλες οι σχετικές πληροφορίες είναι καταχωρημένες και διαθέσιμες σύμφωνα με τον κανονισμό I/2.

9 Τα ακόλουθα στοιχεία πληροφοριών θα πρέπει να είναι καταχωρημένα και διαθέσιμα είτε σε έντυπη είτε σε ηλεκτρονική μορφή σύμφωνα με τον κανονισμό I/2:

.1 Κατάσταση του πιστοποιητικού

- Έγκυρο
- Υπό αναστολή
- Ακυρωμένο
- Δηλωμένο ως απολεσθέν
- Κατεστραμμένο

να φυλάσσεται με ένα αρχείο των αλλαγών της κατάστασης, συμπεριλαμβανομένων των ημερομηνιών των αλλαγών.

.2 Λεπτομέρειες του πιστοποιητικού

- Όνομα ναυτικού
- Ημερομηνία γέννησης
- Εθνικότητα
- Φύλο
- Κατά προτίμηση μια φωτογραφία
- Σχετικό αριθμό εγγράφου
- Ημερομηνία έκδοσης
- Ημερομηνία λήξης
- Τελευταία ημερομηνία ανανέωσης
- Λεπτομέρειες της εξαίρεσης (εξαιρέσεων)

.3 Λεπτομέρειες της ικανότητας

- STCW πρότυπα της ικανότητας (π.χ κανονισμός II/1)
- Ειδικότητα
- Λειτουργία
- Επίπεδο ευθύνης
- Θεωρήσεις
- Περιορισμοί

.4 Ιατρικές λεπτομέρειες

Η ημερομηνία έκδοσης του τελευταίου ιατρικού πιστοποιητικού να σχετίζεται με την έκδοση ή την ανανέωση του πιστοποιητικού ικανότητας.

Τμήμα A-I/3

Αρχές που διέπουν παράκπιους πλόες

1 Όταν ένα Μέρος ορίζει τους παράκπιους πλόες, μεταξύ άλλων, για το σκοπό της εφαρμογής παραλλαγών των θεμάτων που απαριθμούνται στη στήλη 2 των πινάκων του προτύπου ικανότητας που περιέχονται στα κεφάλαια II και III του μέρους A του Κώδικα, για την έκδοση έγκυρων πιστοποιητικών για υπηρεσία σε πλοία που φέρουν τη σημαία του Κράτους Μέλους και εκτελούν τέτοιους πλόες, πρέπει να λαμβάνονται υπόψη οι ακόλουθοι τομείς, υπολογίζοντας τις επιπτώσεις στην ασφάλεια (safety) και την ασφάλεια (security) όλων των πλοίων και του θαλάσσιου περιβάλλοντος:

- .1 ο τύπος του πλοίου και το εμπόριο που έχει αναλάβει,
- .2 η ολική χωρητικότητα του πλοίου και η ισχύς πρόωσης της κύριας μηχανής σε κιλοβάτ (kilowatt),
- .3 η φύση και η διάρκεια των πλόων,
- .4 η μέγιστη απόσταση από ένα λιμένα καταφυγής,
- .5 η επάρκεια της κάλυψης και η ακρίβεια των συσκευών προσδιορισμού στίγματος ναυσιπλοΐας,
- .6 οι καιρικές συνθήκες που συνήθως επικρατούν στην περιοχή των παράκτιων πλόων,
- .7 την παροχή επί του πλοίου και παράκτιων εγκαταστάσεων επικοινωνίας για έρευνα και διάσωση, και
- .8 τη διαθεσιμότητα υποστήριξης στην ξηρά, ειδικότερα όσον αφορά την τεχνική συντήρηση επί του πλοίου.

2 Δεν είναι σκόπιμο τα πλοία που εκτελούν παράκτιους πλόες να επεκτείνουν τους πλόες τους παγκοσμίως, με τη δικαιολογία ότι πλέουν σταθερά εντός των καθορισμένων ορίων παράκτιων πλόων των γειτονικών Μερών.

Τμήμα A-I/4

Διαδικασίες ελέγχου

1 Η διαδικασία αξιολόγησης που προβλέπεται στον κανονισμό I/4, παράγραφος 1.3 που είναι αποτέλεσμα των όποιων συμβάντων αναφέρονται εκεί θα έχει σκοπό την εξακρίβωση του γεγονότος ότι μέλη του πληρώματος, που απαιτείται να διαθέτουν επαγγελματικές ικανότητες, διαθέτουν πραγματικά τις απαραίτητες δεξιότητες που είναι σχετικές με το αντίστοιχο συμβάν.

2 Πρέπει να έχουμε κατά νου, όταν πραγματοποιείται η αξιολόγηση, ότι οι όποιες διαδικασίες επί του πλοίου καθορίζονται από τον Διεθνή Κώδικα Ασφαλούς Διαχείρισης (ISM) και ότι οι διατάξεις αυτής της Σύμβασης περιορίζονται στην ικανότητα ασφαλούς εκτέλεσης των συγκεκριμένων διαδικασιών.

3 Οι διαδικασίες ελέγχου σύμφωνα με αυτή την Σύμβαση θα περιορίζονται στα πρότυπα ικανότητας κάθε ενδοναυτικού που επιβαίνει στο πλοίο και τις δεξιότητες τους που είναι σχετικές με την τήρηση φυλακής όπως ορίζεται στο μέρος Α του Κώδικα. Η αξιολόγηση ικανότητας στο πλοίο θα αρχίζει με τον έλεγχο των πιστοποιητικών των ναυπικών.

4 Εκτός από τον έλεγχο του πιστοποιητικού, η αξιολόγηση σύμφωνα με τον κανονισμό I/4 παράγραφο 1.3 μπορεί να απαιτεί από τον ναυτικό να επιδείξει την σχετική ικανότητα στο χώρο εκτέλεσης των καθηκόντων του. Τέτοια επίδειξη μπορεί να περιλαμβάνει την εξακρίβωση ότι οι επιχειρησιακές απαιτήσεις ικανοποιούνται και ότι υπάρχει η κατάλληλη ανταπόκριση σε καταστάσεις ανάγκης ανάλογα με το επίπεδο ικανότητας του ναυτικού.

5 Στην αξιολόγηση θα χρησιμοποιούνται μόνο οι μέθοδοι ικανότητας μαζί με τα κριτήρια εκτίμησης της και του στόχου των προτύπων που δίνονται στο μέρος Α αυτού του Κώδικα.

6 Αξιολόγηση ικανότητας που σχετίζεται με την ασφάλεια (security), πρέπει να διεξάγεται για εκείνους τους ναυτικούς με συγκεκριμένα καθήκοντα ασφάλειας μόνο στην περίπτωση που υπάρχουν σαφείς λόγοι, όπως προβλέπεται στο κεφάλαιο XI/2 της Διεθνούς Σύμβασης περί Ασφαλείας της Ανθρώπινης Ζωής στην Θάλασσα (SOLAS). Σε όλες τις άλλες περιπτώσεις, θα περιορίζεται στον έλεγχο των πιστοποιητικών και/ή των θεωρήσεων των ναυπικών.

Τμήμα A-I/5

Εθνικές διατάξεις

Οι διατάξεις του κανονισμού I/5 δεν θα ερμηνεύονται ότι παρεμποδίζουν τον καταμερισμό εργασιών για εκπαίδευση υπό επίβλεψη ή σε περιπτώσεις ανωτέρας βίας.

Μέρος A-I/6

Εκπαίδευση και αξιολόγηση

1 Κάθε Κράτος μέλος θα εξασφαλίσει ότι όλη η εκπαίδευση και αξιολόγηση των ναυπικών για πιστοποίηση σύμφωνα με αυτή τη Σύμβαση είναι:

- .1 δομημένη σύμφωνα με γραπτά προγράμματα, που περιλαμβάνουν μεθόδους και τρόπους παράδοσης, διαδικασίες και υλικό μάθησης που είναι απαραίτητα για να εξασφαλισθεί το καθορισμένο επίπεδο ικανότητας, και

.2 πραγματοποιείται, επιτηρείται, αξιολογείται και υποστηρίζεται από προσοντούχα άτομα σύμφωνα με τις παραγράφους 4, 5 και 6.

2 Άτομα που πραγματοποιούν εκπαίδευση ή αξιολόγηση σε πλοίο θα εκτελούν αυτές τις διαδικασίες όταν τέτοια εκπαίδευση ή αξιολόγηση δεν έχει δυσμενείς επιπτώσεις στην κανονική λειτουργία του πλοίου και υπάρχει δυνατότητα να αφιερώσουν τον χρόνο και την προσοχή τους σε εκπαίδευση ή αξιολόγηση.

Προσόντα εκπαιδευτών, επιποπτών και αξιολογούντων*

3 Κάθε Μέρος θα εξασφαλίσει ότι οι εκπαιδευτές, επιπόπτες και αξιολογούντες έχουν τα κατάλληλα προσόντα για τους συγκεκριμένους τύπους και επίπεδα εκπαίδευσης ή αξιολόγησης ικανότητας των ναυτικών είτε στο πλοίο είτε στην ξηρά, όπως απαιτείται από την Σύμβαση, σύμφωνα με τις διατάξεις αυτού του τμήματος.

Εκπαίδευση κατά την υπηρεσία

4 Όποιο άτομο εκτελεί εκπαίδευση κατά την υπηρεσία ναυτικού, είτε στο πλοίο είτε στην ξηρά, που προορίζεται να χρησιμοποιηθεί σαν προσόν για πιστοποίηση σύμφωνα με αυτή την Σύμβαση:

.1 θα πρέπει να έχει αφομαίώσει το πρόγραμμα εκπαίδευσης και να έχει κατανοήσει τους συγκεκριμένους αντικειμενικούς σκοπούς της εκπαίδευσης για τον συγκεκριμένο τύπο εκπαίδευσης που πραγματοποιείται,

.2 να έχει τα προσόντα για την εργασία για την οποία πραγματοποιείται εκπαίδευση, και

.3 αν πραγματοποιεί εκπαίδευση χρησιμοποιώντας προσομοιωτή να:

.3.1 έχει λάβει κατάλληλες λειτουργικές και τεχνικές οδηγίες που αφορούν την χρήση προσομοιωτών, και

.3.2 έχει αποκτήσει πρακτική επιχειρησιακή εμπειρία στον συγκεκριμένο τύπο προσομοιωτή που χρησιμοποιείται.

5 Κάθε άτομο που είναι υπεύθυνο για την επίβλεψη επί του πλοίου εκπαίδευσης ναυτικού, που πρόκειται να χρησιμοποιηθεί σαν προσόν για πιστοποίηση σύμφωνα με την Σύμβαση, θα πρέπει να έχει κατανοήσει πλήρως τα εκπαιδευτικά προγράμματα και τους συγκεκριμένους αντικειμενικούς σκοπούς για κάθε τύπο εκπαίδευσης που πραγματοποιείται.

Αξιολόγηση ικανότητας

6 Όποιο άτομο πραγματοποιεί αξιολόγηση ικανότητας κατά την υπηρεσία ναυτικού, είτε στο πλοίο είτε στην ξηρά, που πρόκειται να χρησιμοποιηθεί σαν προσόν για πιστοποίηση σύμφωνα με την Σύμβαση:

.1 θα διαθέτει κατάλληλο επίπεδο γνώσεων και κατανόησης της ικανότητας που πρόκειται να αξιολογηθεί,

.2 θα διαθέτει τα απαιτούμενα προσόντα για την εργασία για την οποία πραγματοποιείται η αξιολόγηση,

.3 θα έχει λάβει τις κατάλληλες οδηγίες όσον αφορά τις μεθόδους και πρακτικές αξιολόγησης,

.4 θα έχει αποκτήσει πρακτική εμπειρία αξιολόγησης, και

.5 αν πραγματοποιεί αξιολόγηση που περιλαμβάνει τη χρήση προσομοιωτών, θα έχει πρακτική εμπειρία αξιολόγησης στον συγκεκριμένο τύπο προσομοιωτή υπό την επιτήρηση και σε βαθμό που θα ικανοποιεί έμπιστο αξιολογούντα.

Εκπαίδευση και αξιολόγηση σε εκπαιδευτικό ίδρυμα

7 Κάθε Μέρος το οποίο αναγνωρίζει κύκλο σπουδών εκπαίδευσης, εκπαιδευτικό ίδρυμα, ή αποδεικτικό που απονέμεται από εκπαιδευτικό ίδρυμα, σαν τμήμα των απαιτήσεων του για την έκδοση πιστοποιητικού που απαιτείται από την Σύμβαση, θα εξασφαλίσει ότι τα προσόντα, και η εμπειρία των εκπαιδευτών και αξιολο-

* Οι σχετικές πρότυπες σπρές εκπαίδευσης IMO μπορεί να βοηθούν στην προεταρμασία των εκπαιδεύσεων.

γούντων καλύπτουν τις ισχύουσες διατάξεις των προτύπων ποιότητας του τμήματος A-I/8. Τέτοια προσόντα, εμπειρία και εφαρμογή των προτύπων ποιότητας θα περιλαμβάνουν την κατάλληλη εκπαίδευση σε τεχνικές ενημέρωσης και μεθόδους εκπαίδευσης, αξιολόγησης και πρακτικής, και θα καλύπτουν πλήρως τις ισχύουσες απαιτήσεις των παραγράφων 4 και 6.

ΤΜΗΜΑ A-I/7

Ανακοίνωση πληροφοριών

1 Οι πληροφορίες που απαιτούνται από τον κανονισμό I/7, παράγραφο 1, θα ανακοινώνονται στο Γενικό Γραμματέα με τους τύπους που καθορίζονται στις ακόλουθες παραγράφους.

ΜΕΡΟΣ 1 – ΑΡΧΙΚΗ ΚΟΙΝΟΠΟΙΗΣΗ ΤΩΝ ΠΛΗΡΟΦΟΡΙΩΝ

2 Εντός ενός ημερολογιακού έτους από την έναρξη ισχύος του κανονισμού I/7, κάθε Μέρος θα αναφέρει τα μέτρα που έχει λάβει προκαμένου να τεθεί σε πλήρη ισχύ η Σύμβαση. Η αναφορά αυτή θα περιλαμβάνει τα παρακάτω:

- .1 στοιχεία επικοινωνίας και οργανόγραμμα του υπουργείου, τμήματος ή κυβερνητικού φορέα που είναι υπεύθυνος για την υλοποίηση της Σύμβασης.
- .2 συνοπτική εξήγηση των νομικών και διακηπικών μέτρων που προβλέπονται και έχουν ληφθεί για να εξασφαλισθεί η συμμόρφωση, ιδιαίτερα με τους κανονισμούς I/2, I/6 και I/9,
- .3 σαφή δήλωση όσον αφορά τις ρυθμίσεις που έχουν γίνει αναφορικά με την μόρφωση, εκπαίδευση, εξέταση, αξιολόγηση ικανότητας και έκδοση πιστοποιητικών,
- .4 σύντομη περίληψη των κύκλων σπουδών και προγραμμάτων εκπαίδευσης, περί των εξετάσεων και αξιολογήσεων που προβλέπονται για κάθε πιστοποιητικό που εκδίδεται σύμφωνα με την Σύμβαση,
- .5 συνοπτική περιγραφή των διαδικασιών που ακολουθούνται για την εξουσιοδότηση, αποδοχή ή έγκριση εκπαίδευσης και εξετάσεων, καθορισμό υγειονομικής καταλληλότητας και ικανότητας, που απαιτούνται από την Σύμβαση, α συνθήκες που αναφέρονται σε αυτή και κατάλογος των εξουσιοτήσεων, αποδοχών και εγκρίσεων που εδόθησαν,
- .6 συνοπτική περίληψη των διαδικασιών που ακολουθούνται για απανομή εξαιρέσεων σύμφωνα με το άρθρο VIII της Σύμβασης, και
- .7 τα αποτελέσματα της σύγκρισης που πραγματοποιείται σύμφωνα με τον κανονισμό I/11 και σαφές περίγραμμα της εκπαίδευσης ανανέωσης και εκσυγχρονισμού γνώσεων που απαιτείται.

ΜΕΡΟΣ 2 – ΜΕΤΑΓΕΝΕΣΤΕΡΕΣ ΕΚΘΕΣΕΙΣ

3 Κάθε Μέρος, εντός έξι μηνών:-

- .1 από την διατήρηση ή αποδοχή των όποιων ισοδύναμων ρυθμίσεων μόρφωσης ή εκπαίδευσης σύμφωνα με το άρθρο IX, θα δίνει πλήρη περιγραφή αυτών των ρυθμίσεων,
- .2 από την αναγνώριση πιστοποιητικών που εκδόθηκαν από άλλο Μέρος, θα υποβάλλει αναφορά που περιληπτικά θα περιγράφει τα μέτρα που λαμβάνονται για να εξασφαλισθεί συμμόρφωση με τον κανονισμό I/10, και
- .3 από την έγκριση απασχόλησης ναυτικών που διαθέτουν εναλλακτικά πιστοποιητικά που εκδόθηκαν σύμφωνα με τον κανονισμό VII/1 σε πλοία που φέρουν την σημαία του, θα υποβάλλει στο Γενικό Γραμματέα δείγμα εγγράφου όσον αφορά τον τύπο των εγγράφων ασφαλούς επάνδρωσης που εκδόθηκαν για αυτά τα πλοία.

4 Κάθε Μέρος θα αναφέρει τα αποτελέσματα κάθε αξιολόγησης που πραγματοποιείται σύμφωνα με τον κανονισμό I/8, παράγραφος 2, εντός έξι μηνών από την ολοκλήρωσή της. Η αναφορά της αξιολόγησης θα περιλαμβάνει τις ακόλουθες πληροφορίες:

- .1 τα προσόντα και την εμπειρία εκείνων που πραγματοποίησαν την αξιολόγηση, (π.χ. πιστοποιητικά ικανότητας που έχουν, εμπειρία ως ναυτικοί και ανεξάρτητα αξιολογητές, εμπειρία στον τομέα της ναυ-

πκής εκπαίδευσης και αξιολόγησης, εμπειρία στη διαχείριση των συστημάτων πιστοποίησης ή οποιαδήποτε άλλα προσόντα/ εμπειρία),

.2 τους όρους αναφοράς για την ανεξάρτητη αξιολόγηση και εκείνους των αξιολογητών,

.3 μία λίστα των εκπαιδευτικών ιδρυμάτων/ κέντρων που καλύπτονται από την ανεξάρτητη αξιολόγηση, και

.4 τα αποτελέσματα της ανεξάρτητης αξιολόγησης, συμπεριλαμβανομένου:

.1 της επιβεβαίωσης ότι:

.1.1 όλες οι ισχύουσες διατάξεις της Σύμβασης και του Κώδικα STCW, συμπεριλαμβανομένων των τροποποιήσεων τους, καλύπτονται από το σύστημα προτύπων ποιότητας του κάθε Μέρους σύμφωνα με το τμήμα A-I/8, παράγραφος 3.2, και

.1.2 όλα τα μέτρα εσωτερικού διαχειριστικού ελέγχου και τα μέτρα ελέγχου και οι ενέργειες παρακολούθησης, συμμορφώνονται με τις προγραμματισμένες ρυθμίσεις και τις τεκμηριωμένες διαδικασίες και είναι αποτελεσματικά στη διασφάλιση της επίτευξης των καθορισμένων στόχων, σύμφωνα με το τμήμα A-I/8, παράγραφος 3.2,

.2 μία σύντομη περιγραφή:

.2.1 των μη συμμορφώσεων που εντοπίστηκαν κατά την ανεξάρτητη αξιολόγηση, αν υπάρχουν,

.2.2 των διορθωτικών μέτρων που προτείνονται για την αντιμετώπιση των εντοπισμένων μη συμμορφώσεων, και

.2.3 των διορθωτικών μέτρων που ελήφθησαν για την αντιμετώπιση των εντοπισμένων μη συμμορφώσεων.

5 Τα Μέρη θα πρέπει να αναφέρουν τα μέτρα που έχουν ληφθεί για την εφαρμογή μεταγενέστερων υποχρεωτικών τροποποιήσεων της Σύμβασης και του Κώδικα STCW, που δεν είχαν προηγουμένως περιληφθεί στην αναφορά της αρχικής ανακοίνωσης πληροφοριών σύμφωνα με τον κανονισμό I/7 ή σε οποιαδήποτε προηγούμενη αναφορά σύμφωνα με τον κανονισμό I/8. Οι πληροφορίες θα περιληφθούν στην επόμενη αναφορά που ακολουθεί από την έναρξη σε ισχύ της τροποποίησης, σύμφωνα με τον κανονισμό I/8, παράγραφος 3.

6 Οι πληροφορίες των μέτρων που έχουν ληφθεί για την εφαρμογή υποχρεωτικών τροποποιήσεων της Σύμβασης και του Κώδικα STCW θα πρέπει να περιλαμβάνουν τα ακόλουθα, ανάλογα με την περίπτωση:

.1 μια συνοπτική εξήγηση των νομικών και δικηπικών μέτρων που προβλέπονται και έχουν ληφθεί για να εξασφαλισθεί η συμμόρφωση με την τροποποίηση,

.2 μια σύντομη περίληψη των κύκλων σπουδών και προγραμμάτων εκπαίδευσης, περί των εξετάσεων και αξιολογήσεων που προβλέπονται για να εξασφαλισθεί η συμμόρφωση με την τροποποίηση,

.3 μια συνοπτική περιγραφή των διαδικασιών που ακολουθούνται για την εξουσιοδότηση, αποδοχή ή έγκριση εκπαίδευσης και εξετάσεων, καθορισμό υγιονομικής καταλληλότητας και ικανότητας, που απαιτούνται σύμφωνα με την τροποποίηση,

.4 ένα σαφές περίγραμμα της εκπαίδευσης ανανέωσης και εκσυγχρονισμού γνώσεων που απαιτείται για να συμφωνεί με τις τροποποιήσεις, και

.5 μια σύγκριση μεταξύ των μέτρων για την εφαρμογή της τροποποίησης και των υφιστάμενων μέτρων που περιλαμβάνονται στις προηγούμενες αναφορές σύμφωνα με τον κανονισμό I/7, παράγραφος 1 και/ ή τον κανονισμό I/8, παράγραφος 2, ανάλογα με την περίπτωση.

ΜΕΡΟΣ 3- ΟΜΑΔΑ ΑΡΜΟΔΙΩΝ ΑΤΟΜΩΝ

7 Ο Γενικός Γραμματέας θα τηρεί κατάλογο των εξειδικευμένων ατόμων που εγκρίθηκαν από την Επιτροπή Ναυτικής Ασφαλείας, που περιλαμβάνει επίσης εξειδικευμένα άτομα που είναι διαθέσιμα ή συμιστώνται από

τα Κράτη μέλη, που μπορεί να κληθούν να αξιολογήσουν τις αναφορές που υποβλήθηκαν σύμφωνα με τον κανονισμό I/7 και τον κανονισμό I/8 και να βοηθήσουν στην προετοιμασία της αναφοράς που απαιτείται από τον κανονισμό I/7, παράγραφος 2. Αυτά τα άτομα θα είναι συνήθως διαθέσιμα κατά την διάρκεια των σχετικών συνόδων της Επιτροπής Ναυτικής Ασφαλείας ή των υπαγομένων σε αυτή φορέων αλλά δεν είναι απαραίτητο να εκτελούν την εργασία τους αποκλειστικά κατά την διάρκεια αυτών των συνόδων.

8 Σε σχέση με τον κανονισμό I/7, παράγραφος 2, τα εξεδικευμένα άτομα θα είναι γνώστες των απαιτήσεων της Σύμβασης και τουλάχιστον ένα από αυτά θα έχει γνώση του συστήματος εκπαίδευσης και πιστοποίησης του ενδιαφερομένου Μέρους.

9 Όταν μια αναφορά λαμβάνεται από κάθε Μέρος σύμφωνα με τον κανονισμό I/8 παράγραφος 3, ο Γενικός Γραμματέας θα ορίσει τα αρμόδια άτομα από τη λίστα που τηρεί σύμφωνα με την παραπάνω παράγραφο 7, για να θεωρήσουν την αναφορά και να παραθέσουν τις απόψεις τους σχετικά με το αν:

.1 η αναφορά είναι ολοκληρωμένη και καταδεικνύει ότι το Μέρος έχει προβεί σε ανεξάρτητη αξιολόγηση των γνώσεων, της κατανόησής τους, των δεξιοτήτων και της απόκτησης ικανοτήτων και των ενεργιών αξιολόγησης, και της διαχείρισης του συστήματος πιστοποίησης (συμπεριλαμβανομένης της θεώρησης και ανανέωσης), σύμφωνα με το τμήμα A-I/8, παράγραφος 3,

.2 η αναφορά είναι επαρκής να αποδείξει ότι:

.2.1 οι αξιολογητές είχαν τα προσόντα,

.2.2 οι όροι της αναφοράς ήταν αρκετά σαφείς ώστε να διασφαλίζουν ότι:

.2.2.1 όλες οι ισχύουσες διατάξεις της Σύμβασης και του Κώδικα STCW, συμπεριλαμβανομένων των τροποποιήσεων τους, καλύπτονται από το σύστημα προτύπων ποιότητας του Μέρους, και

.2.2.2 η υλοποίηση των σαφώς καθορισμένων στόχων, σύμφωνα με τον κανονισμό I/8, παράγραφος 1, θα μπορούσε να εξακριβωθεί σε όλο το φάσμα των σχετικών δραστηριοτήτων,

.2.3 οι διαδικασίες που ακολουθήθηκαν κατά την διάρκεια της ανεξάρτητης αξιολόγησης ήταν κατάλληλες να προσδιορίσουν οποιαδήποτε σημαντική μη συμμόρφωση του συστήματος εκπαίδευσης του Μέρους, της αξιολόγησης ικανότητας και της πιστοποίησης των ναυτικών, όπως μπορεί να εφαρμόζεται στο ενδιαφερόμενο Μέρος,

.2.4 οι πράξεις που ελήφθησαν για να διορθώσουν οποιαδήποτε μη συμμόρφωση που παρατηρήθηκε, είναι έγκαιρες και κατάλληλες*.

10 Κάθε συνάντηση των αρμοδίων ατόμων:

.1 θα πραγματοποιείται κατά την κρίση του Γενικού Γραμματέα,

.2 θα αποτελείται από μονό αριθμό μελών, συνήθως όχι περισσότερων των 5 ατόμων,

.3 θα ορίζει τον δικό της πρόεδρο, και

.4 θα δίδει στον Γενικό Γραμματέα την σύμφωνη γνώμη των μελών της, ή αν δεν καταλήξει σε συμφωνία, τις απόψεις τόσο της πλειοψηφίας όσο και της μειοψηφίας.

11 Τα αρμόδια άτομα, σε εμπιστευτική βάση, θα παραθέτουν γραπτά τις απόψεις τους:

.1 σε σύγκριση των γεγονότων που αναφέρονται στις πληροφορίες που παρέχονται στο Γενικό Γραμματέα από το Κράτος μέλος σε σχέση με τις αντίστοιχες απαιτήσεις της Σύμβασης,

.2 στην αναφορά κάθε σχετικής αξιολόγησης που υποβάλλεται σύμφωνα με τον κανονισμό I/8, παράγραφος 3,

* Οι διορθωτικές ενέργειες είναι έγκαιρες και κατάλληλες, σημαίνει τις ενέργειες που πρέπει να επικεντρωθούν στην υποστήριξη των βασικών απών των ελλείψεων και πρέπει να οργανωθεί ώστε να αξιολογηθούν σε προκαθορισμένο χρονοδιάγραμμα.

.3 στην αναφορά των μέτρων που έχουν ληφθεί για την εφαρμογή των τροποποιήσεων της Σύμβασης και του Κώδικα STCW που υποβλήθηκαν στην παράγραφο 5, και

.4 τις όποιες πρόσθετες πληροφορίες δίνονται από το Μέρος.

ΜΕΡΟΣ 4- ΑΝΑΦΟΡΑ ΠΡΟΣ ΤΗΝ ΕΠΙΤΡΟΠΗ ΝΑΥΤΙΚΗΣ ΑΣΦΑΛΕΙΑΣ

12 Κατά τη σύνταξη της αναφοράς, προς την Επιτροπή Ναυτικής Ασφάλειας, που απαιτείται από τον κανονισμό I/7, παράγραφος 2, ο Γενικός Γραμματέας:

.1 θα ζητήσει και θα λάβει υπόψη τις απόψεις των εξειδικευμένων ατόμων που επιλέγησαν από τον κατάλογο που συντάχθηκε σύμφωνα με την παράγραφο 7,

.2 θα ζητήσει διευκρίνιση όταν αυτό είναι απαραίτητο από το Κράτος μέλος σε οποιοδήποτε θέμα που σχετίζεται με τις πληροφορίες που δίνονται σύμφωνα με τον κανονισμό I/7 παράγραφος 1, και

.3 θα εντοπίζει οποιαδήποτε περιοχή που το Κράτος μέλος ενδεχομένως έχει ζητήσει βοήθεια για την εφαρμογή της Σύμβασης.

13 Το ενδιαφερόμενο Μέρος θα ενημερωθεί για τις ρυθμίσεις όσον αφορά συναντήσεις των αρμοδίων ατόμων, και οι ανπάτομοί του δικαιούνται να παρίστανται για να διευκρινήσουν οποιοδήποτε θέμα σχετίζεται με τις πληροφορίες που έχουν δοθεί σύμφωνα με τον κανονισμό I/7, παράγραφος 1.

14 Αν ο Γενικός Γραμματέας δεν είναι σε θέση να υποβάλλει την αναφορά που προβλέπεται από την παράγραφο 2 του κανονισμού I/7, το ενδιαφερόμενο Μέρος μπορεί να ζητήσει από την Επιτροπή Ναυτικής Ασφάλειας να λάβει τα μέτρα που προβλέπονται από την παράγραφο 3 του κανονισμού I/7, λαμβάνοντας υπόψη τις πληροφορίες που υποβάλλονται σύμφωνα με αυτό το τμήμα και τις απόψεις που εκφράζονται σύμφωνα με τις παραγράφους 10 και 11.

ΤΜΗΜΑ A-I/8

Πρότυπα Ποιότητας

Εθνικοί αντικειμενικοί σκοποί και πρότυπα ποιότητας

1 Κάθε Μέρος θα εξασφαλίσει ότι οι αντικειμενικοί σκοποί εκπαίδευσης και άσκησης και τα σχετικά πρότυπα ικανότητας που είναι επιβεβλημένο να επιτευχθούν, προσδιορίζονται με σαφήνεια και καθορίζουν τα επίπεδα γνώσεων, κατανόησης και δεξιοτήτων που είναι κατάλληλα για τις εξετάσεις και αξιολογήσεις που απαιτούνται σύμφωνα με την Σύμβαση. Οι αντικειμενικοί σκοποί και τα σχετικά πρότυπα ποιότητας μπορεί να καθορισθούν ξεχωριστά για διαφορετικούς κύκλους σπουδών και προγράμματα εκπαίδευσης και θα επιτρέπουν τον δικηκτικό έλεγχο του συστήματος πιστοποίησης.

2 Το πεδίο εφαρμογής των προτύπων ποιότητας θα καλύπτει την διακίηση του συστήματος πιστοποίησης, όλων των κύκλων σπουδών εκπαίδευσης και προγραμμάτων, εξετάσεων και αξιολογήσεων που πραγματοποιούνται από ή και/ εξουσιοδότηση του Μέρους και των προσόντων και εμπειρίας που απαιτούνται για τους αξιολογητές και εκπαιδευτές έχοντας υπόψη τις πολιτικές, συστήματα, ελέγχους και τις απαιτούμενες εσωτερικές ρυθμίσεις εξασφάλισης της εσωτερικής ποιότητας για να εξασφαλιστεί η επίτευξη των προσδιορισμένων αντικειμενικών σκοπών.

3 Κάθε Μέρος θα εξασφαλίσει ότι, ανεξάρτητη αξιολόγηση των γνώσεων, κατανόησης, κτήσης δεξιοτήτων και ικανότητας και των δραστηριοτήτων αξιολόγησης καθώς και τον δικηκτικό έλεγχο του συστήματος πιστοποίησης, πραγματοποιείται κατά χρονικά διαστήματα που δεν είναι μεγαλύτερα των πέντε ετών για να διαπιστωθεί ότι :

.1 όλες οι ισχύουσες διατάξεις της Σύμβασης και του Κώδικα STCW, συμπεριλαμβανομένων των τροποποιήσεών τους, καλύπτονται από το σύστημα πρότυπων ποιότητας,

.2 όλα τα μέτρα ελέγχου εσωτερικής διοίκησης και παρακολούθησης και οι επακόλουθες ενέργειες συμμορφώνονται με τις προγραμματισμένες ρυθμίσεις και καταγεγραμμένες διαδικασίες, και είναι αποτελεσματικές για την εξασφάλιση επίτευξης των ορισθέντων αντικειμενικών σκοπών,

.3 τα αποτελέσματα κάθε ανεξάρτητης αξιολόγησης καταγράφονται και τίθενται υπόψη εκείνων που είναι υπεύθυνοι για τον τομέα που αξιολογείται, και

.4 θα γίνονται εγκαίρως οι απαραίτητες ενέργειες για την αποκατάσταση των ελλείψεων.

ΤΜΗΜΑ Α-Ι/9

Ιατρικά πρότυπα

1 Τα Μέρη, κατά την θέσπιση προτύπων υγειονομικής καταλληλότητας των ναυτικών, όπως απαιτείται από τον κανονισμό Ι/9, πρέπει να πληρούν τα ελάχιστα πρότυπα όρασης για την υπηρεσία, που ορίζονται στον πίνακα Α-Ι/9 και να λαμβάνουν υπόψη τα κριτήρια φυσικής κατάστασης και υγειονομικής καταλληλότητας που ορίζονται στην παράγραφο 2. Θα πρέπει επίσης να λαμβάνουν υπόψη την οδηγία που δίνεται στο τμήμα Β-Ι/9 αυτού του Κώδικα και τον πίνακα Β-Ι/9 που αφορά την αξιολόγηση των ελάχιστων φυσικών ικανοτήτων.

Αυτά τα πρότυπα μπορούν να διαφοροποιούνται, στο βαθμό που καθορίζεται από το Μέρος χωρίς επιφύλαξη για την ασφάλεια των ναυτικών ή του πλοίου, ανάμεσα σε εκείνα τα άτομα που ψάχνουν να ξεκινήσουν καριέρα στη θάλασσα και σε εκείνα που ήδη υπηρετούν στη θάλασσα και μεταξύ διαφορετικών αρμοδιοτήτων επί του πλοίου, λαμβάνοντας υπόψη τα διαφορετικά καθήκοντα των ναυτικών. Θα πρέπει επίσης να λαμβάνουν υπόψη οποιαδήποτε αναπηρία ή ασθένεια που θα περιορίσει την ικανότητα του ναυτικού να εκτελέσει αποτελεσματικά τα καθήκοντα του/της κατά τη διάρκεια της περιόδου ισχύος του ιατρικού πιστοποιητικού.

2 Τα πρότυπα φυσικής κατάστασης και υγειονομικής καταλληλότητας που θεσπίζονται από το Μέρος θα εξασφαλίζουν ότι οι ναυτικοί πληρούν τα ακόλουθα κριτήρια:

.1 έχουν τη φυσική ικανότητα, λαμβάνοντας υπόψη την παρακάτω παράγραφο 5, να εκπληρώσουν όλες τις απαιτήσεις της βασικής εκπαίδευσης, όπως απαιτείται από το τμήμα Α-VI/1, παράγραφος 2,

.2 επιδεικνύουν επαρκή ακοή και ομιλία για να επικοινωνούν αποτελεσματικά και να ανιχνεύουν οποιοσδήποτε ηχητικούς συναγερμούς,

.3 δεν έχουν καμία ιατρική πάθηση, διαταραχή ή αναπηρία που θα εμποδίσει την αποτελεσματική και ασφαλή άσκηση των καθηκόντων τους, και των καθηκόντων έκτακτης ανάγκης επί του πλοίου κατά τη διάρκεια της περιόδου ισχύος του ιατρικού πιστοποιητικού,

.4 δεν πάσχει από καμία ιατρική πάθηση η οποία ενδέχεται να επιδεινωθεί κατά την θαλάσσια υπηρεσία ή να καταστήσει τον ναυτικό ακατάλληλο για την εν λόγω υπηρεσία ή να θέσει σε κίνδυνο την υγεία και την ασφάλεια άλλων ατόμων επί του πλοίου, και

.5 δεν παίρνουν κάποιο φάρμακο που έχει παρενέργειες, που θα μειώσει την ικανότητα κρίσης, την ισορροπία, ή οποιαδήποτε άλλες απαιτήσεις για την αποτελεσματική και ασφαλή εκτέλεση των συνηθισμένων και των εκτάκτων καθηκόντων επί του πλοίου.

3 Οι ιατρικές εξετάσεις καταλληλότητας των ναυτικών θα πραγματοποιούνται από γιατρούς έμπειρους και με κατάλληλα προσόντα, που αναγνωρίζονται από το Μέρος.

4 Κάθε Μέρος θα θεσπίσει διατάξεις για την αναγνώριση των ιατρών. Ένα μητρώο αναγνωρισμένων ιατρών θα διατηρείται από το Μέρος και θα είναι διαθέσιμο στα άλλα Μέρη, στις εταιρείες και τους ναυτικούς, όταν απαιτηθεί.

5 Κάθε Μέρος θα παρέχει οδηγίες για την διεξαγωγή ιατρικών εξετάσεων καταλληλότητας και την έκδοση ιατρικών πιστοποιητικών, λαμβάνοντας υπόψη τις διατάξεις που ορίζονται στο τμήμα Β-Ι/9 αυτού του Κώδικα. Κάθε Μέρος θα καθορίζει το εύρος της διακριτικής ευχέρειας που παρέχεται στους αναγνωρισμένους ιατρούς σχετικά με την εφαρμογή των ιατρικών προτύπων, λαμβάνοντας υπόψη τα διαφορετικά καθήκοντα των ναυτικών, εκτός αυτού δεν θα υπάρχει διακριτική ευχέρεια για όσους έχουν προβλήματα μυωπίας, πρεσβυωπίας και αχρωματοψίας, σχετικά με τα κατώτατα όρα όρασης του πίνακα Α-Ι/9, που απαιτούνται για τους ναυτικούς για να αναλάβουν καθήκοντα οπτήρα στο τμήμα καταστρώματος. Ένα Μέρος μπορεί να επιτρέψει διακριτική ευχέρεια κατά την εφαρμογή αυτών των προτύπων, όσον αφορά τους ναυτικούς του τμήματος μηχανοστασίου, με την προϋπόθεση ότι η συνολική ικανότητα όρασης του ναυτικού πληροί τις απαιτήσεις που ορίζονται στον πίνακα Α-Ι/9.

- 6 Κάθε Μέρος θα θεσπίσει μεθόδους και διαδικασίες που θα επιτρέπουν στους ναυτικούς, οι οποίοι ύστερα από εξέταση, δεν πληρούν τα ιατρικά πρότυπα καταλληλότητας ή τους είχε επιβληθεί κάποιος περιορισμός σχετικά με την ικανότητά τους να εργαστούν, ιδίως ως προς τον χρόνο, το πεδίο εργασιών ή τον εμπορικό τομέα, να αναθεωρήσουν την υπόθεσή τους σύμφωνα με τις διατάξεις προσφυγής του εν λόγω Μέρους.
- 7 Το ιατρικό πιστοποιητικό που προβλέπεται από τον κανονισμό I/9, παράγραφος 3, θα περιλαμβάνει κατ' ελάχιστον τις παρακάτω πληροφορίες:

.1 Εκδίδουσα αρχή και απαιτήσεις σύμφωνα με τις οποίες εκδόθηκε το έγγραφο

.2 Στοιχεία του ναυτικού

- .2.1 Όνομα: (Επίθετο, όνομα, μεσαίο όνομα)
- .2.2 Ημερομηνία γέννησης: (ημέρα/μήνας/έτος)
- .2.3 Φύλο: (Άρρεν/θήλυ)
- .2.4 Εθνικότητα

.3 Γνωμάτευση του αναγνωρισμένου ιατρού

- .3.1 Επιβεβαίωση ότι τα έγγραφα ταυτοποίησης ελέγχθηκαν στο σημείο της εξέτασης : ΝΑΙ/ΟΧΙ
- .3.2 Η ακοή πληροί τα πρότυπα του τμήματος A-I/9: ΝΑΙ/ΟΧΙ
- .3.3 Η μη υποβοηθούμενη ακοή είναι ικανοποιητική:: ΝΑΙ/ΟΧΙ
- .3.4 Η οπτική οξύτητα πληροί τα πρότυπα του τμήματος A-I/9: ΝΑΙ/ΟΧΙ
- .3.5 Η αντίληψη των χρωμάτων* πληροί τα πρότυπα του τμήματος A-I/9: ΝΑΙ/ΟΧΙ
- .3.5.1 Η ημερομηνία της τελευταίας εξέτασης αντίληψης των χρωμάτων
- .3.6 Είναι ικανός για καθήκοντα οπτήρα:: ΝΑΙ/ΟΧΙ
- .3.7 Χωρίς περιορισμούς ή απογορεύσεις στην υγιονομική καταλληλότητα:: ΝΑΙ/ΟΧΙ
Αν "ΟΧΙ" διευκρινήστε τους περιορισμούς ή τις απογορεύσεις.
- .3.8 Ο ναυτικός πάσχει από καμία ιατρική πάθηση η οποία ενδέχεται να επιδεινωθεί κατά την θαλάσσια υπηρεσία ή να τον καταστήσει ακατάλληλο για την εν λόγω υπηρεσία ή να θέσει σε κίνδυνο την υγεία και την ασφάλεια άλλων ατόμων επί του πλοίου:: ΝΑΙ/ΟΧΙ
- .3.9 Ημερομηνία εξέτασης: (ημέρα/μήνας/έτος)
- .3.10 Ημερομηνία λήξης του πιστοποιητικού: (ημέρα/μήνας/έτος)
- .4 Λεπτομέρειες της εκδίδουσας αρχής**
- .4.1 Επίσημη σφραγίδα (συμπεριλαμβανομένου του ονόματος) της εκδίδουσας αρχής
- .4.2 Υπογραφή του εξουσιοδοτημένου ατόμου

* Σημείωση: Η αξιολόγηση της αντίληψης των χρωμάτων πρέπει να πραγματοποιείται κάθε έξι χρόνια.

.5 Υπογραφή του ναυτικού - που να επιβεβαιώνει ότι ο ναυτικός έχει πληροφορηθεί το περιεχόμενο του πιστοποιητικού και το δικαίωμά του για αναθεώρηση σύμφωνα με την παράγραφο 6 του τμήματος A-I/9

8 Τα ιατρικά πιστοποιητικά θα είναι στην επίσημη γλώσσα της εκδίδουσας χώρας. Αν η γλώσσα που χρησιμοποιείται δεν είναι τα Αγγλικά, το κείμενο θα περιλαμβάνει μετάφραση σε αυτή τη γλώσσα.

Τα κατώτατα όρια όρασης για τους ναυτικούς εντός της υπηρεσίας

STCW Κανονισμός Σύμβασης	Κατηγορία Ναυτικού	Υποβοηθούμενη μακρινή όραση ¹		Κοινωνική/ Άμεση όραση	Αντίληψη χρωμάτων ³	Οπτικά πεδία ⁴	Νυκτερινή τύφλωση ⁴	Διπλωπία (διπλή όραση) ⁴
		Ένας οφθαλμός	Ο άλλος οφθαλμός					
I/11 II/1 II/2 II/3 II/4 II/5 VII/2	Πλοίαρχοι, αξιωματικοί καταστρώμα- τος και μέλη πληρώματος που απαιτούνται για την ανάληψη καθηκόντων οπτή	0,5 ²	0,5	Απαιτούμενη όραση για την πλοήγηση του πλοίου (π.χ. αναφορά χαρτών και ναυτικών εκδόσεων, χρήση των οργάνων και του εξοπλισμού γέφυρας, και αναγνώριση των βοηθημάτων πλοήγησης)	Βλέπε σημείωση 6	Κανονικά οπτικά πεδία	Απαιτούμενη όραση για την εκτέλεση όλων των απαραίτη- των αρμοδιοτή- των στο σκοτάδι χωρίς κίνδυνο	Καμία προφανής σημαντική κατάσταση
I/11 III/1 III/2 III/3 III/4 III/5 III/6 III/7 VII/2	Όλα α αξιωματικοί μηχανής, α ηλεκτροτεχν ικοί αξιωματικοί, α ηλεκτροτεχν ικοί μέλη πληρώματος και απλά μέλη πληρώματος ή άλλα που αποτελούν μέρος ενός μηχανοστασ ίου φυλακής	0,4 ⁵	0,4 (βλέπε σημείωση 5)	Απαιτούμενη όραση για ανάγνωση οργάνων σε κοινωνική απόσταση, για λειτουργία εξοπλισμού και αναγνώριση συστημάτων εξαρτημάτων , όπως απαιτείται	Βλέπε σημείωση 7	Επαρκή οπτικά πεδία	Απαιτούμενη όραση για την εκτέλεση όλων των απαραίτη- των αρμοδιοτή- των στο σκοτάδι χωρίς κίνδυνο	Καμία προφανής σημαντική κατάσταση
I/11 IV/2	GMDSS Χαριστές ραδιοεπι- καινωσιών	0,4	0,4	Απαιτούμενη όραση για ανάγνωση οργάνων σε κοινωνική απόσταση, για λειτουργία εξοπλισμού και αναγνώριση συστημάτων/ εξαρτημάτων, όπως απαιτείται	Βλέπε σημείωση 7	Επαρκή οπτικά πεδία	Απαιτούμενη όραση για την εκτέλεση όλων των απαραίτη- των αρμοδιοτή- των στο σκοτάδι χωρίς κίνδυνο	Καμία προφανής σημαντική κατάσταση

Σημώσεις:

- 1 Οι τιμές δίνονται στη δεκαδική μορφή Snellen.
- 2 Ένας βαθμός τουλάχιστον 0,7 στον έναν οφθαλμό, συνιστάται για να μειωθεί ο κίνδυνος μη εντοπισμένης υποκείμενης πάθησης των ματιών.
- 3 Όπως ορίζεται στις International Recommendations for Colour Vision Requirements for Transport από την Commission Internationale de l'Éclairage (CIE-143-2001 συμπεριλαμβανομένων τυχόν μεταγενέστερων εκδόσεων).
- 4 Υπόκειται σε αξιολόγηση από ματρώ εξετασμένο σε κλινική όραση, όπως υποδεικνύεται από τα αρχικά πορίσματα της εξέτασης.
- 5 Το προσωπικό του μηχανοστασίου θα πρέπει να έχει συνολική ικανότητα όρασης τουλάχιστον 0,4.
- 6 CIE πρότυπα αντίληψης χρωμάτων 1 ή 2.
- 7 CIE πρότυπα αντίληψης χρωμάτων 1, 2 ή 3.

ΤΜΗΜΑ Α-Ι/10

Αναγνώριση πιστοποιητικών

1 Οι διατάξεις του κανονισμού Ι/10, παράγραφος 4 που αφορούν την μη αναγνώριση πιστοποιητικών που εκδόθηκαν από μη Κράτος μέλος δεν θα θεωρείται ότι εμποδίζουν ένα Μέρος, όταν εκδίδει δικά του πιστοποιητικά, να αποδέχεται θαλάσσια υπηρεσία, εκπαίδευση και άσκηση που αποκτήθηκε υπό την δικαιοδοσία μη Μέλρους, με την προϋπόθεση ότι το Μέρος συμμορφώνεται με τον κανονισμό Ι/2 κατά την έκδοση κάθε τέτοιου πιστοποιητικού και εξασφαλίζει ότι ικανοποιούνται οι απαιτήσεις της Σύμβασης που αναφέρονται σε θαλάσσια υπηρεσία, εκπαίδευση, άσκηση και ικανότητα.

2 Εάν μία Διοίκηση που έχει αναγνωρίσει πιστοποιητικό, αποσύρει την θεώρηση αναγνώρισης για πεπαιθωμένους λόγους, θα πρέπει να ενημερώσει το Μέρος που εξέδωσε το πιστοποιητικό όσον αφορά τις συνθήκες απόσυρσης της θεώρησης.

ΤΜΗΜΑ Α- Ι/11

Ανανέωση ισχύος πιστοποιητικών

Επαγγελματική ικανότητα

1 Συνεχιζόμενη επαγγελματική ικανότητα όπως απαιτείται σύμφωνα με τον κανονισμό Ι/11, θα θεμελιώνεται ως εξής:

.1 να υπάρχει εγκεκριμένη θαλάσσια υπηρεσία εκτελώντας λειτουργίες που αρμόζουν προς το κατεχόμενο πιστοποιητικό για χρονικό διάστημα τουλάχιστον:

1.1 δώδεκα μηνών συνολικά κατά την διάρκεια των προηγούμενων πέντε ετών, ή

1.2 τριών μηνών συνολικά κατά την διάρκεια των προηγούμενων έξι μηνών αμέσως πριν από την ανανέωση, ή

.2 να έχουν πραγματοποιηθεί λειτουργίες που θεωρούνται ισοδύναμες προς τη θαλάσσια υπηρεσία που απαιτείται στην παράγραφο 1.1, ή

.3 να έχει επιτύχει σε εγκεκριμένη εξεταστική δοκιμασία, ή

.4 να έχει ολοκληρώσει με επιτυχία εγκεκριμένο κύκλο ή κύκλους σπουδών, ή

.5 να έχει ολοκληρώσει εγκεκριμένη θαλάσσια υπηρεσία εκτελώντας λειτουργίες που αρμόζουν προς το κατεχόμενο πιστοποιητικό για χρονικό διάστημα όχι μικρότερο των τριών μηνών με την ιδιότητα του υπεράριθμου, ή σε κατώτερο βαθμό αξιωματικού από αυτόν για τον οποίο ισχύει το κατεχόμενο πιστοποιητικό, αμέσως πριν αναλάβει στον βαθμό για τον οποίο ισχύει το πιστοποιητικό.

2 Οι κύκλοι σπουδών ανανέωσης και εκσυγχρονισμού γνώσεων που απαιτούνται από τον κανονισμό Ι/11 θα είναι εγκεκριμένα και θα περιλαμβάνουν όλες τις αλλαγές στους σχετικούς εθνικούς και διεθνείς κανονισμούς που αφορούν την ασφάλεια της ζωής στη θάλασσα και την προστασία του θαλάσσιου περιβάλλοντος και θα λαμβάνεται υπόψη οποιαδήποτε τροποποίηση του αντιστοίχου προτύπου ικανότητας.

3 Συνεχιζόμενη επαγγελματική ικανότητα για δεξαμενόπλοια, όπως απαιτείται σύμφωνα με τον κανονισμό Ι/11, θα θεμελιώνεται ως εξής:

.1 να υπάρχει εγκεκριμένη θαλάσσια υπηρεσία, εκτελώντας καθήκοντα που αρμόζουν προς το κατεχόμενο πιστοποιητικό για δεξαμενόπλοια ή την θεώρηση του, για χρονικό διάστημα τουλάχιστον τριών μηνών συνολικά κατά την διάρκεια των προηγούμενων πέντε ετών, ή

.2 να έχει ολοκληρώσει με επιτυχία εγκεκριμένο σχετικό κύκλο ή κύκλους σπουδών.

ΜΕΡΟΣ Α - Ι/12

Πρότυπα που διέπουν την χρήση προσομοιωτών

ΜΕΡΟΣ 1 - ΠΡΟΤΥΠΑ ΛΕΙΤΟΥΡΓΙΑΣ

Γενικά πρότυπα λειτουργίας προσομοιωτών που χρησιμοποιούνται στην εκπαίδευση.

1 Κάθε Μέρος θα εξασφαλίζει ότι όποιος προσομοιωτής χρησιμοποιηθεί για υποχρεωτική εκπαίδευση που βασίζεται σε αυτόν:

- .1 θα είναι κατάλληλος για τους συγκεκριμένους αντικειμενικούς σκοπούς και τους αντικειμενικούς σκοπούς της εκπαίδευσης,
- .2 θα είναι κατάλληλος για προσομοίωση των επιχειρησιακών δυνατοτήτων του σχετικού εξοπλισμού που βρίσκεται στο πλοίο, σε επίπεδο φυσικού ρεαλισμού που είναι απαραίτητος στους αντικειμενικούς σκοπούς εκπαίδευσης περιλαμβανομένων των ικανοτήτων, περιορισμών και πιθανών σφαλμάτων τέτοιου εξοπλισμού,
- .3 θα εξασφαλίζεται επαρκής ρεαλιστική συμπεριφορά που θα επιτρέπει στον εκπαιδευόμενο να αποκτήσει τις δεξιότητες που είναι κατάλληλες για τους αντικειμενικούς σκοπούς της εκπαίδευσης,
- .4 θα παρέχει ελεγχόμενο επιχειρησιακό περιβάλλον ικανό να δημιουργήσει παικτάρια καταστάσεων οι οποίες μπορεί να περιλαμβάνουν ανάγκη, επικίνδυνες ή ασυνήθιστες συνθήκες που είναι σχετικές με τους αντικειμενικούς σκοπούς της εκπαίδευσης,
- .5 θα παρέχει διατάξεις προσαρμογής μέσω των οποίων ο εκπαιδευόμενος μπορεί να έλθει σε επαφή με τον εξοπλισμό, το εξομαλούμενο περιβάλλον και, όπου απαιτείται, με τον εκπαιδευτή, και
- .6 θα επιτρέπει στον εκπαιδευτή να παρακολουθεί, ελέγχει και καταγράφει τις ασκήσεις για τον αποτελεσματικό σχολασμό των ενεργειών των εκπαιδευομένων.

Γενικά πρότυπα απόδοσης των προσομοιωτών που χρησιμοποιούνται για αξιολόγηση της ικανότητας

2 Κάθε Μέρος θα εξασφαλίσει ότι οποιασδήποτε προσομοιωτής που χρησιμοποιείται για την αξιολόγηση της ικανότητας που απαιτείται σύμφωνα με την Σύμβαση ή για την οποιαδήποτε επίδραση συνεχιζόμενης επάρκειας:

- .1 θα είναι σε θέση να ικανοποιεί τους προσδιορισμένους αντικειμενικούς σκοπούς αξιολόγησης,
- .2 θα είναι σε θέση να προσομοιώσει τις επιχειρησιακές ικανότητες του αντιστοίχου εξοπλισμού του πλοίου σε επίπεδο φυσικού ρεαλισμού που ικανοποιεί τους αντικειμενικούς σκοπούς της αξιολόγησης, και θα περιλαμβάνει τις ικανότητες, περιορισμούς και πιθανά σφάλματα αυτού του είδους εξοπλισμού,
- .3 θα διαθέτει επαρκή ρεαλισμό ως προς την συμπεριφορά που θα επιτρέπει σε κάθε υποψήφιο να επιδείξει τις απαιτούμενες δεξιότητες για τους αντικειμενικούς σκοπούς αξιολόγησης,
- .4 θα παρέχει διατάξεις προσαρμογής μέσω των οποίων ο υποψήφιος μπορεί να ελέγξει τον εξοπλισμό και το προσομοιούμενο περιβάλλον,
- .5 θα παρέχει ελεγχόμενο επιχειρησιακό περιβάλλον που θα είναι σε θέση να παράγει παικτάρια συνθηκών στις οποίες μπορεί να περιλαμβάνονται καταστάσεις ανάγκης και επικίνδυνες ή ασυνήθιστες καταστάσεις που είναι σχετικές με την αξιολόγηση των αντικειμενικών σκοπών, και
- .6 θα επιτρέπει στον αξιολογούντα να ελέγχει και καταγράφει τις ασκήσεις για αποτελεσματική αξιολόγηση της απόδοσης του υποψηφίου.

Πρόσθετα πρότυπα λειτουργίας

3 Πέραν της ικανοποίησης των βασικών απαιτήσεων που καθορίζονται στις παραγράφους 1 και 2, ο εξοπλισμός προσομοίωσης στον οποίο εφαρμόζεται το παρόν τμήμα θα ανταποκρίνεται στα πρότυπα λειτουργίας που δίνονται παρακάτω ανάλογα με τον συγκεκριμένο τύπο.

Προσομοίωση ραντάρ

4 Ο εξοπλισμός προσομοίωσης ραντάρ θα είναι σε θέση να προσομοιώσει τις επιχειρησιακές ικανότητες του εξοπλισμού ναυπιακού ραντάρ που ικανοποιεί όλα τα ισχύοντα πρότυπα λειτουργίας που έγιναν αποδεκτά από τον Οργανισμό* και θα παρέχει ευκολίες για :

* Βλέπε σχεπικά/ κατάλληλα πρότυπα λειτουργίας που έγιναν αποδεκτά από τον Οργανισμό.

- .1 λειτουργία στον τρόπο σταθεροποιημένης σχετικής κίνησης και στους τρόπους σταθεροποιημένης αληθούς κίνησης ως προς την θάλασσα και την ξηρά,
- .2 πρότυπα μετεωρολογικών συνθηκών, παλιρροϊκά ρεύματα, θαλάσσια ρεύματα, τυφλοί τομείς, εσφαλμένες ανακλάσεις και άλλα φαινόμενα μετάδοσης και δημιουργία ακτογραμμών, σημαντήρων ναυσιπλοΐας και αναμεταδοτών ραντάρ για έρευνα και διάσωση, και
- .3 δημιουργία επιχειρησιακού περιβάλλοντος πραγματικού χρόνου που περιλαμβάνει τουλάχιστον δύο σταθμούς ιδίου πλοίου με ικανότητα αλλαγής πορείας και ταχύτητας ιδίου πλοίου και περιλαμβάνει παραμέτρους 20 τουλάχιστον πλοίων - στόχων και τις ανάλογες ευκολίες επικοινωνιών.

Προσομοίωση αυτομάτων συστημάτων υποτύπωσης (ARPA)

5 Ο εξοπλισμός προσομοίωσης ARPA θα είναι σε θέση να προσομοιώσει τις επιχειρησιακές ικανότητες των ARPA που ικανοποιούν όλες τις ισχύουσες απαιτήσεις λειτουργίας που έχουν υιοθετηθεί από τον Οργανισμό και θα περιλαμβάνει ευκολίες για:

- .1 τη χειροκίνητη και αυτόματη παρακολούθηση στόχου,
- .2 πληροφορίες προηγούμενης πορείας,
- .3 χρήση εξαιρουμένων περιοχών,
- .4 οθόνη διανυσματικής/ γραφικής κλίμακας χρόνου και σταχείων, και
- .5 δοκιμαστικούς ελλειγμούς.

ΜΕΡΟΣ 2 - ΑΛΛΕΣ ΔΙΑΤΑΞΕΙΣ

Αντικειμενικοί σκοποί εκπαίδευσης σε προσομοιωτή

6 Κάθε Μέρος θα εξασφαλίσει ότι οι στόχοι και οι αντικειμενικοί σκοποί της εκπαίδευσης που βασίζεται σε προσομοιωτές προσδιορίζονται εντός του γενικού προγράμματος εκπαίδευσης και ότι συγκεκριμένα αντικειμενικοί σκοποί εκπαίδευσης και εργασίες επιλέγονται ούτως ώστε να σχετίζονται στο μεγαλύτερο δυνατό βαθμό με εργασίες και πρακτικές που εφαρμόζονται στο πλοίο.

Διαδικασίες εκπαίδευσης

7 Κατά την πραγματοποίηση υποχρεωτικής εκπαίδευσης που βασίζεται σε προσομοιωτές οι εκπαιδευτές θα εξασφαλίζουν ότι:

- .1 οι εκπαιδευόμενοι είναι επαρκώς ενημερωμένοι εκ των προτέρων όσον αφορά τους αντικειμενικούς σκοπούς και εργασίες της άσκησης και τους δίνονται επαρκής χρόνος σχεδιασμού προτού αρχίσει η άσκηση,
- .2 οι εκπαιδευόμενοι έχουν επαρκή χρόνο εξαικείωσης με τον προσομοιωτή και με τον εξοπλισμό του προτού αρχίσει άσκηση εκπαίδευσης ή αξιολόγησης,
- .3 οι οδηγίες που δίνονται και τα ερεθίσματα ασκήσεων προσφέρονται ως προς τους επιλεχθέντες αντικειμενικούς σκοπούς και εργασίες και στο επίπεδο εμπειρίας του εκπαιδευόμενου,
- .4 οι ασκήσεις παρακολουθούνται αποτελεσματικά, υποστηρίζονται ανάλογα με ακουστική και οπτική παρατήρηση των δραστηριοτήτων του εκπαιδευόμενου και αναφέρεται η πριν και μετά την άσκηση του εκπαιδευόμενου αξιολόγηση,
- .5 γίνεται στους εκπαιδευόμενους αποτελεσματικός σχολιασμός μετά το πέρας της άσκησης για να εξασφαλισθεί ότι οι αντικειμενικοί σκοποί της εκπαίδευσης έχουν επιτευχθεί και ότι οι επιχειρησιακές δεξιότητες που έχουν επιδειχθεί αναφέρονται σε αποδεκτό πρότυπο,
- .6 προάγεται η ισόπμη αξιολόγηση κατά την διάρκεια του σχολιασμού των εκπαιδευόμενων μετά το πέρας της άσκησης, και

.7 οι ασκήσεις προσομοιωτή έχουν εκπονηθεί και δοκιμασθεί έτσι ώστε να εξασφαλίζεται η καταλληλότητά τους για τους συγκεκριμένους σκοπούς της εκπαίδευσης.

Διαδικασίες αξιολόγησης

8 Όπου οι προσομοιωτές χρησιμοποιούνται για να αξιολογηθεί η ικανότητα των υποψηφίων στο να επιδείξουν επίπεδα ικανότητας, οι αξιολογούντες θα εξασφαλίσουν ότι:

.1 τα κριτήρια απόδοσης προσδιορίζονται ρητά και με σαφήνεια και είναι σε ισχύ και στην διάθεση των υποψηφίων,

.2 τα κριτήρια αξιολόγησης θεσπίζονται σαφώς και εξασφαλίζουν ρητά την αξιοπιστία και το ομοιόμορφο της αξιολόγησης και βελτιστοποιείται η αντικειμενική μέτρηση και εκτίμηση έτσι ώστε οι υποκειμενικές κρίσεις να περιορίζονται στο ελάχιστο,

.3 οι υποψήφιοι ενημερώνονται σαφώς για τις εργασίες και/ή τις δεξιότητες που πρόκειται να αξιολογηθούν και για τις εργασίες και τα κριτήρια απόδοσης με τα οποία θα προσδιορισθεί η επάρκειά τους,

.4 η αξιολόγηση της απόδοσης λαμβάνει υπόψη τις συνηθισμένες επιχειρησιακές διαδικασίες και οποιαδήποτε επίδραση άλλων υποψηφίων στον προσομοιωτή ή προσωπικού του προσομοιωτή στην συμπεριφορά του υποψηφίου,

.5 μέθοδοι μέτρησης της απόδοσης ή βαθμολόγησης για να αξιολογηθεί η απόδοση χρησιμοποιούνται με προσοχή μέχρι την πλήρη τεκμηρίωσή τους, και

.6 το βασικό κριτήριο αξιολόγησης είναι η ικανότητα του υποψηφίου να αποδείξει ότι είναι σε θέση να εκτελέσει μία εργασία με ασφάλεια και αποτελεσματικά ικανοποιώντας τον εξεταστή.

Προσόντα εκπαιδευτών και εξεταστών*

9 Κάθε Μέρος θα εξασφαλίσει ότι οι εκπαιδευτές και οι αξιολογούντες έχουν τα κατάλληλα προσόντα και έχουν εμπειρία για τους συγκεκριμένους τύπους και επίπεδα εκπαίδευσης και για την αντίστοιχη αξιολόγηση ικανότητας, όπως καθορίζεται στον κανονισμό 1/6 και στο τμήμα A-1/6.

ΤΜΗΜΑ A - 1/13

Πραγματοποίηση δοκιμών

(δεν υπάρχουν διατάξεις)

ΤΜΗΜΑ A-1/14

Ευθύνες εταιριών

1 Εταιρείες, πλοίαρχοι και μέλη πληρώματος έχουν ευθύνη για να εξασφαλισθεί ότι οι υποχρεώσεις που θεσπίζονται σε αυτό το τμήμα εφαρμόζονται πλήρως και ορθά και ότι λαμβάνονται και όποια άλλα μέτρα, όπου είναι απαραίτητο, για να εξασφαλιστεί ότι κάθε μέλος του πληρώματος έχει την δυνατότητα να συμβάλλει με τις γνώσεις του στην ασφαλή λειτουργία του πλοίου.

2 Η εταιρεία θα παρέχει έγγραφες οδηγίες στον πλοίαρχο κάθε πλοίου στο οποίο εφαρμόζεται η Σύμβαση καθορίζοντας τις αρχές και διαδικασίες που πρέπει να τηρούνται για να εξασφαλισθεί ότι σε όλους τους ναυτικούς που έχουν προσληφθεί πρόσφατα στο πλοίο δίνεται σε λογικά όρια η δυνατότητα να εξοικωθούν με τον εξοπλισμό του πλοίου, τις διαδικασίες λειτουργίας και άλλες ρυθμίσεις που απαιτούνται για την σωστή εκτέλεση των καθηκόντων τους πριν τους γίνει ανάθεση αυτών των καθηκόντων. Τέτοιες αρχές και διαδικασίες θα περιλαμβάνουν:

.1 τον καθορισμό λογικού χρονικού διαστήματος κατά τη διάρκεια του οποίου κάθε νεοπροσληφθείς ναυτικός θα έχει την ευκαιρία να εξοικωθεί με:

.1.1 τον συγκεκριμένο εξοπλισμό, που ο ναυτικός θα χρησιμοποιεί ή χειρίζεται,

* Οι σχετικές πρότυπες σφρές εκπαίδευσης IMO και της Απόφασης MSC.64(67), Προτάσεις για τα νέα και υιοθετημένα πρότυπα λειτουργίας, μπορεί να βοηθούν στην προετοιμασία των εκπαιδευτικών προγραμμάτων

.1.2 τις συγκεκριμένες διαδικασίες στο πλοίο όσον αφορά την φυλακή, ασφάλεια, προστασία του περιβάλλοντος και διατάξεις και διαδικασίες ανάγκης που ο ναυτικός πρέπει να γνωρίζει για να εκτελεί σωστά τα καθήκοντα που του έχουν ανατεθεί, και

.2 τον καθορισμό καταλλήλου μέλους του πληρώματος ο οποίος θα είναι υπεύθυνος για να εξασφαλισθεί ότι δίνεται η ευκαιρία σε νεοπροσληφθέντα ναυτικό να λάβει ουσιαστικές πληροφορίες στην γλώσσα που ο ναυτικός κατανοεί.

3 Εταιρείες θα εξασφαλίζουν ότι πλοίαρχα, αξιωματικοί και το υπόλοιπο προσωπικό που τους έχουν ανατεθεί συγκεκριμένα καθήκοντα και ευθύνες στα επιβατηγά τους πλοία go-go, θα έχουν ολοκληρώσει εκπαίδευση εξοκείωσης για την απόκτηση κατάλληλων ικανοτήτων για την ειδικότητα που έχουν προσληφθεί και τα καθήκοντα και τις ευθύνες που έχουν αναλάβει, λαμβάνοντας υπόψη τις οδηγίες που δίνονται στο τμήμα B-1/14 αυτού του Κώδικα.

ΤΜΗΜΑ Α - 1/15

Μεταβατικές διατάξεις

(δεν υπάρχουν διατάξεις).

ΚΕΦΑΛΑΙΟ II

Πρότυπα όσον αφορά τον πλοίαρχο και το τμήμα καταστρώματος

ΤΜΗΜΑ A-II/1

Υποχρεωτικές ελάχιστες απαιτήσεις πιστοποίησης αξιωματικών που είναι υπεύθυνοι φυλακής ναυσιπλοΐας σε πλοία 500 ο.χ. και άνω.

Πρότυπα ικανότητας

1 Κάθε υποψήφιος για πιστοποίηση:

.1 θα απαιτείται να επιδείξει την ικανότητα να αναλάβει σε επιχειρησιακό επίπεδο, τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα A-II/1,

.2 θα κατέχει τουλάχιστον κατάλληλο πιστοποιητικό εκτέλεσης ραδιοεπικοινωνιών VHF σύμφωνα με τις απαιτήσεις των Κανονισμών Ραδιοεπικοινωνιών, και

.3 αν οριστεί να έχει την κύρια ευθύνη ραδιοεπικοινωνιών κατά την διάρκεια περιστατικών επείγοντος, θα διαθέτει κατάλληλο πιστοποιητικό που εκδόθηκε ή αναγνωρίστηκε σύμφωνα με τις διατάξεις των Κανονισμών Ραδιοεπικοινωνιών.

2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται για πιστοποίηση παρατίθενται στην στήλη 2 του πίνακα A-II/1.

3 Το επίπεδο γνώσης των θεμάτων που παρατίθεται στην στήλη 2 του πίνακα A-II/1 θα είναι επαρκής για τους αξιωματικούς φυλακής για να εκτελούν τα καθήκοντα τους τήρησης φυλακής*.

4 Η εκπαίδευση και εμπειρία για να επιτευχθεί το απαραίτητο επίπεδο θεωρητικών γνώσεων, κατανόησης και επάρκειας θα βασίζονται στο τμήμα A-VIII/2, μέρος 4-1- Αρχές που πρέπει να τηρούνται κατά την τήρηση φυλακής ναυσιπλοΐας - και θα λαμβάνουν υπόψη τις σχετικές απαιτήσεις αυτού του μέρους και τις οδηγίες που δίνονται στο μέρος B του Κώδικα.

5 Κάθε υποψήφιος για πιστοποίηση απαιτείται να προσκομίσει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο επίπεδο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα A-II/1.

Εκπαίδευση σε πλοίο

6 Κάθε υποψήφιος για πιστοποίηση ως αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας σε πλοία 500 ο.χ. και άνω του οποίου η θαλάσσια υπηρεσία, σύμφωνα με την παράγραφο 2.2 του κανονισμού II/1, αποτελεί τμήμα του προγράμματος εκπαίδευσης που εγκρίθηκε ως ανταποκρινόμενο στις απαιτήσεις αυτού του τμήματος θα ακολουθήσει ένα εγκεκριμένο πρόγραμμα εκπαίδευσης σε πλοίο το οποίο:

.1 εξασφαλίζει ότι κατά την διάρκεια της απαιτούμενης θαλάσσιας υπηρεσίας ο υποψήφιος λαμβάνει συστηματική πρακτική εκπαίδευση και εμπειρία στις εργασίες, καθήκοντα και ευθύνες αξιωματικού υπεύθυνου τήρησης φυλακής ναυσιπλοΐας, λαμβάνοντας υπόψη τις οδηγίες που δίνονται στο τμήμα B-II/1 αυτού του Κώδικα,

.2 επιτηρείται στενά και παρακολουθείται από προσοντούχους αξιωματικούς στα πλοία όπου πραγματοποιείται η εγκεκριμένη θαλάσσια υπηρεσία, και

.3 είναι επαρκώς συμπληρωμένο το βιβλίο εγγραφών εκπαίδευσης ή παρόμοιο έγγραφο.

Παράκτιοι πλόες

7 Τα παρακάτω θέματα μπορεί να παραληφθούν από εκείνα που αναφέρονται στην στήλη 2 του πίνακα A-II/1 για την έκδοση περιορισμένων πιστοποιητικών για υπηρεσία σε πλοία που εκτελούν παράκτιους πλόες, έχοντας υπόψη την ασφάλεια (safety) όλων των πλοίων που μπορεί να δραστηριοποιηθούν σ' αυτά τα ύδατα:

.1 αστρονομική ναυσιπλοΐα, και

* Ο σχετικός πρότυπος σειράς εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαίδευσεων

.2 τα ηλεκτρονικά συστήματα υπολογισμού στίγματος και ναυσιπλοΐας που δεν καλύπτουν την θαλάσσια περιοχή για την οποία πρόκειται να ισχύσει το πιστοποιητικό.

Καθορισμός των ελάχιστων προτύπων ικανότητας για τους αξιωματικούς τήρησης φυλακής γέφυρας σε πλοία 500 ο.χ. και άνω

Λετοουργία: Ναυσιπλοΐα σε επιχαρηστικό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Σχεδιασμός και εκτέλεση πορείας και προσδιορισμός θέσης</p>	<p><i>Αστρονομική ναυσιπλοΐα</i></p> <p>Ικανότητα να χρησιμοποιεί ουράνια σώματα για προσδιορισμό της θέσης του πλοίου.</p> <p><i>Χερσαία και παράκτια ναυσιπλοΐα</i></p> <p>Ικανότητα προσδιορισμού της θέσης του πλοίου με χρήση:</p> <p>.1 σημείων ξηράς</p> <p>.2 βοηθημάτων ναυσιπλοΐας, περιλαμβανομένων των φάρων, φανών και σημαντήρων</p> <p>.3 του στίγματος αναμετρήσεως, λαμβάνοντας υπόψη τους ανέμους, τις παλίρραες, τα ρεύματα και την εκτιμώμενη ταχύτητα</p> <p>Εμπειριστατωμένη γνώση και ικανότητα χρήσης ναυτικών χαρτών και εκδόσεων όπως ναυτικάς οδηγίες, πίνακες παλίρραων, οδηγίες προς ναυπλομένους, αναγγελίες προσδοποίησης ναυτικών κινδύνων, πληροφορίες πορείας πλοίου</p> <p><i>Ηλεκτρονικά συστήματα υπολογισμού στίγματος και ναυσιπλοΐας</i></p> <p>Ικανότητα προσδιορισμού θέσης του πλοίου με τη χρήση ηλεκτρονικών βοηθημάτων ναυσιπλοΐας</p>	<p>Εξέταση και αξιολόγηση των σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία υπηρεσίας</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευση επιπλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p> <p>χρήση καταλόγων χαρτών, χαρτών, ναυτικών εκδόσεων, εκπομπών ναυπλοικών προαγγελιών, εξάντα, αζιμούθου κατόπτρου, συσκευές ηλεκτρονικής ναυπλοίας, ηχοβοληστικές συσκευές, πυξίδα</p>	<p>Οι πληροφορίες που αποκτώνται από ναυτικούς χάρτες και εκδόσεις είναι σχετικές, ερμηνεύονται σωστά και εφαρμόζονται σωστά. Όλα απρόβλεπτα ναυπλοϊκά κινδύνα αναγνωρίζονται με ακρίβεια</p> <p>Η κύρια μέθοδος υπολογισμού θέσης του πλοίου είναι η πιο κατάλληλη στις επικρατούσες περιστάσεις και συνθήκες</p> <p>Η θέση προσδιορίζεται εντός των ορίων του αποδεκτού μέσου/ συστήματος λαθών</p> <p>Η αξιοπιστία των πληροφοριών που αποκτώνται με τον κύριο τρόπο υπολογισμού στίγματος ελέγχεται σε τακτά χρονικά διαστήματα</p> <p>Οι υπολογισμοί και οι μετρήσεις των ναυπλοϊκών πληροφοριών είναι ακριβείς</p> <p>Οι επιλεγμένα χάρτες με τη μεγαλύτερη κλίμακα είναι κατάλληλα για την περιοχή της ναυσιπλοΐας και οι χάρτες και οι εκδόσεις είναι σωστές σύμφωνα με τις τελευταίες διαθέσιμες πληροφορίες.</p> <p>Έλεγχος επιδόσεων και δοκιμές των ναυσιπλοϊκών συστημάτων γίνονται σύμφωνα με τις συστάσεις του κατασκευαστή και την ορθή πρακτική ναυσιπλοΐας</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδο επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Σχεδιασμός και εκτέλεση πορείας και καθορισμός θέσης (συνέχεια)	<p><i>Ηχοβολισπικές συσκευές</i></p> <p>Ικανότητα χαρμού του εξοπλισμού και ορθής εφαρμογής των πληροφοριών</p> <p><i>Πυξίδα-μαγνητική και γυροσκοπική</i></p> <p>Γνώση των αρχών των μαγνητικών και γυροσκοπικών πυξίδων</p> <p>Ικανότητα προσδιορισμού σφαλμάτων των μαγνητικών και γυροσκοπικών πυξίδων, με χρήση ουράνιων μέσων και σημείων στεράς, και περιθώριο τέταων σφαλμάτων</p> <p><i>Σύστημα ελέγχου πηδαλιουχίας</i></p> <p>Γνώση χαρμού συστημάτων ελέγχου πηδαλιουχίας, διαδικασιών λειτουργίας και μετάβασης από χειροκίνητο σε αυτόματο έλεγχο και αντίστροφα.</p> <p>Προσαρμογή των ελέγχων για βέλτιστη απόδοση.</p> <p><i>Μετεωρολογία</i></p> <p>Ικανότητα χρήσης και κατανόησης των πληροφοριών που λαμβάνονται από τα μετεωρολογικά όργανα του πλοίου.</p> <p>Γνώση των χαρακτηριστικών των διάφορων συστημάτων καρού; των διαδικασιών αναφοράς και των συστημάτων καταγραφής.</p> <p>Ικανότητα εφαρμογής των διαθέσιμων μετεωρολογικών πληροφοριών</p>		<p>Σφάλματα των μαγνητικών και γυροσκοπικών πυξίδων προσδιορίζονται και εφαρμόζονται σωστά στη πορεία και τις διοπτεύσεις</p> <p>Η επιλογή του τρόπου πηδαλιουχίας είναι η πλέον κατάλληλη για τις επικρατούσες συνθήκες καρού, της θάλασσας και της κυκλοφορίας και τους επιθυμητούς ελιγμούς</p> <p>Μετρήσεις και παρατηρήσεις των καρκών συνθηκών είναι ακριβείς και κατάλληλες για τον πλοιο</p> <p>Οι μετεωρολογικές πληροφορίες αναλύονται και ερμηνεύονται σωστά</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Τήρηση ασφαλούς φυλακής ναυαπλοΐας	<p><i>Τήρηση φυλακής</i></p> <p>Πλήρης γνώση του περιεχομένου, της εφαρμογής και του σκοπού του Διεθνούς Κανονισμού Αποφυγής Συγκρούσεων στη Θάλασσα, 1972, όπως τροποποιήθηκε</p> <p>Εμπειριστατωμένη γνώση των βασικών Αρχών που πρέπει να τηρούνται κατά την τήρηση φυλακής ναυαπλοΐας</p> <p>Τήρηση πορείας, σύμφωνα με τις Γενικές Αποφάσεις Τήρησης Πορείας Πλοίων</p> <p>Χρήση πληροφοριών από τον εξοπλισμό ναυαπλοΐας για την ασφάλιση ασφαλούς τήρησης φυλακής ναυαπλοΐας</p> <p>Γνώση τεχνικών τυφλής πλοήγησης</p> <p>Χρήση αναφοράς, σύμφωνα με τις Γενικές Διατάξεις για τα Συστήματα Αναφορών του Πλοίου και τις Διαδικασίες VTS</p> <p><i>Διαχείριση πόρων γέφυρας</i></p> <p>Γνώση των αρχών διαχείρισης πόρων γέφυρας, συμπεριλαμβανομένων:</p> <p>.1 της κατανομής, εκχώρησης και ιεράρχησης των πόρων</p> <p>.2 της αποτελεσματικής επικοινωνίας—</p> <p>.3 του δυναμισμού και της ηγεσίας</p> <p>.4 της απόκτησης και διατήρησης επίγνωσης της κατάστασης</p> <p>.5 της εκτίμησης ομαδικής εμπειρίας</p>	<p>Εξέταση και αξιολόγηση των στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα παρακάτω:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p> <p>Αξιολόγηση των σταχείων που αποκτώνται από ένα ή περισσότερα από τα παρακάτω:</p> <p>.1 εγκεκριμένη εκπαίδευση</p> <p>.2 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p>	<p>Η εκτέλεση, παράδοση και παραλαβή της φυλακής γίνεται με βάση τις αποδεκτές αρχές και διαδικασίες</p> <p>Κατάλληλη φυλακή οπτήρα τηρείται συνεχώς και με τέτοιο τρόπο ώστε να είναι σύμφωνη με τις αποδεκτές αρχές και διαδικασίες</p> <p>Τα φώτα, τα σχήματα και τα ηχητικά σήματα συμμορφώνονται με τις απαιτήσεις που περιλαμβάνονται στους Διεθνείς Κανονισμούς για την Αποφυγή Συγκρούσεων στη Θάλασσα, 1972, όπως τροποποιήθηκε, και αναγνωρίζονται ορθώς</p> <p>Η συχνότητα και η έκταση ελέγχου της κίνησης, του πλοίου και του περιβάλλοντος είναι σύμφωνη με τις αποδεκτές αρχές και πρακτικές</p> <p>Τηρείται κατάλληλα ημερολόγιο των κινήσεων και των ενεργειών που σχετίζονται με την ναυαπλοΐα του πλοίου</p> <p>Έχει προσδιοραστεί σε κάθε περίπτωση η ευθύνη για την ασφαλή ναυαπλοΐα, περιλαμβανομένων των περιόδων που ο πλοίαρχος είναι στη γέφυρα και όταν επιβαίνει πλοηγός.</p> <p>Οι πόροι κατανέμονται και εκχωρούνται, όπως απαιτείται, με σωστή προτεραιότητα για την εκτέλεση απαραίτητων εργασιών</p> <p>Η επικοινωνία δίνεται και λαμβάνεται με σαφή και αδιαμφισβήτητο τρόπο</p> <p>Αμφισβητήσιμες αποφάσεις και/ή ενέργειες έχουν ως αποτέλεσμα την κατάλληλη πρόκληση και ανταπόκριση</p> <p>Αναγνωρίζονται αποτελεσματικές ηγετικές συμπεριφορές</p> <p>Μέλος(η) της ομάδας μαράζοντα ακριβή κατανόηση της υφιστάμενης και της αναμενόμενης κατάστασης σκάφους, τη διαδρομή πλοήγησης και το εξωτερικό περιβάλλον</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Χρήση του ραντάρ και του ARPA για την τήρηση ασφαλούς ναυσιπλοΐας</p> <p><i>Σημείωση:</i> Εκπαίδευση και αξιολόγηση στην χρήση του ARPA δεν απαιτείται για όσους υπηρετούν αποκλειστικά σε πλοία που δεν είναι εφοδιασμένα με ARPA. Αυτός ο περιορισμός θα ανακαταπίπτει στην θεώρηση που εκδίδεται για τον ενδιαφερόμενο ναυικό</p>	<p><i>Ναυσιπλοΐα με χρήση ραντάρ</i></p> <p>Γνώση των θεμελιωδών αρχών του ραντάρ και των βοηθημάτων αυτομάτου υποτύπωσης (ARPA)</p> <p>Ικανότητα λειτουργίας, ερμηνείας και ανάλυσης πληροφοριών λαμβάνοντα από το ραντάρ, περιλαμβανομένων των ακόλουθων:</p> <p>Απόδοση που περιλαμβάνει:</p> <p>.1 παράγοντες που επηρεάζουν την απόδοση και την ακρίβεια</p> <p>.2 προεταμασία και συντήρηση ενδεδειγμένων</p> <p>.3 ανίχνευση κακής απακόνησης πληροφοριών, ψευδοήχων, θαλασσίων επιστροφών κ.λ.π., ανακλαστήρων (racons) και αναμεταδότες ραντάρ (SARTs)</p> <p>Χρήση περιλαμβανομένων των:</p> <p>.1 απόσταση και διόπτευση, πορεία και ταχύτητα άλλων πλοίων, χρόνος και απόσταση πλησιέστερου σημείου προσέγγισης, συνάντηση με διερχόμενα πλοία</p> <p>.2 αναγνώρισης κρίσιμων ήχων, ανίχνευση αλλαγών πορείας και ταχύτητας άλλων πλοίων, αποτελέσματα αλλαγής πορείας, ταχύτητας ή και των δύο του ίδιου πλοίου</p> <p>.3 εφαρμογή του Διεθνούς Κανονισμού περί Αποφυγής Συγκρούσεων στη Θάλασσα, 1972, όπως έχει τροποποιηθεί</p> <p>.4 τεχνικές αποτύπωσης και αρχές σχετικής και αληθούς κίνησης</p> <p>.5 παράλλαξη</p>	<p>Αξιολόγηση των σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση σε πρόσμοαυτη ραντάρ και ARPA επιπροσθέτως της εμπειρίας κατά την υπηρεσία</p>	<p>Οι πληροφορίες που λαμβάνονται από ραντάρ και ARPA γίνονται ανιληπτές και αναλύονται ορθά, λαμβάνοντας υπόψη τους περιορισμούς των συσκευών και τις επικρατούσες καταστάσεις και συνθήκες</p> <p>Ενέργειες προς αποφυγή στενής επαφής ή σύγκρουσης με άλλα πλοία σύμφωνα με τον Διεθνή Κανονισμό περί Αποφυγής Συγκρούσεων στη Θάλασσα, 1972, όπως τροποποιήθηκε.</p> <p>Αποφάσεις για αλλαγή πορείας και/ή ταχύτητας είναι έγκαιρες και σύμφωνες με τις αποδεκτές ναυσιπλοϊκές πρακτικές</p> <p>Ρυθμίσεις που γίνονται στην πορεία και την ταχύτητα του πλοίου για διατήρηση της ασφάλειας της ναυσιπλοΐας</p> <p>Πραγματοποίηση επικοινωνιών με καθαρό, σαφή και επιβεβαιούμενο τρόπο σε κάθε περίπτωση, με τρόπο που προσαρμόζεται σε ναυτικό περιβάλλον</p> <p>Σήματα κινήσεων πραγματοποιούνται στον κατάλληλο χρόνο και είναι σύμφωνα με τον Διεθνή Κανονισμό περί Αποφυγής Συγκρούσεων στη Θάλασσα, 1972, όπως τροποποιήθηκε</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Χρήση ραντάρ και ARPA για τήρηση ασφαλούς Ναυσιπλοΐας (συνέχεια)</p> <p><i>Σημείωση:</i> Εκπαίδευση και αξιολόγηση στη χρήση του ARPA δεν απαιτείται για όσους υπηρετούν αποκλειστικά σε πλοία που δεν είναι εφοδιασμένα με ARPA. Αυτός ο περιορισμός θα φαίνεται στην θεώρηση που εκδίδεται για τον ενδεδειγμένο ναυτικό</p>	<p>Βασικοί τύποι ARPA, χαρακτηριστικά της οθόνης τους, χαρακτηριστικά απόδοσης και κίνδυνος από υπερβολική εμπιστοσύνη στο ARPA</p> <p>Ικανότητα λειτουργίας και κατανόησης και ανάλυσης των πληροφοριών που λαμβάνονται από το ARPA, περιλαμβανομένων των:</p> <ul style="list-style-type: none"> .1 απόδοση και ακρίβεια του συστήματος, δυνατότητες παρακολούθησης και περιορισμοί και καθυστερήσεις επεξεργασίας .2 χρήση λειτουργικών προειδοποιήσεων και δοκιμών του συστήματος .3 μέθοδοι ανάληψης στόχου και περιορισμοί τους .4 σχεπικά και αληθινά διανύσματα, γραφική απεικόνιση πληροφοριών του στόχου και επικίνδυνες περιοχές .5 κτήση και ανάλυση πληροφοριών, κρίσιμες ηχοί, περιοχές αποκλεισμού και δοκιμαστικές κινήσεις 		
<p>Χρήση ECDIS για τήρηση ασφαλούς Ναυσιπλοΐας</p> <p><i>Σημείωση:</i> Εκπαίδευση και αξιολόγηση στη χρήση ECDIS δεν απαιτείται για όσους υπηρετούν αποκλειστικά σε πλοία που δεν είναι εφοδιασμένα με ECDIS.</p> <p>Αυτοί οι περιορισμοί θα φαίνονται στις θεωρήσεις που εκδίδονται για τον ενδεδειγμένο ναυτικό</p>	<p><i>Ναυσιπλοΐα με χρήση ECDIS</i></p> <p>Γνώση της ικανότητας και των περιορισμών των λειτουργιών της ECDIS, συμπεριλαμβανομένων:</p> <ul style="list-style-type: none"> .1 εμπειροστατημένη γνώση των δεδομένων του Ηλεκτρονικού Χάρτη Ναυσιπλοΐας (ENC), την ακρίβεια των δεδομένων, τους κανόνες παρουσίασης, τις επιλογές εμφάνισης και άλλες μορφές δεδομένων χαρτών .2 κίνδυνος από υπερβολική εμπιστοσύνη .3 εξακρίβωση με τις λειτουργίες του ECDIS, που απαιτούνται από τα πρότυπα επιδόσεων που ισχύουν 	<p>Εξέταση και αξιολόγηση των σταθίων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .2 εγκεκριμένη εκπαίδευση σε προσομοιωτή ECDIS 	<p>Οθόνες πληροφοριών σχεπικά με ECDIS κατά τρόπο που συμβάλλει στην ασφαλή πλοήγηση</p> <p>Πληροφορίες που λαμβάνονται από ECDIS (συμπεριλαμβανομένων των ραντάρ και/ή ραντάρ παρακολούθησης λειτουργιών, όπου είναι εφοδιασμένα) γίνονται αντιληπτές και αναλύονται ορθά, λαμβάνοντας υπόψη τους περιορισμούς των συσκευών, όλους τους συνδεδεμένους αισθητήρες (συμπεριλαμβανομένων των ραντάρ και AIS, όπου είναι ασυνδεδεμένα) και τις επικρατούσες καταστάσεις και συνθήκες</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
<p>Ικανότητα</p>	<p>Γνώση, κατανόηση και επάρκεια</p>	<p>Μέθοδοι επίδειξης ικανότητας</p>	<p>Κριτήρια αξιολόγησης της ικανότητας</p>
<p>Χρήση ECDIS για πήρηση ασφαλούς Ναυσιπλοΐας (συνέχεια)</p> <p><i>Σημείωση:</i> Εκπαίδευση και αξιολόγηση στη χρήση ECDIS δεν απαιτείται για όσους υπηρετούν αποκλειστικά σε πλοία που δεν είναι εφοδιασμένα με ECDIS.</p> <p>Αυτοί οι περιορισμοί θα φαίνονται στις θεωρήσεις που εκδίδονται για τον ενδιαφερόμενο ναυικό</p>	<p>Επάρκεια στη λειτουργία, την ερμηνεία και ανάλυση των πληροφοριών που λαμβάνονται από ECDIS, περιλαμβανομένων των:</p> <ol style="list-style-type: none"> .1 χρήση των λειτουργιών που ενσωματώνονται με άλλα συστήματα πλοήγησης σε διάφορες εγκαταστάσεις, συμπεριλαμβανομένης της ομαλής λειτουργίας και της προσαρμογής στις επιθυμητές ρυθμίσεις .2 ασφαλή παρακολούθηση και προσαρμογή των πληροφοριών, περιλαμβανομένων της θέσης του, της ακόνιας της θαλάσσιας περιοχής, του τρόπου και του προσανατολισμού, των δεδομένων χαρτών που εμφανίζονται, της παρακολούθησης της πορείας, των στρωμάτων πληροφοριών που δημιουργούνται από το χρήστη, των επαφών (όπου είναι διασυνδεδεμένο με AIS) και/ή παρακολούθηση ραντάρ και λειτουργιών επίκλυσης ραντάρ (όπου είναι διασυνδεδεμένο) .3 επιβεβαίωση της θέσης του πλοίου με εναλλακτικά μέσα .4 επαρκής χρήση των ρυθμίσεων για να εξασφαλίσουν τη συμμόρφωση με τις επιχειρησιακές διαδικασίες, περιλαμβανομένων των παραμέτρων συναγερμού για αποφυγή προσάραξης, της εγγύτητας σε επαφές και αιχμές, της πληρότητας των δεδομένων των χαρτών και της κατάστασης ενημέρωσής τους, και των βοηθητικών ρυθμίσεων .5 προσαρμογή ρυθμίσεων και αξιών ώστε να ανταποκρίνονται στις παρούσες συνθήκες .6 επίγνωση της κατάστασης κατά τη χρήση του ECDIS, συμπεριλαμβανομένων της ασφάλειας των υδάτων, της εγγύτητας των κινδύνων, της εκτροπής εκ της πορείας του πλοίου εξαιτίας της κλίσης του ρεύματος, των δεδομένων των χαρτών και της επιλογής κλίμακας, της καταλληλότητας της πορείας, της ανίχνευσης επικαωνίας και της διαχείρισης, και της ακεραιότητας των αισθητήρων 		<p>Η ασφάλεια της ναυσιπλοΐας διατηρείται μέσω προσαρμογών που πραγματοποιήθηκαν για την πορεία και την ταχύτητα του πλοίου μέσω ελεγχόμενων λειτουργιών διατήρησης πορείας ECDIS (όπου είναι εφοδιασμένο)</p> <p>Πραγματοποίηση επικαωνιών με καθαρό, σαφή και επιβεβαιούμενο τρόπο σε κάθε περίπτωση, με τρόπο που προσάραξε σε ναυικό περιβάλλον</p>

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Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Ανταπόκριση σε έκτακτες ανάγκες	<p>Διαδικασίες έκτακτης ανάγκης</p> <p>Προφυλάξεις για την προστασία και την ασφάλεια των επιβατών σε κατάσταση έκτακτης ανάγκης</p> <p>Αρχικές ενέργειες που πρέπει να γίνονται μετά από σύγκρουση ή προσάραξη, αρχική εκτίμηση και έλεγχος ζημιών</p> <p>Εκτίμηση των διασκαίων που πρέπει να ακολουθούνται για διάσωση προσώπων στη θάλασσα, πλοίου σε κίνδυνο, ανταπόκριση σε κατάσταση ανάγκης που εγείρονται στο λιμάνι.</p>	<p>Εξέταση και αξιολόγηση των σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 πρακτική εκπαίδευση 	<p>Το είδος και η έκταση της έκτακτης ανάγκης προσδιορίζονται άμεσα</p> <p>Οι αρχικές ενέργειες και, ενδεχομένως, οι ελιγμοί του πλοίου, είναι σύμφωνα με τα σχέδια έκτακτης ανάγκης και είναι κατάλληλα για τον επείγοντα χαρακτήρα της κατάστασης και τη φύση της κατάστασης έκτακτης ανάγκης</p>
Ανταπόκριση σε σήματα κινδύνου στην θάλασσα	<p>Έρευνα και διάσωση</p> <p>Γνώση των περιεχομένων του Εγχειριδίου της Διεθνούς Αεροναυτικής και Ναυτικής Έρευνας και Διάσωσης (IAMSAR)</p>	<p>Εξέταση και αξιολόγηση που προκύπτουν από πρακτικές οδηγίες ή εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Σήματα κινδύνου ή επείγοντος αναγνωρίζονται άμεσα.</p> <p>Σχέδια έκτακτης ανάγκης και οδηγίες σε πάγιες εντολές εκτελούνται με ακρίβεια</p>
Χρήση Τυποποιημένων Ναυτικών Φράσεων Επικοινωνίας του IMO και χρήση των Αγγλικών σε γραπτή και προφορική μορφή	<p>Αγγλική γλώσσα</p> <p>Επαρκής γνώση της Αγγλικής γλώσσας, ώστε να επιτρέψει στον αξιωματικό να χρησιμοποιήσει χάρτες και άλλες ναυτικές εκδόσεις, να κατανοεί μετεωρολογικές πληροφορίες και μηνύματα που αφορούν την ασφάλεια και τη λειτουργία του πλοίου, την επικοινωνία με άλλα πλοία και παράκτους σταθμούς και κέντρα VTS, καθώς επίσης και την εκτέλεση των καθηκόντων του αξιωματικού σε πολυεθνικά πληρώματα, περιλαμβανομένης της ικανότητας χρήσης και κατανόησης Τυποποιημένων Ναυτικών Φράσεων Επικοινωνίας του IMO (IMO SMCP)</p>	<p>Εξέταση και αξιολόγηση των σταχείων που προκύπτουν από πρακτικές οδηγίες</p>	<p>Ορθή αναγνώριση ή καταγραφή ναυτικών εκδόσεων και μηνυμάτων στην Αγγλική γλώσσα που έχουν σχέση με την ασφάλεια του πλοίου</p> <p>Οι επικοινωνίες είναι σαφείς και κατανοητές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
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Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Εκπομπή και λήψη πληροφοριών με οπτικά σήματα</p>	<p><i>Οπτικά σήματα</i></p> <p>Ικανότητα χρήσης του Διεθνούς Κώδικα Σημάτων</p> <p>Ικανότητα εκπομπής και λήψης σημάτων κινδύνου SOS με τον οπτικό τηλεγράφο Μόρς, όπως ορίζονται στο Παράρτημα IV του Διεθνούς Κανονισμού Αποφυγής Συγκρούσεων στη Θάλασσα, 1972, όπως τροποποιήθηκε, και στο προσάρτημα 1 του Διεθνούς Κώδικα Σημάτων, και οπτικών σημάτων από σήματα μεμονωμένων γραμμάτων, όπως επίσης, ορίζονται στο Διεθνή Κώδικα Σημάτων</p>	<p>Αξιολόγηση των σταχείων που προκύπτουν από πρακτικές οδηγίες και / ή προσομοίωση</p>	<p>Συνεχής επιτυχής επικοινωνία στην περιοχή ευθύνης του χαρακί</p>
<p>Διαχείριση κινήσεων του πλοίου</p>	<p><i>Χαρισμοί πλοίου</i></p> <p>Γνώση:</p> <p>.1 την επίδραση του νεκρού φορτίου, του βυθίσματος, της κλίσης, της ταχύτητας και του βάθους κάτω από την τρόπιδα στις αποστάσεις κατά τους ελιγμούς και την ακινητοποίηση του πλοίου</p> <p>.2 της επίδρασης του ανέμου και του ρεύματος στην διαχείριση του πλοίου</p> <p>.3 των κινήσεων και διακρίσεων για τη διάσωση ατόμου στη θάλασσα</p> <p>.4 των ρηχών υδάτων και παρόμοιων φαινομένων</p> <p>.5 των κατάλληλων διακρίσεων αγκυροβολίας και πρόσδεσης</p>	<p>Εξέταση και αξιολόγηση των σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>1. εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>2. εγκεκριμένη επί πλοίου εκπαίδευση</p> <p>3. εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>4. εγκεκριμένη εκπαίδευση σε επανδρωμένο μοντέλο (ομοίωμα) πλοίου, όπου απαιτείται</p>	<p>Μη υπέρβαση σε κανείς κινήσεις των ασφαλών λειτουργικών ορίων της πρόωσης του πλοίου και του συστήματος πηδαλιουχίας</p> <p>Διατήρηση της ασφάλειας της ναυσιπλοΐας κατά την εκτέλεση ρυθμίσεων πορείας και ταχύτητας του πλοίου</p>

Λειτουργία: Διαχείριση φορτίου και σταβάσια σε επιχειρησιακό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Παρακολούθηση της φόρτωσης, σταβασίας, ασφάλισης και φροντίδας των φορτίων κατά τον πλου και την εκφόρτωση τους</p>	<p><i>Διαχείριση φορτίου, σταβασία και ασφάλιση</i></p> <p>Γνώση της επίδρασης του φόρτου περιλαμβανομένων και φορτωτήρων βαρέων αντικειμένων στην αλληλοπίεση και την ευστάθεια του πλοίου</p> <p>Γνώση ασφαλούς διαχείρισης, σταβασίας και ασφάλισης φορτίων, περιλαμβανομένων επιβαλίων, επικινδύνων και επιβλαβών φορτίων και οι επιπτώσεις τους στην ασφάλεια της ζωής και του πλοίου</p> <p>Ικανότητα επίτευξης και διατήρησης αποτελεσματικής επικοινωνίας κατά την διάρκα φόρτωσης και εκφόρτωσης</p>	<p>Εξέταση και αξιολόγηση των στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>1. εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>3. εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Οι εργασίες φορτίου διεξάγονται σύμφωνα με το σχέδιο φορτίου ή άλλα έγγραφα και τους θεσπισμένους κανόνες/νομοσμούς ασφαλείας, οδηγίες χαρτισμού εξοπλισμού και τους επί του πλοίου περιορισμούς σταβασίας</p> <p>Ο χαρτισμός επικινδύνων και επιβλαβών φορτίων συμμορφώνεται με τους διεθνείς κανονισμούς και τα αναγνωρισμένα πρότυπα και τους κώδικες ασφαλούς πρακτικής</p> <p>Οι επικοινωνίες είναι σαφείς, κατανοητές και συνεχώς επιτυχείς</p>
<p>Επιθεώρηση και αναφορά ατελειών και ζημιών στους χώρους του φορτίου, τα κάπια και τις δεξαμενές έρματος</p>	<p>Γνώση* και ικανότητα να επεξηγεί πού πρέπει να αναζητηθούν ζημιές και τα ατέλεια που συναντώνται συχνά λόγω:</p> <p>1. των λειτουργιών φόρτωσης και εκφόρτωσης</p> <p>2. διάβρωσης</p> <p>3. αντίξων και ρικών συνθηκών</p> <p>Ικανότητα να δηλώνει τα μέρη του πλοίου που πρέπει να επιθεωρούνται κάθε φορά, προκειμένου να καλυφθούν όλα τα μέρη μέσα σε συγκεκριμένο χρονικό διάστημα</p> <p>Προσδιορίζει αυτά τα στοιχεία της κατασκευής του πλοίου, τα οποία είναι κρίσιμα σημασίας για την ασφάλεια (safety) του πλοίου</p>	<p>Εξέταση και αξιολόγηση των αποδοκιών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>1. εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>2. εγκεκριμένη εκπαίδευση επί του πλοίου</p> <p>3. εγκεκριμένη εκπαίδευση προσομοιωτή, όπου απαιτείται</p>	<p>Οι επιθεωρήσεις εκτελούνται σύμφωνα με καθορισμένες διαδικασίες, και οι ατέλειες και ζημιές εντοπίζονται και αναφέρονται κανονικά</p> <p>Όπου δεν εντοπίζονται ατέλειες ή ζημιές, τα στοιχεία που προκύπτουν από τις δοκιμές και την εξέταση υποδοκύνουν σαφώς την επαρκή ικανότητα στην πιστή εφαρμογή των διαδικασιών και την δυνατότητα διακρίσεων μεταξύ των κανονικών και των ελαττωματικών ή κατεστραμμένων μερών του πλοίου</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
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* Πρέπει να είναι κατανοητό ότι οι αξιωματικοί καταστρώματος δεν απαιτείται να διαθέτουν τα προσόντα για την επιθεώρηση των πλοίων

Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Επιθεώρηση και αναφορά ατελειών και ζημιών στους χώρους του φορτίου, τα καπάκια και τις δεξαμενές έρματος (συνέχεια)	<p>Να προσδιορίζει τις αιτίες της διάβρωσης στους χώρους του φορτίου και των δεξαμενών έρματος και πώς η διάβρωση μπορεί να εντοπίζεται και να παρεμποδίζεται</p> <p>Γνώση των διαδικασιών εξαγωγής των επιθεωρήσεων</p> <p>Ικανότητα επεξήγησης πώς θα διασφαλιστεί αθόπιτος εντοπισμός των ατελειών και των ζημιών</p> <p>Κατανόηση του σκοπού του "προχωρημένου προγράμματος επιθεωρήσεων"</p>		

Λα τουργίες: Έλεγχος της λα τουργίας του πλοίου και μέριμνα για τα άτομα επί του πλοίου σε λα τουργικό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Εξασφάλιση συμμόρφωσης με απαιτήσεις πρόληψης ρύπανσης	<p><i>Πρόληψη ρύπανσης του θαλασσιού περιβάλλοντος και ανθρωπινές διαδικασίες</i></p> <p>Γνώση των προληπτικών μέτρων που πρέπει να λαμβάνονται για την πρόληψη της ρύπανσης του θαλάσσιου περιβάλλοντος</p> <p>Ανθρωπινές διαδικασίες και όλος ο σχετικός εξοπλισμός</p> <p>Σημασία των προληπτικών μέτρων για την προστασία του θαλάσσιου περιβάλλοντος</p>	<p>Εξέταση και αξιολόγηση των σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> 1. εγκεκριμένη εμπειρία κατά την υπηρεσία 2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου 3. εγκεκριμένη εκπαίδευση 	<p>Διαδικασίες παρακολούθησης λα τουργιών επί του πλοίου και εξασφάλιση πλήρους συμμόρφωσης με τις απαιτήσεις της MARPOL</p> <p>Ενέργειες για να εξασφαλιστεί η διατήρηση περιβαλλοντικού προτύπου</p>
Διατήρηση αθόπισης του πλοίου	<p><i>Ευστάθεια πλοίου</i></p> <p>Εργασιακή γνώση και εφαρμογή ευστάθειας, και πινακίων τάσεων και διαγωγής, διαγραμμάτων και εξοπλισμού υπολογισμού τάσεων</p> <p>Κατανόηση των βασικών δράσεων που πρέπει να λαμβάνονται σε περίπτωση</p>	<p>Εξέταση και αξιολόγηση των σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> 1. εγκεκριμένη εμπειρία κατά την υπηρεσία 2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου 	<p>Οι συνθήκες ευστάθειας συμμορφούνται με τα κριτήρια κέρσης ευστάθειας του IMO κάτω από όλες τις συνθήκες φόρτωσης</p> <p>Ενέργειες που εξασφαλίζουν και διατηρούν τη υδατοστεγή σκερατότητα του πλοίου σύμφωνα με αποδεκτή πρακτική.</p>

	<p>μερικής απώλειας της ακεραιότητας πλευστότητας.</p> <p>Κατανόηση των βασικών αρχών υδατοστεγούς ακεραιότητας</p> <p><i>Κατασκευή πλοίου</i></p> <p>Γενική γνώση των κύριων κατασκευαστικών μερών πλοίου και των σωστών ονομάτων των διαφόρων μερών</p>	<p>.3 εγκεκριμένη εκπαίδευση προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	
<p>Πρόληψη, έλεγχος και καταπολέμηση πυρκαγιών στο πλοίο</p>	<p><i>Πρόληψη πυρκαγιών και συσκευές πυρόσβεσης</i></p> <p>Ικανότητα οργάνωσης γυμνασιών πυρκαγιάς</p> <p>Γνώση κλάσεων και χημείας της πυρκαγιάς</p> <p>Γνώση των συστημάτων πυρόσβεσης</p>	<p>Αξιολόγηση των σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία πυρόσβεσης όπως καθορίζονται στο τμήμα A-VI/3</p>	<p>Ο τύπος και η κλίμακα του προβλήματος προσδιορίζονται άμεσα και οι αρχικές δράσεις συμμορφώνονται με τη διαδικασία έκτακτης ανάγκης και τα σχέδια έκτακτης ανάγκης για το πλοίο</p> <p>Οι διαδικασίες εγκατάληψης, διακοπής λειτουργίας έκτακτης ανάγκης και απομόνωσης είναι κατάλληλες για την φύση της έκτακτης ανάγκης και εφαρμόζονται άμεσα.</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Πρόληψη, έλεγχος και καταπολέμηση πυρκαγιών στο πλοίο <i>(συνέχεια)</i></p>	<p>Γνώση των δράσεων που πρέπει να λαμβάνονται σε περίπτωση πυρκαγιών των συστημάτων πετρελαίου</p>		<p>Ο βαθμός προτεραιότητας και τα επίπεδα και χρονικά όρια σύνταξης αναφορών και πληροφόρησης προσωπικού επί του πλοίου είναι σχεπικά με την φύση της έκτακτης ανάγκης και ανακατοπτρίζουν το επίγειο του προβλήματος.</p>
<p>Λειτουργία συσκευών διάσωσης</p>	<p><i>Διάσωση</i></p> <p>Ικανότητα οργάνωσης γυμνασιών εγκατάληψης πλοίου και γνώση της λειτουργίας συσκευών διάσωσης και λέμβων διάσωσης, των συσκευών και ρυθμίσεων καθέλκυσής τους και του εξοπλισμού τους, περιλαμβανομένων των συσκευών διάσωσης ραδιοεπικοινωνίας, δορυφορικών EPIRBs, SARTs, στολών εμφύσησης και θερμικών προστατευτικών βοηθημάτων.</p>	<p>Αξιολόγηση σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία όπως καθορίζονται στο τμήμα A-VI/2, παράγραφο 1 έως 4.</p>	<p>Οι ενέργειες ανταπόκρισης σε καταστάσεις εγκατάληψης πλοίου και επιβίωσης είναι κατάλληλες για τις επικρατούσες συνθήκες και καταστάσεις και συμμορφώνονται με αποδεκτά πρότυπα και πρακτικές ασφαλείας (safety).</p>
<p>Εφαρμογή ιατρικών πρώτων βοηθειών επί του πλοίου</p>	<p><i>Ιατρική Βοήθεια</i></p> <p>Πρακτική εφαρμογή των ιατρικών οδηγιών και συστάσεων που λαμβάνονται με ραδιοεπικοινωνία περιλαμβανομένης της ικανότητας λήψης αποτελεσματικών</p>	<p>Αξιολόγηση των αποδεδειγμένων σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση που καθορίζεται στο τμήμα A-VI/4, παράγραφο 1 έως 3</p>	<p>Ο προσδιορισμός πιθανού αίτιου, φύσης και έκτασης τραυματισμών ή συνθηκών είναι γρήγορη και η αντιμετώπιση ελαχιστοποιεί την άμεση απειλή για τη ζωή</p>

	ενεργειών που βασίζονται σε αυτή τη γνώση σε περίπτωση ατυχημάτων ή ασθενειών που είναι πιθανόν να συμβούν στο πλοίο		
Παρακολούθηση συμμόρφωσης με τις νομοθετικές απαιτήσεις	Βασική εργασιακή γνώση των σχετικών Συμβάσεων IMO που αφορούν στην ασφάλεια (safety) της ζωής στη θάλασσα, στην ασφάλεια (security) και στην προστασία του θαλάσσιου περιβάλλοντος	Αξιολόγηση των σταχείων που λαμβάνονται από εξέταση ή εγκεκριμένη εκπαίδευση	Νομοθετικές απαιτήσεις που σχετίζονται με την ασφάλεια (safety) της ζωής στη θάλασσα, την ασφάλεια (security) και την προστασία του θαλάσσιου περιβάλλοντος αναγνωρίζονται σωστά

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Εφαρμογή ικανοτήτων ηγεσίας και ομαδικής εργασίας	<p>Εργασιακή γνώση άαχείρισης και εκπαίδευσης προσωπικού επί πλοίου</p> <p>Γνώση των σχετικών δεσμών ναυτικών συμβάσεων και συστάσεων και της εθνικής νομοθεσίας</p> <p>Ικανότητα εφαρμογής άαχείρισης καθηκόντων και φόρτου εργασίας περιλαμβανομένων:</p> <ul style="list-style-type: none"> .1 σχεδιασμός και συντονισμός .2 ανάθεση καθηκόντων προσωπικού .3 περιορισμοί χρόνου και πόρων .4 καθορισμός προτεραιοτήτων <p>Γνώση και ικανότητα εφαρμογής αποτελεσματικής άαχείρισης πόρων:</p> <ul style="list-style-type: none"> .1 κατανομή, ανάθεση και καθορισμός προτεραιοτήτων των πόρων .2 αποτελεσματική επικοινωνία στο πλοίο και στην ξηρά .3 αποφάσεις αντανακλούν την εξέταση εμπειριών της ομάδας 	<p>Αξιολόγηση σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εκπαίδευση .2 εγκεκριμένη εμπειρία κατά την υπηρεσία .3 πρακτική επίδειξη 	<p>Το πλήρωμα έχει κατανεμημένα καθήκοντα και είναι ενημερωμένο για τα αναμενόμενα πρότυπα εργασίας και συμπεριφοράς κατά τρόπο κατάλληλο για τα ενδιφερόμενα άτομα</p> <p>Οι εκπαιδευτικοί στόχοι και δραστηριότητες βασίζονται στην αξιολόγηση της τρέχουσας ικανότητας και των δυνατοτήτων καθώς και τις λειτουργικές απαιτήσεις</p> <p>Οι λειτουργίες διακρίνονται σύμφωνα με τους ισχύοντες κανόνες</p> <p>Οι λειτουργίες σχεδιάζονται και α πόρα διαθέτουν ά όπως απαιτείται με ορθή προτεραιότητα για την εκτέλεση των απαραίτητων καθηκόντων</p> <p>Η επικοινωνία δίνεται και λαμβάνεται με σαφή και άαμφισβήτητο τρόπο</p> <p>Διακρίνονται αποτελεσματικές συμπεριφορές ηγεσίας</p>

	<p>.4 δυναμσμός κα ηγεσία περιλαμβανομένης της παροχής κινήτρου</p> <p>.5 απόκτηση κα διατήρηση επίγνωσης της κατάστασης</p> <p>Γνώση κα ικανότητα εφαρμογής τεχνικών λήψης αποφάσεων:</p> <p>.1 αξιολόγηση κατάστασης κα κινδύνου</p> <p>.2 προσδιορισμός κα εξέταση επιλογών που προκύπτουν</p> <p>.3 επιλογή σχεδίου δράσης</p> <p>.4 αξιολόγηση αποτελεσματικότητας έκβασης</p>		<p>Ακρβής κατανόηση από τα απαραίτητα μέλη της ομάδας της υφιστάμενης κα προβλεπόμενης κατάστασης κα της λειτουργικής κατάστασης του πλοίου κα του εξωτερικού περιβάλλοντος</p> <p>Οι αποφάσεις είναι α αποτελεσματικότερες για την κατάσταση</p>
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Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
<p>Ικανότητα</p>	<p>Γνώση, κατανόηση κα επάρκεια</p>	<p>Μέθοδα επίδειξης ικανότητας</p>	<p>Κριτήρια αξιολόγησης της ικανότητας</p>
<p>Συμβολή στην ασφάλεια (safety) του προσωπικού κα του πλοίου</p>	<p>Γνώση τεχνικών προσωπικής επιβίωσης</p> <p>Γνώση πρόληψης πυρκαγιάς κα ικανότητα καταπολέμησης κα πυρόσβεσης</p> <p>Γνώση στα χαωδών πρώτων βοηθειών</p> <p>Γνώση προσωπικής ασφάλειας κα κοινωνικών ευθυνών</p>	<p>Αξιολόγηση σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση κα εμπειρία όπως καθορίζεται στο τμήμα A-VI/1, παράγραφος 2</p>	<p>Ο κατάλληλος προστατευτικός εξοπλισμός κα ο εξοπλισμός ασφαλείας χρησιμοποιούνται σωστά</p> <p>Οι διαδικασίες κα ασφαλείς εργασιακές πρακτικές που έχουν σχεδιασθεί για την προστασία του προσωπικού κα του πλοίου τηρούνται ανά πάσα στιγμή</p> <p>Οι διαδικασίες που έχουν σχεδιασθεί για την προστασία του περιβάλλοντος τηρούνται ανά πάσα στιγμή</p> <p>Οι αρχικές κα ακόλουθες ενέργειες για την απόκτηση επίγνωσης κατάστασης έκτακτης ανάγκης συμμορφώνονται με τις θεσπισμένες διαδικασίες αντιμετώπισης έκτακτης ανάγκης.</p>

Τμήμα Α - II/2

Υποχρεωτικές ελάχιστες απαιτήσεις πιστοποίησης πλοίαρχων και υποπλοίαρχων πλοίων 500 ο.χ. ή άνω

Πρότυπο Ικανότητας

1 Κάθε υποψήφιος για πιστοποίηση ως πλοίαρχος ή υποπλοίαρχος πλοίου 500 ο.χ. ή άνω θα απαιτείται να επιδεικνύει ικανότητα να αναλάβει, σε επίπεδο διοίκησης, τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στη στήλη 1 του πίνακα Α-II/2.

2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται για πιστοποίηση παρατίθεται στην στήλη 2 του πίνακα Α-II/2. Αυτή ενσωματώνει, διευρύνει και αναλύει σε βάθος τα θέματα στην στήλη 2 του πίνακα Α-II/1 για αξιωματικούς που είναι υπεύθυνα φυλακής ναυσιπλοΐας.

3 Έχοντας υπ' όψη ότι ο πλοίαρχος έχει την τελική ευθύνη για την ασφάλεια (safety) και την ασφάλεια (security) του πλοίου, των επιβατών του, του πληρώματος και του φορτίου, καθώς και για την προστασία του θαλάσσιου περιβάλλοντος από ρύπανση που προέρχεται από το πλοίο και ότι ο υποπλοίαρχος θα πρέπει να είναι σε θέση να αναλαμβάνει αυτή την ευθύνη οποιαδήποτε στιγμή, η αξιολόγηση σ' αυτά τα θέματα θα είναι σχεδιασμένη κατά τρόπο ώστε να ελέγχεται η ικανότητά τους να αφομαιώνουν όλες τις διαθέσιμες πληροφορίες που επηρεάζουν την προστασία (safety) και ασφάλεια (security) του πλοίου, των επιβατών του, του πληρώματος ή του φορτίου, ή την προστασία του θαλάσσιου περιβάλλοντος.

4 Το επίπεδο γνώσης των θεμάτων που παρατίθενται στην στήλη 2 του πίνακα Α-II/2 θα είναι επαρκές για να είναι σε θέση ο υποψήφιος να υπηρετήσει υπό την ιδιότητα του πλοίαρχου ή υποπλοίαρχου*.

5 Το επίπεδο θεωρητικών γνώσεων, κατανόησης και επάρκειας που απαιτείται σύμφωνα με τα διάφορα τμήματα στη στήλη 2 του πίνακα Α-II/2 μπορεί να πακίλει ανάλογα με το αν το πιστοποιητικό πρόκειται να ισχύει για πλοία 3.000 ο.χ. ή άνω ή για πλοία μεταξύ 500 ο.χ. και 3000 ο.χ..

6 Η εκπαίδευση και εμπειρία για την επίτευξη του απαραίτητου επιπέδου θεωρητικών γνώσεων, κατανόησης και επάρκειας θα λαμβάνουν υπόψη τις σχετικές απαιτήσεις αυτού του μέρους και τις οδηγίες που δίνονται στο τμήμα Β αυτού του Κώδικα.

7 Κάθε υποψήφιος για πιστοποίηση απαιτείται να προσκομίσει αποδεικτικά στοιχεία από τα οποία θα προκύπτει ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα Α-II/2.

Παράκτια πλώες

8 Η Αρχή μπορεί να εκδίδει πιστοποιητικό περιορισμένο για υπηρεσία σε πλοία που εκτελούν αποκλειστικά παράκτιους πλώες και, για την έκδοση τέτοιου πιστοποιητικού, μπορεί να εξαιρούνται θέματα που δεν ισχύουν στα συναφή ύδατα ή σε ενδιαφερόμενα πλοία, έχοντας υπ' όψη την επίπτωση στην ασφάλεια (safety) όλων των πλοίων που μπορεί να δραστηριοποιούνται σ' αυτά τα ύδατα.

* Οι σχετικές πρότυπες σφρές εκπαίδευσης IMO μπορεί να βοηθούν στην προεταρμασία των εκπαιδύσεων

Πίνακας Α-III/2

Προσδιορισμός ελαχίστου επιπέδου ικανότητας για πλάρχνους και υποπλάρχνους σε πλοία 500 ο.χ.ή άνω

Λειτουργία: Ναυσιπλοία σε θαλάσσιο επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Σχεδιασμός πλου και εκτέλεση ναυσιπλοίας.	<p>Σχεδιασμός πλου και ναυσιπλοίας υπό όλες τις συνθήκες με αποδεκτές μεθόδους υποτίπωσης ωκεανίων οδών λαμβάνοντας υπόψη π.χ.:</p> <ul style="list-style-type: none"> .1 περιορισμένα ύδατα .2 μετεωρολογικές συνθήκες .3 πάγους .4 περιορισμένη ορατότητα .5 σχέδια διαχωρισμού κυκλοφορίας .6 περιοχές υπηρεσίας Κυκλοφορίας Πλοίων (VTS) .7 περιοχές εκτεταμένων παθητικών επιπτώσεων. <p>Πορεία σύμφωνα με τις Γενικές Διατάξεις Πορείας Πλοίων.</p> <p>Σύνταξη αναφορών σύμφωνα με τις Γενικές Αρχές για Συστήματα Αναφοράς Πλοίων και με τις διαδικασίες VTS</p>	<p>Εξέταση και αξιολόγηση σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .3 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου <p>χρησιμοποιώντας καταλόγους χαρτών, ναυτικών εκδόσεων και σταχείων του πλοίου.</p>	<p>Ο εξοπλισμός, οι χάρτες και οι ναυτικές εκδόσεις που απαιτούνται για τον πλου απαιτούνται και είναι κατάλληλες για την ασφαλή πραγματοποίηση του πλου.</p> <p>Οι λόγοι για την σχεδίαση πορείας υποστηρίζονται από γεγονότα και στατιστικά στοιχεία που λαμβάνονται από σχετικές πηγές και εκδόσεις</p> <p>Στίγματα, πορείες, αποστάσεις και υπολογισμός χρόνου είναι ορθά εντός των αποδεκτών προτύπων ακρίβειας για εξοπλισμό ναυσιπλοίας.</p> <p>Όλα τα πιθανά κίνδυνα ναυσιπλοίας αναγνωρίζονται με ακρίβεια.</p>
Προσδιορισμός στίγματος και ακρίβεια του απορρέοντος καθορισμού στίγματος με οποιοδήποτε μέσο	<p>Προσδιορισμός στίγματος υπό όλες τις συνθήκες:</p> <ul style="list-style-type: none"> .1 με αστρονομικές παρατηρήσεις .2 με γήινη παρατήρηση περιλαμβανομένων της ικανότητας χρήσης κατάλληλων χαρτών, οδηγιών στους ναυπλομένους και άλλων εκδόσεων για την αξιολόγηση της ακρίβειας της μής στίγματος που επιτεύχθηκε .3 χρήση σύγχρονων ηλεκτρονικών βοηθημάτων ναυσιπλοίας, με εθική γνώση των αρχών λειτουργίας τους, περιορισμών, πηγών σφαλμάτων, εντοπισμού λανθασμένης παρουσίασης, πληροφοριών και μεθόδων αποκατάστασης για την επίτευξη ακριβούς στίγματος 	<p>Εξέταση και αξιολόγηση σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εκπαίδευση κατά τη διάρκεια της υπηρεσίας .2 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .3 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου με χρήση: <ul style="list-style-type: none"> 1. χαρτών, ναυτικού ALMANAC, σελίδων υποτίπωσης, χρονόμετρου, εξάντα και υπολογιστή 	<p>Η κύρια μέθοδος που επιλέγεται για τον καθορισμό στίγματος πλοίου είναι η πιο κατάλληλη για τις καταστάσεις και συνθήκες που επικρατούν.</p> <p>Το στίγμα που λαμβάνεται με αστρονομική παρατήρηση βρίσκεται μέσα στα αποδεκτά όρια ακρίβειας.</p> <p>Το στίγμα που λαμβάνεται με γήινη παρατήρηση βρίσκεται μέσα στα αποδεκτά όρια ακρίβειας.</p> <p>Η ακρίβεια του στίγματος αξιολογείται ορθά</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Προσδιορισμός σίγματος και ακρίβεια του απορρέοντος καθορισμού σίγματος με οποιαδήποτε μέσο (συνέχεια)		<p>2. χαρτών, ναυτικών εκδόσεων και οργάνων ναυσιπλοΐας (αζιμουθίου καθρέπτη, εξάντα, ημερολογίου, ηχοβολιστικού εξοπλισμού, πυξίδας) και των εγχαρδιών των κατασκευαστών</p> <p>3. ραντάρ, γήινων ηλεκτρονικών συστημάτων καθορισμού σίγματος, συστημάτων δορυφορικής ναυσιπλοΐας και κατάλληλων ναυτικών χαρτών και εκδόσεων</p>	Το σίγμα που λαμβάνεται από τη χρήση ηλεκτρονικών βοηθημάτων ναυσιπλοΐας βρίσκεται εντός των προτύπων ακρίβειας των συστημάτων που χρησιμοποιούνται. Τα πιθανά σφάλματα που έχουν επίπτωση στην ακρίβεια του απορρέοντος σίγματος μνημονεύονται και οι μέθοδοι ελαχιστοποίησης των επιπτώσεων των σφαλμάτων του συστήματος στην τιμή του απορρέοντος σίγματος εφορμάζονται όπως πρέπει.
Προσδιορισμός και περιθώριο σφαλμάτων πυξίδας.	<p>Ικανότητα προσδιορισμού και περιθωρίου σφαλμάτων μαγνητικής και γυροσκοπικής πυξίδας</p> <p>Γνώση των αρχών μαγνητικής και γυροσκοπικής πυξίδας</p> <p>Κατανόηση των συστημάτων που τελούν υπό τον έλεγχο της κύριας γυροσκοπικής πυξίδας και γνώση της λειτουργίας και φροντίδας των κύριων τύπων γυροσκοπικής πυξίδας</p>	<p>Εξέταση και αξιολόγηση στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.3 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p> <p>με χρήση: ουράνιων παρατηρήσεων, γήινων διοπτεύσεων και σύγκρισης μεταξύ μαγνητικής και γυροσκοπικής πυξίδας</p>	Η μέθοδος και συχνότητα ελέγχων για σφάλματα μαγνητικής και γυροσκοπικής πυξίδας εξασφαλίζει την ακρίβεια των πληροφοριών
Συντονισμός επιχαρήσεων έρευνας και διάσωσης.	Εμπειριστατωμένη γνώση και ικανότητα εφαρμογής των διαδικασιών που περιγράφονται στο Διεθνές Εγχαρτίο Αεροναυτικής και Θαλάσσιας Έρευνας και Διάσωσης (IAMSAR).	<p>Εξέταση και αξιολόγηση στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εκπαίδευση προσομοιωτή, όπου απαιτείται</p> <p>.3 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου,</p> <p>με χρήση: σχετικών εκδόσεων, χαρτών, μετεωρολογικών δεδομένων, στα χείρων των εμπλεκόμενων πλοίων, εξοπλισμού ραδιοεπικοινωνιών και άλλων διαθέσιμων ευκολιών και ενός ή περισσότερων από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εκπαιδευτική σειρά SAR.</p> <p>.2 εγκεκριμένη εκπαίδευση προσομοιωτή, όπου απαιτείται</p> <p>.3 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Το σχέδιο συντονισμού επιχαρήσεων έρευνας και διάσωσης είναι σύμφωνο με τις διεθνείς οδηγίες και πρότυπα.</p> <p>Θεσπίζονται ραδιοεπικοινωνίες και τηρούνται σωστές διαδικασίες επικοινωνιών σε όλα τα στάδια των επιχαρήσεων έρευνας και διάσωσης</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Θέσπιση διαδικασιών και ρυθμίσεων τήρησης φυλακής	Λεπτομερής γνώση του περιεχομένου, εφαρμογής και σκοπού των Διεθνών Κανονισμών Πρόληψης Συγκρούσεων στην Θάλασσα, 1972, όπως έχουν τροποποιηθεί Λεπτομερής γνώση του περιεχομένου εφαρμογής και σκοπού των Αρχών που πρέπει να τηρούνται κατά την τήρηση φυλακής ναυαπλοΐας	Εξέταση και αξιολόγηση αποδοκικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται	Ρυθμίσεις και διαδικασίες τήρησης φυλακής θεσπίζονται και τηρούνται σύμφωνα με διεθνείς κανονισμούς και οδηγίες για να εξασφαλιστεί η ασφάλεια ναυαπλοΐας, η προστασία του θαλασσιού περιβάλλοντος και η ασφάλεια του πλοίου και των επιβαλλόντων.
Διατήρηση ασφαλούς ναυαπλοΐας με χρήση πληροφοριών εξοπλισμού ναυαπλοΐας και συστημάτων προς υποβοήθηση στη λήψη αποφάσεων διακυβέρνησης <i>Σημείωση</i> : Εκπαίδευση και αξιολόγηση στη χρήση ARPA δεν απαιτείται για εκείνους που υπηρετούν αποκλειστικά σε πλοία που δεν διαθέτουν ARPA. Ο περιορισμός αυτός θα αντανακλάται στις θεωρήσεις που θα εκδίδονται στον ενδεδειγμένο ναυικό	Εκτίμηση του συστήματος ασφαλείων και εμπειριστικών κατανόηση των λειτουργικών πλευρών των συστημάτων ναυαπλοΐας Σχεδιασμός τυφλής πλοήγησης Αξιολόγηση των πληροφοριών ναυαπλοΐας που προέρχονται από όλες τις πηγές, περιλαμβανομένων ραντάρ και ARPA, για τη λήψη και εφαρμογή αποφάσεων διακυβέρνησης προς αποφυγή συγκρούσεων και για τη διεύθυνση της ασφαλούς ναυαπλοΐας του πλοίου Η συσχέτιση και βέλπστη χρήση όλων των δεδομένων ναυαπλοΐας που είναι διαθέσιμα για την πραγματοποίηση της ναυαπλοΐας	Εξέταση και αξιολόγηση αποδοκικών στα χείων που λαμβάνονται από εγκεκριμένο προσομοιωτή ARPA και ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .3 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Οι πληροφορίες που λαμβάνονται από τον εξοπλισμό και τα συστήματα ναυαπλοΐας ερμηνεύονται και αναλύονται ορθά, λαμβάνοντας υπόψη τους περιορισμούς του εξοπλισμού και τις επικρατούσες συνθήκες και καταστάσεις. Οι ενέργειες που λαμβάνονται για την αποφυγή προσέγγισης ή σύγκρουσης με άλλο πλοίο, είναι σύμφωνες με τους Διεθνείς Κανονισμούς Πρόληψης Συγκρούσεων στη Θάλασσα, 1972, όπως έχουν τροποποιηθεί.
Διατήρηση ασφάλειας (safely) ναυαπλοΐας με χρήση ECDIS και σχετικών συστημάτων ναυαπλοΐας προς υποβοήθηση της λήψης αποφάσεων διακυβέρνησης <i>Σημείωση</i> : Εκπαίδευση και αξιολόγηση στη χρήση ECDIS δεν απαιτείται για όσους υπηρετούν αποκλειστικά σε πλοία που δεν είναι εφοδιασμένα με ECDIS. Ο περιορισμός αυτός θα αντανακλάται στην θεώρηση που θα εκδίδεται για τον ενδεδειγμένο ναυικό	Διαχείριση των λειτουργικών διαδικασιών, αρχείων και δεδομένων συστήματος περιλαμβανομένων: .1 διαχείρισης προμηθειών, χορήγησης αδειών και ενημέρωσης δεδομένων χαρτιών και συστήματος λογισμικού του συστήματος για τη συμμόρφωση με θεσπισμένες διαδικασίες .2 αναβάθμισης συστήματος και πληροφοριών, περιλαμβανομένης της έκδοσης συστήματος ECDIS σύμφωνα με την ανάπτυξη προϊόντος του πωλητή .3 δημιουργίας και διατήρησης διαμόρφωσης συστήματος και αντιγράφων αρχείων ασφαλείας .4 δημιουργίας και τήρησης αρχείων ημερολογίου καταγραφής, σύμφωνα με καθιερωμένες διαδικασίες	Αξιολόγηση αποδοκικών στα χείων που λαμβάνονται από ένα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης σε πλοίο .3.εγκεκριμένη εκπαίδευση σε προσομοιωτή ECDIS	Λειτουργικές διαδικασίες για τη χρήση ECDIS καθορίζονται, εφαρμόζονται και παρακολουθούνται Μέτρα που λαμβάνονται για την ελαχιστοποίηση του κινδύνου για την ασφάλεια (safely) της ναυαπλοΐας

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Διατήρηση ασφάλειας ναυσιπλοΐας με χρήση ECDIS και σχετικών συστημάτων ναυσιπλοΐας προς υποβοήθηση της λήψης αποφάσεων (συνέχεια)</p> <p><i>Σημείωση:</i> Εκπαίδευση και αξιολόγηση στη χρήση ECDIS δεν απαιτείται για όσους υπηρετούν αποκλειστικά σε πλοία που δεν είναι εφοδιασμένα με ECDIS. Ο περιορισμός αυτός θα αντανακλάται στην θεώρηση που θα εκδίδεται για τον ενδιαφερόμενο ναυτικό</p>	<p>.5 δημιουργίας και τήρησης αρχείων σχεδιασμού πορείας σύμφωνα με καθιερωμένες διαδικασίες</p> <p>.6 χρήσης λειτουργιών ημερολογίου πλοίου ECDIS καθώς και καταγραφής ιστορικού πορείας για έλεγχο λειτουργιών συστήματος, των ρυθμίσεων του συναγερμού και των αντιδράσεων των χρηστών</p> <p>Χρήση λειτουργίας αναπαραγωγής ECDIS για επανεξέταση θαλασσιού πλου, σχεδιασμό διαδρομής και αναθεώρηση των λειτουργιών του συστήματος</p>		
<p>Πρόβλεψη και ρικών και ωκεανογραφικών συνθηκών.</p>	<p>Ικανότητα κατανόησης και ερμηνείας συνοπτικού χάρτη και πρόγνωσης καιρού περιοχής λαμβάνοντας υπόψη τις τοπικές καιρικές συνθήκες και πληροφορίες για τον καιρό που λαμβάνονται από το FAX και ρού</p> <p>Γνώση των χαρακτηριστικών των διαφόρων καιρικών συστημάτων, περιλαμβανομένων των περιστασιακών τροπικών καταγίδων και αποφυγής κέντρων καταγίδων και επικίνδυνων τεταρτημορίων</p> <p>Γνώση των ωκεανείων συστημάτων ρευμάτων</p> <p>Ικανότητα υπολογισμού συνθηκών παλίρρασης</p> <p>Χρήση όλων των κατάλληλων ναυτικών εκδόσεων για παλίρρασης και ρεύματα</p>	<p>Εξέταση και αξιολόγηση στα χείρινα από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εκπαίδευση στην υπηρεσία</p> <p>.2 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Οι πιθανές καιρικές συνθήκες που προβλέπονται για καθορισμένο χρονικό διάστημα βασίζονται σε όλες τις διαθέσιμες πληροφορίες</p> <p>Τα μέτρα που λαμβάνονται για να διατηρείται η ασφάλεια της ναυσιπλοΐας ελαχιστοποιούν οποιαδήποτε κίνδυνο για την ασφάλεια του πλοίου.</p> <p>Οι λόγοι για προτεινόμενες ενέργειες υποστηρίζονται από στατιστικά στοιχεία και παρατήρησης των πραγματικών καιρικών συνθηκών</p>
<p>Ανταπόκριση σε συνθήκες ναυσιπλοΐας έκτακτης ανάγκης.</p>	<p>Προληπτικά μέτρα κατά την προσάραξη πλοίου σε αμμώδη</p> <p>Μέτρα που πρέπει να λαμβάνονται αν επέλθει προσάραξη και μετά από προσάραξη</p> <p>Επίτευξη πλεύσης πλοίου που έχει προσάραξη με και χωρίς βοήθεια</p> <p>Μέτρα που πρέπει να λαμβάνονται όταν επέλθει σύγκρουση και μετά από σύγκρουση ή ζημία της υδατοστεγούς ακεραιότητας του σκάφους από οποιαδήποτε αίτιο</p> <p>Εκτίμηση ελέγχου ζημιών</p> <p>Πηδάλουχια επείγουσας ανάγκης</p> <p>Ρυθμίσεις ρυμούλκησης ανάγκης και διαδικασίες ρυμούλκησης</p>	<p>Εξέταση και αξιολόγηση αποδοκικών στα χείρινα που λαμβάνονται από πρακτική εκπαίδευση, εμπειρία κατά την υπηρεσία και πρακτικά γυμνάσια σε διαδικασίες έκτακτης ανάγκης</p>	<p>Ο τύπος και κλίμακα οποιαδήποτε προβλήματος αναγνωρίζονται έγκαιρα και α αποφάσας και ενέργειες ελαχιστοποιούν τις επιπτώσεις οποιασδήποτε δυσλειτουργίας των συστημάτων του πλοίου</p> <p>Οι επικοινωνίες είναι αποτελεσματικές και συμμορφώνονται με τις διαδικασίες που έχουν θεσπισθεί</p> <p>Οι αποφάσεις και ενέργειες μεγιστοποιούν την ασφάλεια των επιβανότων</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Ελιγμοί και χειρισμός πλοίου σε όλες τις συνθήκες	<p>Ελιγμοί και χειρισμός πλοίου σε όλες τις συνθήκες περιλαμβανομένων:</p> <p>.1 ελιγμών όταν προσεγγίζει πλοηγικούς σταθμούς και κατά την επιβίβαση και αποβίβαση πλοηγών, λαμβάνοντας υπ' όψη τον καιρό, παλίρρα, κατεύθυνση πλώρης και απόσταση ακινητοποίησης</p> <p>.2 χειρισμών πλοίου σε ποταμούς, εκβολές ποταμών και σε περιορισμένα ύδατα, λαμβάνοντας υπόψη την επίπτωση ρευμάτων, ανέμου και περιορισμένων υδάτων στην ανταπόκριση του πηδαλίου</p> <p>.3 εφαρμογής τεχνικών στροφής με σταθερό ρυθμό</p> <p>.4 ελιγμών σε ρηχά ύδατα, περιλαμβανομένης της μείωσης του ελεύθερου βάρους κάτω από την τρόπιδα που οφείλεται σε επιβύθιση, διαταχισμό και προνευστασμό</p> <p>.5 αλληλεπίδρασης μεταξύ ερχομένων πλοίων και μεταξύ ίδιου πλοίου και γενομένων οχθών (επίπτωση δαύλου)</p> <p>.6 πλεύρισης και αναχώρησης από προβλήματα με διαφορετικές συνθήκες ανέμου, παλίρρα και ρευμάτων με και χωρίς ρυμουλκά</p> <p>.7 αλληλεπίδρασης πλοίου και ρυμουλκού</p> <p>.8 χρήσης συστημάτων πρόωσης και ελιγμών</p> <p>.9 επιλογής αγκυροβολίου, αγκυροβολίας με μία ή δύο άγκυρες σε περιορισμένα αγκυροβόλια και παράγοντες που λαμβάνονται υπόψη στον προσδιορισμό του μήκους αλυσίδας της άγκυρας που πρόκειται να χρησιμοποιηθεί</p> <p>.10 συρόμενης άγκυρας, απελευθέρωσης μπλεγμένων άγκυρών</p> <p>.11 δεξαμενισμού με ζημίες και χωρίς ζημίες</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εκπαίδευση κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εκπαίδευση σε προσομοιωτή όπου απαιτείται</p> <p>.3 εγκεκριμένο επανδρωμένο μοντέλο πλοίου υπό κλίμακα όπου απαιτείται.</p>	<p>Όλες οι αποφάσεις που αφορούν πλεύριση και αγκυροβολία βασίζονται σε ορθή αξιολόγηση των ελιγμών και των χαρακτηριστικών της μηχανής του πλοίου και των δυνάμεων που αναμένονται ενώ γίνεται πλεύριση ή είναι αγκυροβολημένο.</p> <p>Εν πλω, γίνεται πλήρης αξιολόγηση των πιθανών επιπτώσεων ρηχών και περιορισμένων υδάτων, πάγου, οχθών, συνθηκών παλίρρα, ερχομένων πλοίων και του πρωραίου και πρυμναίου κυματισμού του ίδιου του πλοίου, ώστε το πλοίο να μπορεί να εκτελεί χειρισμούς με ασφάλεια υπό διαφορετικές συνθήκες φορτίου και καιρού</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Ελιγμοί και χειρισμός πλοίου με όλες τις συνθήκες. (συνέχεια)	<p>.12 διαχείρισης και χειρισμού πλοίων σε δυσμενείς και ρεκές συνθήκες, περιλαμβανομένης παροχής βοήθειας σε πλοίο ή αεροσκάφος σε κίνδυνο, επιρρήσεων ρυμούλκησης, μέσων να τηρηθεί ακυβέρνητο πλοίο μακριά από το κοίλωμα του κύματος της θάλασσας, μείωσης της έκπτωσης, χρήσης ελαίου</p> <p>.13 προληπτικών μέτρων κατά τους ελιγμούς για καθαίρεση λέμβων διάσωσης ή σκαφών επιβίωσης υπό δυσμενείς και ρεκές συνθήκες</p> <p>.14 μεθόδων επιβίωσης διασωθέντων από λέμβους διάσωσης και σκάφη επιβίωσης</p> <p>.15 ικανότητας προσδιορισμού χαρακτηριστικών ελιγμών και προώσεως καιών τύπων πλοίων, με ειδική αναφορά στις αποστάσεις ακινητοποίησης και κύκλου στροφής με διάφορα βυθίσματα και ταχύτητες</p> <p>.16 σημασίας της ναυαγίας με μειωμένη ταχύτητα προκείμενου να αποφευχθεί ζημία που προκαλείται από τον πρωναίο ή πρωναίο κυματισμό του ιδίου του πλοίου</p> <p>.17 πρακτικών μέτρων που πρέπει να λαμβάνονται όταν εκτελείται ναυαγία σε ή κοντά σε πάγους ή υπό συνθήκες συσσώρευσης πάγου στο πλοίο</p> <p>.18 χρήσης και ελιγμών σε ή πλησίον περιοχών σχεδίων διαχωρισμού κυκλοφορίας και υπηρεσιών κυκλοφορίας πλοίων (VTS)</p>		
Χειρισμός τηλε-ελέγχων της εγκατάστασης πρόωσης και μηχανολογικών συστημάτων και υπηρεσιών	<p>Αρχές λειτουργίας εγκαταστάσεων ναυτικών μηχανών</p> <p>Βοηθητικές μηχανές πλοίου</p> <p>Γενική γνώση όρων ναυτικής μηχανολογίας</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Οι εγκαταστάσεις, βοηθητικά μηχανήματα και εξοπλισμός λειτουργούν σύμφωνα με τις τεχνικές προδιαγραφές και πάντοτε εντός των ορίων ασφαλούς λειτουργίας.</p>

Λειτουργία: Χαρμόνος φορτίου και σταβάσια σε θαλάσσιο επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Σχεδιασμός και εξασφάλιση ασφαλούς φόρτωσης, σταβάσιας, ασφάλισης, φροντίδας κατά την διάρκεια του πλου και εκφόρτωσης φορτίων</p>	<p>Γνώση και ικανότητα εφαρμογής σχετικών διεθνών κανονισμών, κωδικών και προτύπων που αφορούν τον ασφαλή χειρισμό, σταβάσια, ασφάλιση και μεταφορά φορτίων</p> <p>Γνώση των επιπτώσεων στη διαγωγή και ευστάθεια φορτίων και εργασιών φορτοεκφόρτωσης</p> <p>Χρήση των διαγραμμάτων διαγωγής και ευστάθειας και εξοπλισμού υπολογισμού τάσεων, περιλαμβανομένων, αυτόματου εξοπλισμού που βασίζεται σε σταχεία (ADB) και γνώσης φόρτωσης φορτίων και ερμαισμού για την τήρηση τάσεων του σκάφους εντός αποδεκτών ορίων</p> <p>Σταβάσια και ασφάλιση φορτίων σε πλοία, περιλαμβανομένου εξοπλισμού διαχείρισης και ασφάλισης φορτίου και εξοπλισμού πρόσδεσης</p> <p>Εργασίες φόρτωσης και εκφόρτωσης με ιδιαίτερη αναφορά στην μεταφορά φορτίων που αναφέρονται στο Κώδικα Ασφαλούς Πρακτικής για Σταβάσια και Ασφάλιση Φορτίων</p> <p>Γενικές γνώσεις περί δεξαμενοπλοίων και εργασιών σε αυτά</p> <p>Γνώση λειτουργικών και σχεδιαστικών περιγραμμάτων πλοίων μεταφοράς χύδην φορτίου</p> <p>Ικανότητα χρήσης όλων των διαθέσιμων σταχείων επί του πλοίου που σχετίζονται με την φόρτωση, μέριμνα και εκφόρτωση χύδην φορτίων</p> <p>Ικανότητα θέσπισης διαδικασιών για ασφαλή χειρισμό φορτίου σύμφωνα με τις διατάξεις των σχετικών οργάνων όπως ο Κώδικας IMDG, ο Κώδικας IMSBC, MARPOL 73/78 Παράρτηματα III και V και άλλες σχετικές πληροφορίες</p> <p>Ικανότητα εξήγησης των βασικών αρχών για δημιουργία αποτελεσματικής επικοινωνίας και βελτίωση των σχέσεων συνεργασίας μεταξύ προσωπικού πλοίου και προσωπικού τερματικού σταθμού</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>με χρήση: πινάκων ευστάθειας, διαγωγής και κόπωσης, διαγραμμάτων και εξοπλισμού υπολογισμού κόπωσης</p>	<p>Η συχνότητα και βαθμός παρακολούθησης της κατάστασης του φορτίου είναι η κατάλληλη για τη φύση του και τις επικρατούσες συνθήκες.</p> <p>Μη αποδεκτές ή απρόβλεπτες μεταβολές της κατάστασης ή των προδιαγραφών του φορτίου αναγνωρίζονται γρήγορα και σχεδιάζονται και λαμβάνονται άμεσα διορθωτικά μέτρα για να διαφυλάσσεται η ασφάλεια του πλοίου και των επιβαπόντων.</p> <p>Οι εργασίες φορτίου σχεδιάζονται και εκτελούνται σύμφωνα με καθιερωμένες διαδικασίες και νομοθετικές απαιτήσεις.</p> <p>Η σταβάσια και ασφάλιση φορτίου εξασφαλίζει ότι οι συνθήκες ευστάθειας και κόπωσης παραμένουν πάντοτε εντός ασφαλών ορίων κατά την διάρκεια του πλου.</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Αξιολόγηση αναφερόμενων ελαττωμάτων και ζημιών σε χώρους φορτίου, καλύμματα στομίων κυτών και δεξαμενές έρματος και λήψη κατάλληλων μέτρων	Γνώση των περιορισμών αντοχής των ζωικών κατασκευαστικών μερών προτύπου πλοίου μεταφοράς χύδην φορτίου και ικανότητα ερμηνείας σταχείων που έχουν δοθεί για τις ροπές κάμψης και τις δυνάμεις διάτμησης Ικανότητα εξήγησης τρόπου αποφυγής αρνητικών συνεπειών για τα πλοία μεταφοράς χύδην φορτίου, από διάβρωση, κόπωση και ανεπαρκή χείμαυρο φορτίου	Εξέταση και αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται με χρήση: πινάκων ευστάθειας διαγωγής και τάσεων, διαγραμμάτων και εξοπλισμού υπολογισμού τάσεων	Οι αξιολογήσεις βασίζονται σε αποδεκτές αρχές, βάσει μισοσχετισμού και πραγματοποίηση με ορθό τρόπο. Οι αποφάσεις που λαμβάνονται είναι αποδεκτές, λαμβάνοντας υπόψη την ασφάλεια του πλοίου και τις επικρατούσες συνθήκες
Μεταφορά επικινδύνων φορτίων	Διεθνείς κανονισμοί, πρότυπα, κώδικες και συστάσεις για την μεταφορά επικινδύνων φορτίων περιλαμβανομένου του Διεθνούς Ναυτικού Κώδικα Επικινδύνων Πραγμάτων (IMDG) και του Διεθνούς Ναυτικού Κώδικα Στερεών Φορτίων Χύδην (IMSBC Code) Μεταφορά επικινδύνων, οχληρών και επιβλαβών φορτίων, προφυλάξεις κατά την διάρκεια της φόρτωσης και μέτρα κατά την διάρκεια του πλου	Εξέταση και αξιολόγηση σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εκπαίδευση σε προσομοιωτή όπου απαιτείται .3 εγκεκριμένη εξαδικουμένη εκπαίδευση	Η προγραμματισμένη κατανομή του φορτίου βασίζεται σε αξιόπτες πληροφορίες και είναι σύμφωνη με θεσπισμένες οδηγίες και νομικές απαιτήσεις. Οι πληροφορίες επί των κινδύνων, οχληρών και επιβλαβών απαιτήσεων καταγράφονται σε τόπο που προσφέρεται για εύκολη αναφορά σε περίπτωση που προκύπτει κάποιο περιστατικό.

Λειτουργία: Έλεγχος της λειτουργίας του πλοίου και φροντίδα επιβαπόντων σε διακινητικό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
<p>Ικανότητα</p>	<p>Γνώση, κατανόηση και επάρκεια</p>	<p>Μέθοδοι επίδειξης ικανότητας</p>	<p>Κριτήρια αξιολόγησης της ικανότητας</p>
<p>Έλεγχος διαγωγής, ευστάθειας και τάσεων.</p>	<p>Κατανόηση των βασικών αρχών κατασκευής πλοίου και των θεμάτων και παραγόντων που επηρεάζουν την διαγωγή και ευστάθεια και των απαραίτητων μέτρων για την διατήρηση της διαγωγής και ευστάθειας</p> <p>Γνώση της επίπτωσης στην διαγωγή και ευστάθεια πλοίου σε περίπτωση ζημίας και της επακόλουθης κατάκλισης διαμερίσματος και των ανιμέτρων που πρέπει να λαμβάνονται</p> <p>Γνώση των συστάσεων του IMO που αφορούν στην ευστάθεια πλοίου</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χερίων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης σε πλοίο</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Η ευστάθεια και οι συνθήκες τάσεων παραμένουν πάντοτε εντός ασφαλών ορίων</p>
<p>Παρακολούθηση και έλεγχος συμμόρφωσης με νομοθετικές απαιτήσεις και μέτρα που εξασφαλίζουν την ασφάλεια και προστασία της ζωής στην θάλασσα και την προστασία του θαλάσσιου περιβάλλοντος</p>	<p>Γνώση διεθνούς ναυπλοϊκής νομοθεσίας που εμπεριέχεται σε διεθνείς συμφωνίες και συμβάσεις</p> <p>Θα δίνεται προσοχή ιδιαίτερα στα ακόλουθα:</p> <p>.1 πιστοποιητικά και άλλα έγγραφα που απαιτούνται να φέρονται στα πλοία υπό τις διεθνείς συμβάσεις, πώς λαμβάνονται και διάρκεια ισχύος τους</p> <p>.2 ευθύνες υπό τις σχετικές απαιτήσεις της Διεθνούς Σύμβασης Γραμμών Φόρτωσης, 1966, όπως έχει τροποποιηθεί</p> <p>.3 ευθύνες υπό τις σχετικές απαιτήσεις της Διεθνούς Σύμβασης για την Ασφάλεια της Ζωής στην Θάλασσα, 1974, όπως έχει τροποποιηθεί</p> <p>.4 ευθύνες υπό την Διεθνή Σύμβαση για την Πρόληψη της Ρύπανσης από Πλοία, όπως έχει τροποποιηθεί</p> <p>.5 ναυπλοϊκές δηλώσεις υγείας και απαιτήσεις Διεθνών Κανονισμών Υγείας</p> <p>.6 ευθύνες υπό διεθνή όργανα που έχουν επίπτωση στην ασφάλεια του πλοίου, επιβατών, πληρώματος και φορτίου</p> <p>.7 μέθοδοι και βοηθήματα πρόληψης ρύπανσης του θαλάσσιου περιβάλλοντος από πλοία</p> <p>.8 εθνική νομοθεσία εφαρμογής διεθνών συμφωνιών και συμβάσεων</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χερίων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Οι διαδικασίες παρακολούθησης των εργασιών και συντήρησης συμμορφούνται με τις εκ της νομοθεσίας απαιτήσεις</p> <p>Ενδεχόμενη μη συμμόρφωση αμειψώνεται πλήρως και εγκαίρως</p> <p>Προγραμματισμένη ανανέωση και επέκταση των πιστοποιητικών εξασφάλισης συνεχής ισχύ των βδών και εξοπλισμού που επιθεωρούνται</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Διατήρηση ασφάλειας και προστασίας του πληρώματος πλοίου και επιβατών και της λειτουργικής κατάστασης σωστικών, πυρόσβεστικών και άλλων συστημάτων ασφαλείας.</p>	<p>Λεπτομερής γνώση των κανονισμών σωστικών συσκευών (Διεθνής Σύμβαση για την Ασφάλεια της Ζωής στην Θάλασσα)</p> <p>Οργάνωση γυμνασίων πυρκαγιάς και εγκατάληψης πλοίου</p> <p>Συντήρηση της λειτουργικής κατάστασης των συστημάτων διάσωσης, πυρόσβεσης και άλλων συστημάτων ασφαλείας</p> <p>Ενέργειες που πρέπει να γίνονται για τη προστασία και προφύλαξη όλων των ατόμων που επιβαίνουν στο πλοίο σε περίπτωση επείγουσας ανάγκης.</p> <p>Ενέργειες για περιορισμό ζημίας και τη διάσωση του πλοίου μετά από πυρκαγιά, έκρηξη, σύγκρουση ή προσάραξη</p>	<p>Εξέταση και αξιολόγηση στα χείρων που λαμβάνονται από πρακτική εκπαίδευση και εγκεκριμένη εκπαίδευση και εμπειρία κατά την υπηρεσία</p>	<p>Διαδικασίες παρακολούθησης συστημάτων πυρανίχνευσης και ασφάλειας εξασφαλίζουν ότι όλα τα συναγερμοί εντοπίζονται έγκαιρα και λαμβάνονται μέτρα σύμφωνα με καθιερωμένες διαδικασίες έκτακτης ανάγκης</p>
<p>Ανάπτυξη σχεδίων έκτακτης ανάγκης και ελέγχου ζημιών και χωρισμός καταστάσεων έκτακτης ανάγκης</p>	<p>Προετοιμασία σχεδίων έκτακτης ανάγκης για ανταπόκριση σε περιπτώσεις έκτακτης ανάγκης</p> <p>Κατασκευή πλοίου περιλαμβανομένου ελέγχου ζημιών</p> <p>Μέθοδοι και βοηθήματα πρόληψης πυρκαγιάς, πυρανίχνευσης και πυρόσβεσης</p> <p>Λειτουργίες και χρήση σωστικών συσκευών</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χείρων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία κατά την υπηρεσία.</p>	<p>Οι διαδικασίες ανάγκης είναι σύμφωνες με τα θεσπισμένα σχέδια για καταστάσεις έκτακτης ανάγκης.</p>
<p>Χρήση ηγετικών και διακλιπτικών ικανοτήτων</p>	<p>Γνώση διαχείρισης και εκπαίδευσης προσωπικού πλοίου</p> <p>Γνώση σχετικών διεθνών ναυπλικών συμβάσεων και συστάσεων και εθνικής νομοθεσίας</p> <p>Ικανότητα εφαρμογής διαχείρισης καθηκόντων και φόρτου εργασίας περιλαμβανομένων:</p> <ol style="list-style-type: none"> .1 σχεδιασμού και συντονισμού .2 ανάθεσης καθηκόντων προσωπικού .3 περιορισμών χρόνου και πόρων .4 καθορισμού προτεραιοτήτων 	<p>Αξιολόγηση αποδοτικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1 εγκεκριμένη εκπαίδευση .2 εγκεκριμένη εμπειρία κατά την υπηρεσία .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή 	<p>Το πλήρωμα έχει κατανοημένα καθήκοντα και είναι ενημερωμένο για τα αναμενόμενα πρότυπα εργασίας και συμπεριφοράς κατά τρόπο κατάλληλο για τα ενδιαφερόμενα άτομα</p> <p>Οι στόχοι εκπαίδευσης και οι δραστηριότητες βασίζονται στην αξιολόγηση της τρέχουσας ικανότητας και τις δυνατότητες και λειτουργικές απαιτήσεις</p> <p>Οι λειτουργίες παρουσιάζονται σύμφωνα με τους ισχύοντες κανόνες</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Χρήση ηγετικών και διαχειριστικών ικανοτήτων (συνέχεια)	<p>Γνώση και ικανότητα εφαρμογής αποτελεσματικής διαχείρισης πόρων:</p> <p>.1 κατανομή, ανάθεση και καθορισμός προτεραιοτήτων των πόρων</p> <p>.2 αποτελεσματική επικοινωνία στο πλοίο και στην ξηρά</p> <p>.3 α αποφάσεις αντανακλούν την εξέταση εμπειριών της ομάδας</p> <p>.4 δυναμισμός και ηγεσία περιλαμβανομένης της παροχής κινήτρου</p> <p>.5 απόκτηση και διατήρηση επίγνωσης της κατάστασης</p> <p>Γνώση και ικανότητα εφαρμογής τεχνικών λήψης αποφάσεων:</p> <p>.1 αξιολόγηση κατάστασης και κινδύνου</p> <p>.2 προσδιορισμός και παραγωγή επιλογών</p> <p>.3 επιλογή σχεδίου δράσης</p> <p>.4 αξιολόγηση αποτελεσματικότητας έκβασης</p> <p>Ανάπτυξη, εφαρμογή και επίβλεψη πρότυπων διαδικασιών λειτουργίας</p>		<p>Οι λειτουργίες σχεδιάζονται και ο πόρος διαθέτουν όπως απαιτείται με ορθή προτεραιότητα για να εκτελεστούν τα απαραίτητα καθήκοντα</p> <p>Η επικοινωνία δίνεται και λαμβάνεται με σαφή και αδιαμφισβήτητο τρόπο</p> <p>Διακρίνονται αποτελεσματικές συμπεριφορές ηγεσίας</p> <p>Τα απαραίτητα μέλη της ομάδας κατανοούν την υφιστάμενη και προβλεπόμενη κατάσταση και τη λειτουργική κατάσταση του πλοίου και του εξωτερικού περιβάλλοντος</p> <p>Οι αποφάσεις είναι οι αποτελεσματικότερες για την κατάσταση</p> <p>Οι λειτουργίες έχουν αποδοχθεί αποτελεσματικές και σύμφωνα με τους ισχύοντες κανόνες</p>
Οργάνωση και διαχείριση της παροχής Ιατρικής φροντίδας στο πλοίο:	<p>Λεπτομερής γνώση* της χρήσης και των περιεχομένων των παρακάτω εκδόσεων:</p> <p>.1 Διεθνής Ιατρικός Οδηγός για Πλοία ή Ισοδύναμες εθνικές εκδόσεις</p> <p>.2 Ιατρικό τμήμα του Διεθνούς Κώδικα Σημάτων</p> <p>.3 Ιατρικός Οδηγός Πρώτων Βοηθειών για Χρήση σε Ατυχήματα που αφορούν Επικίνδυνα Φορτία</p>	Εξέταση και αξιολόγηση αποδοκιών στα χέρια που λαμβάνονται από εγκεκριμένα εκπαιδευση	Τα μέτρα που λαμβάνονται και οι διαδικασίες που ακολουθούνται εφαρμόζονται σωστά και κάνουν πλήρη χρήση των διαθέσιμων συμβουλών

* Οι σχετικές προτυπικές σαφείς εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαιδύσεων

ΤΜΗΜΑ Α - II/3

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση αξιωματικών που είναι υπεύθυνοι φυλακής ναυσιπλοΐας και πλοιάρχων πλοίων κάτω των 500 ο.χ. που εκτελούν παράκτιους πλόες

ΑΞΙΩΜΑΤΙΚΟΣ ΥΠΕΥΘΥΝΟΣ ΦΥΛΑΚΗΣ ΝΑΥΣΙΠΛΟΪΑΣ

Πρότυποι κανότητας

1 Κάθε υποψήφιος για πιστοποίηση:

- .1 Θα απαιτείται να επιδεικνύει την ικανότητα ανάληψης σε επιχειρησιακό επίπεδο, των εργασιών, καθηκόντων και ευθυνών που παρατίθενται στην στήλη 1 του πίνακα Α-II/3,
- .2 Θα διαθέτει τουλάχιστον το κατάλληλο πιστοποιητικό για την εκτέλεση ραδιοεπικοινωνιών VHF σύμφωνα με τις απαιτήσεις των Κανονισμών Ραδιοεπικοινωνιών, και
- .3 άν ορισθεί να έχει την κύρια ευθύνη των ραδιοεπικοινωνιών κατά την διάρκεια περιστατικών κινδύνου, θα διαθέτει κατάλληλο πιστοποιητικό που εκδόθηκε ή αναγνωρίστηκε σύμφωνα με τις διατάξεις των Κανονισμών Ραδιοεπικοινωνιών.

2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται για πιστοποίηση παρατίθεται στην στήλη 2 του πίνακα Α-II/3.

3 Το επίπεδο γνώσης των θεμάτων που παρατίθενται στη στήλη 2 του πίνακα Α-II/3 θα είναι επαρκές για να είναι σε θέση ο υποψήφιος να υπηρετεί υπό την ιδιότητα του αξιωματικού υπευθύνου φυλακής ναυσιπλοΐας.

4 Η εκπαίδευση και εμπειρία για να επιτευχθεί το απαραίτητο επίπεδο θεωρητικών γνώσεων, κατανόησης και επάρκειας θα βασίζονται επίσης στο τμήμα Α-VIII/2, μέρος 4-1- Αρχές που πρέπει να τηρούνται κατά την τήρηση φυλακής ναυσιπλοΐας και θα λαμβάνουν επίσης υπόψη τις σχετικές απαιτήσεις αυτού του μέρους και τις οδηγίες που δίνονται στο μέρος Β αυτού του Κώδικα.

5 Κάθε υποψήφιος για πιστοποίηση απαιτείται να προσκομίσει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα Α-II/3.

Ειδική εκπαίδευση

6 Κάθε υποψήφιος για πιστοποίηση ως αξιωματικός υπεύθυνος τήρησης φυλακής ναυσιπλοΐας σε πλοία κάτω των 500 ο.χ., που εκτελούν παράκτιους πλόες, ο οποίος, σύμφωνα με την παράγραφο 4.2.1. του κανονισμού II/3, απαιτείται να έχει ολοκληρώσει ειδική εκπαίδευση, θα ακολουθεί εγκεκριμένο πρόγραμμα εκπαίδευσης σε πλοίο το οποίο:

- .1 εξασφαλίζει ότι κατά την διάρκεια της απαιτούμενης θαλάσσιας υπηρεσίας ο υποψήφιος λαμβάνει συστηματική πρακτική εκπαίδευση και εμπειρία στις εργασίες, καθήκοντα και ευθύνες αξιωματικού υπευθύνου τήρησης φυλακής ναυσιπλοΐας λαμβάνοντας υπόψη τις οδηγίες που δίνονται στο τμήμα Β-II/1 αυτού του Κώδικα,
- .2 επιτηρείται στενά και παρακολουθείται από προσοντούχους αξιωματικούς στα πλοία όπου πραγματοποιείται η εγκεκριμένη θαλάσσια υπηρεσία, και
- .3 είναι επαρκώς συμπληρωμένο το βιβλίο εγγραφών εκπαίδευσης ή παρόμοιο έγγραφο*.

* α σχετικές πρότυπες σελές εκπαίδευσης IMO και το παρόμοιο έγγραφο που παράγεται από τη Διεθνή Ναυπηγική Ομοσπονδία μπορούν να είναι χρήσιμα για την προετοιμασία του βιβλίου εγγραφών εκπαίδευσης

ΠΛΟΙΑΡΧΟΣ

7 Κάθε υποψήφιος για πιστοποίηση ως πλοίαρχος σε πλοία κάτω των 500 ο.χ., που εκτελούν παράκτιους πλόες, θα πληροί τις απαιτήσεις για αξιωματικό υπεύθυνο φυλακής ναυσιπλοΐας που παρατίθενται παρακάτω και επιπρόσθετα, θα απαιτείται να προσκομίζει αποδεικτικά στοιχεία γνώσεων και ικανότητας για να εκτελεί όλα τα καθήκοντα τέτοιου πλοίαρχου.

Πίνακας Α-ΙΙ/3

Προαγραφές ελάχιστου προτύπου ικανότητας για αξιωματικούς υπεύθυνους τήρησης φυλακής ναυσιπλοΐας και για πλοίαρχους σε πλοία κάτω των 500 ο.χ. που εκτελούν παράκτιους πλόες

Λειτουργία: Ναυσιπλοΐα σε επιχρησιακό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Σχεδιασμός και πραγματοποίηση παράκτιου πλου και προσδιορισμός στίγματος</p> <p><i>Σημείωση:</i> Εκπαίδευση και αξιολόγηση στη χρήση ECDIS δεν απαιτείται για όσους υπηρετούν αποκλειστικά σε πλοία που δεν είναι εφοδιασμένα με ECDIS. Οι περιορισμοί αυτοί θα αντανakλώνται στην θεώρηση που θα εκδίδεται στον ενδιαφερόμενο ναυτικό</p>	<p><i>Ναυσιπλοΐα</i></p> <p>Ικανότητα προσδιορισμού του στίγματος του πλοίου χρησιμότητας:</p> <p>.1 σημεία ξηράς</p> <p>.2 βοηθήματα ναυσιπλοΐας, περιλαμβανομένων φάρων, σημαντήρων και ραδιοφάρων</p> <p>.3 στίγμα αναμέτρησης, λαμβανόμενα υπόψη ανέμους, παλιρροίες, ρεύματα και επιβραδυνόμενη ταχύτητα.</p> <p>Εμπειραστατωμένη γνώση και ικανότητα χρήσης ναυτικών χαρτών και εκδόσεων, όπως, οδηγίες ναυσιπλοΐας, πίνακες παλιρροιών, οδηγίες προς ναυτιλομένους, ραδιοναυτικών προαδοπαρήσεων και πληροφορίες πορείας πλοίου</p> <p>Αναφορά σύμφωνα με τις Γενικές Αρχές για Συστήματα Αναφοράς Πλοίων και Διαδικασίες VTS</p> <p><i>Σημείωση:</i> Το τμήμα αυτό απαιτείται μόνο για την πιστοποίηση πλοίαρχου</p> <p>Προγραμματισμός πλου και ναυσιπλοΐας κάτω από όλες τις συνθήκες με αποδεκτές μεθόδους υποτίπωσης παράκτιων αδρομίων λαμβάνοντας υπόψη π.χ.:</p> <p>.1 περιορισμένα ύδατα</p> <p>.2 μετεωρολογικές συνθήκες</p>	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου.</p> <p>Με χρήση: καταλόγων, χαρτών, ναυτικών εκδόσεων, ραδιοναυτικών προαδοπαρήσεων ραδιοναυσιπλοΐας, εξάντα, αξιμουθικού κατόπτρου, ηλεκτρονικού εξοπλισμού ναυσιπλοΐας, ηχοβολητικού εξοπλισμού, πυξίδας</p>	<p>Πληροφορίες που λαμβάνονται από ναυτικούς χάρτες και εκδόσεις, είναι σχετικές, ερμηνεύονται σωστά και εφαρμόζονται κατάλληλα</p> <p>Η κύρια μέθοδος προσδιορισμού στίγματος του πλοίου είναι η πλέον κατάλληλη για τις επικρατούσες καταστάσεις και συνθήκες</p> <p>Το στίγμα προσδιορίζεται εντός των αποδεκτών ορίων ασφαλείων του οργάνου/ συστήματος</p> <p>Η αξιοπιστία των πληροφοριών που λαμβάνονται από την κύρια μέθοδο προσδιορισμού στίγματος ελέγχεται σε κατάλληλα διαστήματα</p> <p>Οι υπολογισμοί και μετρήσεις των πληροφοριών ναυσιπλοΐας είναι ακριβείς</p> <p>Οι χάρτες και εκδόσεις που επιλέγονται είναι της μέγιστης κλίμακας επί του πλοίου και είναι κατάλληλα για την περιοχή που γίνεται η ναυσιπλοΐα και οι χάρτες διορθώνονται σύμφωνα με τις πλέον πρόσφατες διαθέσιμες πληροφορίες</p>

	.3 πάγους .4 περιορισμένη ορατότητα .5 συστήματα διαχωρισμού κυκλοφορίας		
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Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Σχεδιασμός και πραγματοποίηση παράκτιου πλοίου και προσδιορισμός στίγματος (συνέχεια)	.6 περιοχές Υπηρεσίας Κυκλοφορίας Πλοίων (VTS) .7 περιοχές εκτεταμένων πληροφοριακών επιπτώσεων <i>Σημείωση:</i> Το τμήμα αυτό απαιτείται μόνο για την πιστοποίηση ως πλοίαρχος Εμπειροστατωμένη γνώση και ικανότητα χρήσης ECDIS <i>Εξοπλισμός και βοηθήματα ναυσιπλοΐας</i> Ικανότητα ασφαλοῦς χειρισμοῦ και προσδιορισμοῦ του στίγματος του πλοίου με χρήση όλων των βοηθημάτων ναυσιπλοΐας και του εξοπλισμοῦ που είναι συνήθως εγκατεστημένος στα ενδεδειγμένα πλοία <i>Πυξίδες</i> Γνώση των σφαλμάτων και διορθώσεων μαγνητικών πυξίδων Ικανότητα προσδιορισμοῦ των σφαλμάτων της πυξίδας με χρήση επίγειων μέσων και περιθώρια ασφαλείας <i>Αυτόματος πλότος</i> Γνώση συστημάτων αυτόματου πλότου και διαδικασιών αλλαγῆς από χειροκίνητο σε αυτόματο ἔλεγχο και ἀντίθετα, ρύθμιση των ἐλέγχων για βέλτιστη λειτουργία	Εξέταση και αξιολόγηση των αποδοτικῶν στα χεῖρων που λαμβάνονται ἀπὸ ἓνα ἢ περισσότερα ἀπὸ τὰ ἀκόλουθα: .1 ἐγκεκριμένη ἐμπειρία ἐκπαίδευσης πλοίου .2 ἐγκεκριμένη ἐκπαίδευση σε προσομοιωτὴ ECDIS Αξιολόγηση στα χεῖρων που λαμβάνονται ἀπὸ ἐγκεκριμένη ἐκπαίδευση σε προσομοιωτὴ ραντάρ	Ἡ πραγματοποίηση ἐλέγχων καὶ δοκιμῶν των συστημάτων ναυσιπλοΐας εἶναι σύμφωνη με τὴν κατάσταση των κατασκευαστῶν, τὴν καλὴ πρακτικὴ ναυσιπλοΐας καὶ τὴν ἀποφάσεις του IMO ὅσον ἀφορὰ τὰ πρότυπα ἀπόδοσης ἐξοπλισμοῦ ναυσιπλοΐας Ἡ ἐρμηνεία καὶ ἀνάλυση των πληροφοριῶν που λαμβάνονται ἀπὸ τὸ ραντάρ εἶναι σύμφωνη με τὴν ἀποδεκτικὴ πρακτικὴ ναυσιπλοΐας καὶ λαμβάνει ὑπόψη τὰ ὅρια καὶ τὰ ἐπίπεδα ἀκρίβειας του ραντάρ Τὰ σφάλματα μαγνητικῶν πυξίδων προσδιορίζονται καὶ ἐφαρμόζονται σωστὰ σε πορείες καὶ ἀσπίτσες Ἡ ἐπιλογὴ τρόπου πηδαλιουχίας εἶναι ἡ πλέον κατάλληλη γιὰ τὴν ἐπικρατούσες καὶρικὲς συνθήκες, κατάσταση θάλασσας καὶ κυκλοφορίας καὶ ἐλιγμούς που προτίθεται νὰ πραγματοποιηθῶν τὸ πλοῖο

	<p><i>Μετεωρολογία</i></p> <p>Ικανότητα χρήσης και ερμηνείας πληροφοριών που λαμβάνονται από μετεωρολογικά όργανα επί πλοίου</p>		<p>Οι μετρήσεις και παρατηρήσεις των καιρικών συνθηκών είναι ακριβείς και πρόσφορες για τον πλοίο</p>
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Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Σχεδιασμός και πραγματοποίηση παράκτιου πλοίου και προσδιορισμός στίγματος (συνέχεια)</p>	<p>Γνώση των χαρακτηριστικών διάφορων καιρικών συστημάτων, διαδικασιών αναφοράς και συστημάτων καταγραφής</p> <p>Ικανότητα εφαρμογής διαθέσιμων μετεωρολογικών πληροφοριών</p>		<p>Οι μετεωρολογικές πληροφορίες αξιολογούνται και εφαρμόζονται για να διατηρηθεί ο ασφαλής πλοίος του πλοίου</p>
<p>Τήρηση ασφαλούς φυλακής ναυσιπλοΐας</p>	<p><i>Τήρηση φυλακής</i></p> <p>Λεπτομερής γνώση του περιεχομένου, εφαρμογής και σκοπού των Διεθνών Κανονισμών για την Αποφυγή Συγκρούσεων στην Θάλασσα, 1972, όπως έχουν τροποποιηθεί</p> <p>Γνώση περιεχομένου των Βασικών Αρχών που πρέπει να τηρούνται κατά την τήρηση φυλακής ναυσιπλοΐας</p> <p>Χρήση σχεδιασμού πορείας σύμφωνα με τις Γενικές Διατάξεις Πορείας Πλοίων</p> <p>Χρήση αναφοράς σύμφωνα με τις Γενικές Αρχές για Συστήματα Αναφοράς Πλοίων και με διαδικασίες VTS</p>	<p>Εξέταση και αξιολόγηση αποδεικτικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Η πραγματοποίηση, παράδοση και αντικατάσταση σε καθήκοντα φυλακής συμμορφώνονται με αποδεκτές αρχές και διαδικασίες</p> <p>Τηρείται κατάλληλη φυλακή οπτήρα πάντοτε και σύμφωνα με αποδεκτές αρχές και διαδικασίες</p> <p>Φανοί, σχήματα και ηχητικά σήματα συμμορφώνονται με τις απαιτήσεις που περιέχονται στους Διεθνείς Κανονισμούς Αποφυγής Συγκρούσεων στην Θάλασσα, 1972, όπως έχουν τροποποιηθεί και αναγνωρίζονται σωστά</p> <p>Η συχνότητα και έκταση παρακολούθησης της κυκλοφορίας, το πλοίο και το περιβάλλον συμμορφώνονται με αποδεκτές αρχές και διαδικασίες</p> <p>Οι ενέργειες αποφυγής προσέγγισης και σύγκρουσης με άλλα πλοία είναι σύμφωνες με τους Διεθνείς Κανονισμούς Αποφυγής Συγκρούσεων στην Θάλασσα, 1972, όπως έχουν τροποποιηθεί</p> <p>Οι αποφάσεις για ρύθμιση της πορείας και/ή ταχύτητας λαμβάνονται έγκαιρα και σύμφωνα με αποδεκτές διαδικασίες ναυσιπλοΐας</p> <p>Τηρείται κατάλληλο μητρώο κινήσεων και δραστηριοτήτων που σχετίζονται με την ναυσιπλοΐα του πλοίου</p> <p>Η ευθύνη για την ασφαλή ναυσιπλοΐα είναι σαφώς και πάντοτε καθορισμένη, περιλαμβανομένων περιόδων κατά τις οποίες ο πλοίαρχος βρίσκεται στη γέφυρα και όταν το πλοίο είναι υπό πλοηγό</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Ανταπόκριση σε καταστάσεις έκτακτης ανάγκης.	<p>Διαδικασίες έκτακτης ανάγκης που περιλαμβάνουν:</p> <ul style="list-style-type: none"> .1 προληπτικά μέτρα για την προστασία και ασφάλεια των επιβατών σε καταστάσεις έκτακτης ανάγκης .2 αρχική αξιολόγηση ζημιών και έλεγχος ζημιών .3 μέτρα που πρέπει να λαμβάνονται μετά από σύγκρουση .4 μέτρα που πρέπει να λαμβάνονται μετά από προσάραξη. <p>Επιπρόσθετα, η εξής ύλη θα περιλαμβάνεται στην πιστοποίηση για πλοίαρχο:</p> <ul style="list-style-type: none"> .1 πηδάλουχια έκτακτης ανάγκης .2 ρυθμίσεις ρυμούλκησης και για υποβολή σε ρυμούλκηση .3 διάσωση ατόμων από τη θάλασσα .4 παροχή βοήθειας σε πλοίο που κινδυνεύει .5 αξιολόγηση ενεργειών που πρέπει να γίνονται όταν προκύπτουν καταστάσεις έκτακτης ανάγκης σε λιμένα 	<p>Εξέταση και αξιολόγηση στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 πρακτικές οδηγίες 	<p>Ο τύπος και η κλίμακα έκτακτης ανάγκης αναγνωρίζεται έγκαιρα</p> <p>Οι αρχικές δράσεις, και κατά περίπτωση, οι ελιγμοί, είναι σύμφωνα με τα σχέδια ανάγκης και είναι κατάλληλα για το επείγοντα χαρακτήρα της κατάστασης και τη φύση της έκτακτης ανάγκης</p>
Ανταπόκριση σε σήμα κινδύνου στη θάλασσα	<p><i>Ερευνα και διάσωση</i></p> <p>Γνώση των περιεχομένων του Διεθνούς Εγχειριδίου Αεροναυτικής και Θαλάσσιας Έρευνας και Διάσωσης (IAMSAR).</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από πρακτική οδηγίες ή εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Αναγνωρίζεται άμεσα το σήμα κινδύνου ή έκτακτης ανάγκης</p> <p>Τα σχέδια ανάγκης και οι οδηγίες σε πάγιες διαταγές εφαρμόζονται και υπάρχει συμμόρφωση με αυτές</p>
Ελιγμοί πλοίου και λειτουργία εγκαταστάσεων μικρής ισχύος πλοίων	<p><i>Ελιγμοί και χειρισμός πλοίου</i></p> <p>Γνώση παραγόντων που επιδρούν σε ασφαλείς ελιγμούς και χειρισμούς πλοίου</p> <p>Λειτουργία εγκαταστάσεων μικρής ισχύος πλοίων και βοηθητικών μηχανών</p> <p>Κατάλληλες διαδικασίες αγκυροβολίας και πρόσδεσης</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται 	<p>Τα ασφαλή όρια λειτουργίας των συστημάτων πρόωσης, πηδάλουχιας και ισχύος δεν υπερβαίνονται σε συνήθεις ελιγμούς</p> <p>Οι ρυθμίσεις που γίνονται στην πορεία και ταχύτητα του πλοίου διατηρούν την ασφάλεια ναυαπλοΐας</p> <p>Η κύρια εγκατάσταση, τα βοηθητικά μηχανήματα και ο εξοπλισμός λειτουργούν σύμφωνα με τις τεχνικές προδιαγραφές και πάντοτε εντός των ορίων ασφαλών λειτουργίας</p>

Λα τουργία: Χειρισμός φορτίου και στα βασία σε επιχαρησικό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Παρακολούθηση φόρτωσης, στα βασίας, ασφάλισης και εκφόρτωσης φορτίων και η φροντίδα τους κατά την διάρκεια του πλοίου	<p><i>Χειρισμός φορτίου, στα βασία και ασφάλιση</i></p> <p>Γνώση ασφαλούς χειρισμού, στα βασίας και ασφάλισης φορτίων περιλαμβανομένων των επικινδύνων, οχληρών και επιβλαβών φορτίων και των επιπτώσεων τους στην ασφάλεια της ζωής και του πλοίου</p> <p>Χρήση του Διεθνούς Ναυτικού Κώδικα Επικινδύνων Φορτίων (IMDG)</p>	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Οι εργασίες φορτίου γίνονται σύμφωνα με το σχέδιο φορτίου ή άλλο έγγραφο και θεσπισμένους κανόνες/ κανονισμούς ασφαλείας, οδηγίες Λα τουργίας εξοπλισμού και επί του πλοίου περιορισμούς στα βασίας</p> <p>Ο χειρισμός επικινδύνων, οχληρών και βλαβερών φορτίων συμμορφώνεται με διεθνείς κανονισμούς και αναγνωρισμένα πρότυπα και κώδικες ασφαλούς πρακτικής</p>

Λα τουργία: Έλεγχος της Λα τουργίας του πλοίου και φροντίδα επιβαπόντων σε επιχαρησικό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Εξασφάλιση συμμόρφωσης με τις απαιτήσεις πρόληψης ρύπανσης	<p><i>Πρόληψη ρύπανσης στο θαλάσσιο περιβάλλον και ανθρωπογενείς διαδικασίες</i></p> <p>Γνώση των προληπτικών μέτρων που πρέπει να λαμβάνονται για να προλαμβάνεται ρύπανση του θαλάσσιου περιβάλλοντος</p> <p>Ανθρωπογενείς διαδικασίες και όλος ο σχετικός εξοπλισμός</p>	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p>	<p>Οι διαδικασίες παρακολούθησης των επί του πλοίου εργασιών και η εξασφάλιση συμμόρφωσης με τις απαιτήσεις MARPOL τηρούνται πλήρως</p>
Διατήρηση αθωπλοίας του πλοίου	<p><i>Ευστάθεια πλοίου</i></p> <p>Λα τουργική γνώση και εφαρμογή πινάκων και διαγραμμάτων ευστάθειας, διαγωγής και τάσεων και εξοπλισμού υπολογισμού τάσεων</p> <p>Κατανόηση βασικών ενεργιών που πρέπει να αναλαμβάνονται σε περίπτωση μερικής απώλειας της ακεραίας πλευστότητας</p> <p>Κατανόηση βασικών αρχών υδατοστεγούς ακεραότητας</p> <p><i>Κατασκευή πλοίου</i></p> <p>Γενική γνώση των βασικών</p>	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Οι συνθήκες ευστάθειας συμμορφώνονται με τα κριτήρια ακεραίας ευστάθειας του IMO 'υπό όλες τις συνθήκες φόρτωσης</p> <p>Οι ενέργειες για την εξασφάλιση και διατήρηση της υδατοστεγούς ακεραότητας του πλοίου είναι σύμφωνες με την αποδεκτή πρακτική</p>

	κατασκευαστικών μερών πλοίου και τα σωστά ονόματα των διαφόρων μερών		
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Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Πρόληψη, έλεγχος πυρκαγιάς και πυρόσβεση στο πλοίο	<p><i>Πρόληψη πυρκαγιάς και συσκευές πυρόσβεσης</i></p> <p>Ικανότητα οργάνωσης γυμνασίων πυρκαγιάς</p> <p>Γνώση των κατηγοριών και της χημείας πυρκαγιάς</p> <p>Γνώση συστημάτων πυρόσβεσης</p> <p>Κατανόηση ενεργειών που πρέπει να λαμβάνονται σε περίπτωση πυρκαγιάς που αφορά συστήματα πετρελαίου</p>	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση πυρόσβεσης και εμπειρίας όπως καθορίζεται στο τμήμα A-VI/3.	<p>Ο τύπος και η κλίμακα του προβλήματος προσδιορίζονται άμεσα και οι αρχικές δράσεις συμμορφώνονται με τη διαδικασία έκτακτης ανάγκης και τα σχέδια έκτακτης ανάγκης για το πλοίο</p> <p>Οι διαδικασίες εγκατάληψης, άσφαξης λειτουργίας έκτακτης ανάγκης και απομόνωσης είναι κατάλληλες για την φύση της έκτακτης ανάγκης και εφαρμόζονται άμεσα</p> <p>Ο βαθμός προτεραιότητας και τα επίπεδα και χρονικά όρια σύνταξης αναφορών και πληροφόρησης προσωπικού επί του πλοίου είναι σχετικά με την φύση της έκτακτης ανάγκης και αντιστοιχούν το επείγον του προβλήματος</p>
Λειτουργία συσκευών διάσωσης	<p><i>Διάσωση</i></p> <p>Ικανότητα οργάνωσης γυμνασίων εγκατάληψης πλοίου και γνώση της λειτουργίας συσκευών διάσωσης και λέμβων διάσωσης, των συσκευών και ρυθμίσεων καθέλκυσής τους και του εξοπλισμού τους, περιλαμβανομένων των συσκευών διάσωσης ραδιοεπιφανείας, δορυφορικών EPIRBs, SARTs, στολών εμπάτησης και θερμικών προστατευτικών βοηθημάτων</p>	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία όπως καθορίζονται στο τμήμα A-VI/2 παράγραφοι 1 - 4	Οι ενέργειες ανταπόκρισης εγκατάληψης πλοίου και καταστάσεως διάσωσης είναι κατάλληλες για τις επικρατούσες συνθήκες και καταστάσεως και είναι σύμφωνες με αποδεκτές πρακτικές και πρότυπα ασφαλείας
Παροχή ιατρικών πρώτων βοηθειών σε πλοίο	<p><i>Ιατρικές βοήθειες</i></p> <p>Πρακτική εφαρμογή ιατρικών οδηγιών και συστάσεων που λαμβάνονται με ραδιοεπιφανεία περιλαμβανομένης της ικανότητας λήψης αποτελεσματικών ενεργειών που βασίζονται σε αυτή τη γνώση σε περίπτωση ατυχημάτων ή ασθενών που είναι πιθανό να συμβούν στο πλοίο</p>	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση όπως καθορίζεται στο τμήμα A-VI/4 παραγράφους 1 έως 3	Η αναγνώριση πιθανών απειλών, φύσης και έκτασης τραυματισμών ή συνθηκών είναι ταχεία και η θεραπεία ελαχιστοποιεί την άμεση απειλή για τη ζωή
Παρακολούθηση συμμόρφωσης με νομοθετικές απαιτήσεις	Βασική εργασιακή γνώση σχετικών συμβάσεων IMO που αφορούν στην ασφάλεια (safety) της ζωής στη θάλασσα, στην ασφάλεια (security) και στην προστασία και την προστασία του θαλασσίου περιβάλλοντος	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από εξέταση ή εγκεκριμένη εκπαίδευση	Νομοθετικές απαιτήσεις που σχετίζονται με την ασφάλεια (safety) της ζωής στη θάλασσα, την ασφάλεια (security) και την προστασία της ζωής στη θάλασσα και την προστασία του θαλασσίου περιβάλλοντος αναγνωρίζονται σωστά

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Συμβολή στην ασφάλεια (safety) προσωπικού και πλοίου</p>	<p>Γνώση τεχνικών προσωπικής επιβίωσης</p> <p>Γνώση πρόληψης των πυρκαγιών και ικανότητα καταπολέμησης και κατάσβεσης πυρκαγιών</p> <p>Γνώση στα χαωδών πρώτων βοηθειών</p> <p>Γνώση προσωπικής ασφαλείας και κανονικών ευθυνών</p>	<p>Αξιολόγηση αποδοκιών στα χείων που λαμβάνονται από εγκεκρά μένη εκπαίδευση και εμπειρία όπως καθορίζονται στο τμήμα A-VI/1 παράγραφος 2</p>	<p>Ο κατάλληλος προστατευτικός εξοπλισμός και εξοπλισμός ασφαλείας χρησιμοποιούνται σωστά</p> <p>Οι διαδικασίες και ασφαλείς εργασιακές πρακτικές που έχουν σχεδιασθεί για την προστασία του προσωπικού και του πλοίου τηρούνται συνεχώς</p> <p>Οι διαδικασίες που έχουν σχεδιασθεί για την προστασία του περιβάλλοντος τηρούνται συνεχώς</p> <p>Οι αρχικές και ακόλουθες ενέργειες για την απόκτηση επίγνωσης κατάστασης έκτακτης ανάγκης συμμορφώνονται με τις θεσπισμένες διαδικασίες αντιμετώπισης έκτακτης ανάγκης</p>

ΜΕΡΟΣ Α - ΙΙ/4

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση μελών πληρώματος που αποτελούν μέρος φυλακής ναυσιπλοΐας

Πρότυποι κανότητας

1 Κάθε μέλος πληρώματος που αποτελεί μέρος φυλακής ναυσιπλοΐας σε ποντοπόρο πλοίο 500 ο.χ. ή άνω θα απαιτείται να επιδείξει ικανότητα να εκτελεί τη λειτουργία ναυσιπλοΐας σε επίπεδο υποστήριξης όπως καθορίζεται στη στήλη 1 του πίνακα Α-ΙΙ/4.

2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται από μέλη πληρώματος που αποτελούν μέρος φυλακής ναυσιπλοΐας σε ποντοπόρο πλοίο 500 ο.χ. ή άνω παρατίθεται στην στήλη 2 του πίνακα Α-ΙΙ/4.

3 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει αποδείξεις ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που καθορίζονται στις στήλες 3 και 4 του πίνακα Α-ΙΙ/4. Η αναφορά σε "πρακτική δοκιμασία" στη στήλη 3 μπορεί να περιλαμβάνει εγκεκριμένη εκπαίδευση ξηράς όπου οι εκπαιδευόμενοι υφίστανται πρακτική δοκιμασία.

4 Όπου δεν υπάρχουν πίνακες ικανότητας για το επίπεδο υποστήριξης σχετικά με ορισμένες δραστηριότητες, παραμένει στην ευθύνη της Διοίκησης να ορίσει τις κατάλληλες απαιτήσεις εκπαίδευσης, αξιολόγησης και πιστοποίησης που πρόκειται να ισχύουν για προσωπικό που ορίζεται να εκτελεί αυτές τις δραστηριότητες σε επίπεδο υποστήριξης.

Καθορισμός ελάστων προτύπου ικανότητας για μέλη πληρώματος που αποτελούν μέρος φυλακής ναυαπλοΐας

Λειτουργία: Ναυαπλοΐα σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Πηδαλιουχία του πλοίου και συμμόρφωση με εντολές σε πηδαλιούχο στην Αγγλική γλώσσα	Χρήση μαγνητικής και γυροσκοπικής πυξίδας Διαταγές πηδαλιουχίας Αλλαγή από τον αυτόματο πιλότο σε χειροκίνητη πηδαλιουχία και αντίστροφα	Αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από: .1 πρακτική εξέταση, ή .2 εγκεκριμένη εμπειρία κατά την υπηρεσία, ή .3 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Πηδαλιουχία σταθερή πορεία εντός αποδεκτών ορίων έχοντας υπόψη την περιοχή ναυαπλοΐας και την επικρατούσα κατάσταση θάλασσας. Οι μεταβολές στην πορεία είναι ομαλές και ελεγχόμενες Οι επικοινωνίες είναι πάντοτε σαφείς και περιεκτικές και οι διαταγές γνωστοποιούνται κατά τον συνήθη σε πλοία τρόπο
Τήρηση κατάλληλης οπτικής και ακουστικής φυλακής οπτήρα	Ευθύνες οπτήρα, περιλαμβανομένης της κατά προσέγγιση αναφοράς διόπτρευσης ηχητικών σήματος, φανού ή άλλου αντικείμενου σε μοίρες ή σημεία	Αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από: .1 πρακτική εξέταση, ή .2 εγκεκριμένη εμπειρία κατά την υπηρεσία, ή 3. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Ηχητικά σήματα, φανοί και άλλα αντικείμενα αναγνωρίζονται έγκαιρα και η διόπτρευσή τους σε μοίρες ή σημεία αναφέρονται στον αξωματικό φυλακής
Συμβολή στην παρακολούθηση και έλεγχο ασφαλούς φυλακής	Ώρα και ορισμοί που χρησιμοποιούνται στο πλοίο Χρήση κατάλληλων εσωτερικών συστημάτων επικοινωνιών και συναγερμών Ικανότητα κατανόησης διαταγών και επικοινωνίας με τον αξωματικό φυλακής για θέματα σχετικά με τα καθήκοντα τήρησης φυλακής Διαδικασίες για την ανακατάσταση, τήρηση και παράδοση φυλακής Πληροφορίες που απαιτούνται για την τήρηση ασφαλούς φυλακής Βασικές διαδικασίες περιβαλλοντικής προστασίας	Αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από εγκεκριμένη εμπειρία κατά την υπηρεσία ή εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι επικοινωνίες είναι σαφείς και περιεκτικές και αναζητούνται συμβουλές/ διευκρίνισης από τον αξωματικό φυλακής όπου οι πληροφορίες ή οδηγίες περί την φυλακή δεν είναι σαφώς κατανοητές Η τήρηση, παράδοση και ανακατάσταση φυλακής είναι σύμφωνη με αποδεκτές πρακτικές και διαδικασίες
Χαρισμός εξοπλισμού έκτακτης ανάγκης και εφαρμογή διαδικασιών έκτακτης ανάγκης	Γνώση καθηκόντων έκτακτης ανάγκης και σημάτων συναγερμού Γνώση πυροτεχνικών σημάτων κινδύνου, δορυφορικών EPIRBs και SARTs Αποφυγή λανθασμένων συναγερμών κινδύνου και ενέργειας που πρέπει να λαμβάνονται σε περίπτωση τυχαίας ενεργοποίησης	Αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από εγκεκριμένη εμπειρία κατά την υπηρεσία ή εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Η αρχική ενέργεια μόλις ανιληφθεί κατάσταση έκτακτης ανάγκης ή μη φυσολογική, είναι σύμφωνη με καθιερωμένες πρακτικές και διαδικασίες Οι επικοινωνίες είναι πάντοτε σαφείς και περιεκτικές και οι διαταγές γνωστοποιούνται κατά τον συνήθη σε πλοία τρόπο Τηρείται πάντοτε η ακεραιότητα των συστημάτων συναγερμού έκτακτης ανάγκης και κινδύνου

ΤΜΗΜΑ Α - II/5

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση μελών πληρώματος ως ειδικευμένου (able) ναυτικού καταστρώματος

Πρότυποι ικανότητας

1 Κάθε ειδικευμένος (able) ναυτικός καταστρώματος που υπηρετεί σε ποντοπόρο πλοίο 500 ο.χ. ή άνω θα απαιτείται να επιδείξει ικανότητα να εκτελεί λειτουργίες σε επίπεδο υποστήριξης όπως καθορίζεται στη στήλη 1 του πίνακα A-II/5.

2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται από ένα ειδικευμένο (able) ναυτικό που υπηρετεί σε ποντοπόρο πλοίο 500 ο.χ. ή άνω παρατίθεται στην στήλη 2 του πίνακα A-II/5.

3 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που καθορίζονται στις στήλες 3 και 4 του πίνακα A-II/5.

Καθορισμός του ελάχιστου προτύπου ικανότητας για μέλη πληρώματος
ως ναυτικούς καταστρώματος (able) ναυτικοί καταστρώματος

Λατρεία: Ναυτιλοία σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Συμβολή στην τήρηση ασφαλούς φυλακής ναυτιλοίας	<p>Ικανότητα κατανόησης διαταγών και επικοινωνίας με τον αξιωματικό φυλακής για θέματα σχετικά με τα καθήκοντα τήρησης φυλακής</p> <p>Διαδικασίες για την ανικατάσταση, τήρηση και παράδοση φυλακής</p> <p>Πληροφορίες που απαιτούνται για την τήρηση ασφαλούς φυλακής</p>	Αξιολόγηση αποδοκίων σταχείων που λαμβάνονται από εγκεκριμένη εμπειρία κατά την υπηρεσία ή πρακτική εξέταση	<p>Οι επικοινωνίες είναι σαφείς και περιεκτικές</p> <p>Η τήρηση, παράδοση και αντικατάσταση φυλακής είναι σύμφωνη με αποδεκτές πρακτικές και διαδικασίες</p>
Συμβολή στον ελλεισμό, την αγκυροβολία και άλλες εργασίες πρόσδεσης	<p>Λατρευτική γνώση του συστήματος πρόσδεσης και σχετικών διαδικασιών, περιλαμβανομένων:</p> <p>.1 της λατρείας πρόσδεσης και των σχετιών ρυμούλκησης και πώς κάθε σχαλί λατρείας ως μέρος ενός συνολικού συστήματος</p> <p>.2 χωρητικότητας, ασφαλών φορτίων εργασίας και φορτίων θραύσης του εξοπλισμού πρόσδεσης περιλαμβανομένων συρμάτων πρόσδεσης, συνθετικών και φυτικών σχαλιών, βαρούλικων, εργατιών αγκύρας, συσκευών ανέλκυσης αγκύρας, στήλων, δεσμών και υποστηρίγματος</p> <p>.3 διαδικασιών και -σεράς ενεργειών για την πραγματοποίηση ταχείας πρόσδεσης και απόδεσης σχαλιών και συρμάτων πρόσδεσης και ρυμούλκησης, περιλαμβανομένων σχαλιών ρυμούλκησης</p> <p>.4 διαδικασιών και -σεράς ενεργειών για την χρήση αγκυρών σε διάφορες εργασίες</p> <p>Λατρευτική γνώση των διαδικασιών και της -σεράς ενεργειών που σχετίζονται με την πρόσδεση σε σημαντήρα ή σημαντήρες</p>	<p>Αξιολόγηση αποδοκίων σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 πρακτική εκπαίδευση</p> <p>.3 εξέταση</p> <p>.4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.5 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται.</p>	<p>Οι εργασίες πραγματοποιούνται σύμφωνα με καθιερωμένες πρακτικές ασφαλείας και οδηγίες λατρείας εξοπλισμού</p>

Λατουργία: Χαρμόσμός φορτίου και σταβασία σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Συμβολή στον χαρμόσμο φορτίου και αποθεμάτων</p>	<p>Γνώση διατάξεων ασφαλούς χαρμόσμου, σταβασίας και ασφάλισης φορτίων και αποθεμάτων, περιλαμβανομένων επικινδυνών, οχημάτων και επιβλαβών ουσιών και υγρών</p> <p>Βασικές γνώσεις και προφυλάξεις προς τήρηση σχετικά με συγκεκριμένους τύπους φορτίων και αντανόηση σήμανσης IMDG</p>	<p>Αξιολόγηση των αποδοκίων στα χείρωνα που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 πρακτική εκπαίδευση</p> <p>.3 εξέταση</p> <p>.4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.5 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Οι χαρμόσμοι φορτίου και αποθεμάτων διεξάγονται σύμφωνα με τις καθιερωμένες διατάξεις ασφαλείας και τις οδηγίες λατουργίας εξοπλισμού</p> <p>Ο χαρμόσμος των επικινδυνών, οχημάτων και επιβλαβών φορτίων ή αποθεμάτων συμμορφώνεται με τις καθιερωμένες πρακτικές ασφαλείας</p>

Λατουργία: Έλεγχος της λατουργίας του πλοίου και μέρων επιβαίωντων σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Συμβολή στην ασφαλή λατουργία του εξοπλισμού και μηχανημάτων καταστρώματος</p>	<p>Γνώση εξοπλισμού καταστρώματος, συμπεριλαμβανομένων:</p> <p>.1 λατουργίας και χρήσης βαλβιδίων και αντλίων, ανελκυστήρων, γερανών, φορτωτήρων και του σχετικού εξοπλισμού</p> <p>.2 λατουργίας και χρήσης βαρούλκων, εργατών, εργατοκυλίνδρων και του σχετικού εξοπλισμού</p> <p>.3 καλυμμάτων στομίων κυτιών, υδατοστεγών θυρών, θυρίδων και σχετικού εξοπλισμού</p> <p>.4 σχαμάτων από ίνες και σύρμα, καλωδίων και αλυσίδων, συμπεριλαμβανομένης της κατασκευής, χρήσης, σήμανσης, συντήρησης και κατάλληλης σταβασίας τους</p> <p>.5 ικανότητας χρήσης και κατανόησης βασικών σημάτων για τη λατουργία εξοπλισμού, συμπεριλαμβανομένων βαρούλκων, γερανών και ανελκυστήρων</p> <p>.6 ικανότητας λατουργίας εξοπλισμού αγκυροβολίας κάτω από διάφορες συνθήκες, όπως αγκυροβολία, ζύγιση άγκυρας, ασφάλιση στη θάλασσα, και σε καταστάσεις έκτακτης ανάγκης</p>	<p>Αξιολόγηση αποδοκίων στα χείρωνα που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 πρακτική εκπαίδευση</p> <p>.3 εξέταση</p> <p>.4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>Αξιολόγηση αποδοκίων στα χείρωνα που λαμβάνονται από πρακτική επίδειξη</p> <p>Αξιολόγηση αποδοκίων στα χείρωνα που λαμβάνονται από πρακτική επίδειξη</p>	<p>Οι λατουργίες διεξάγονται σύμφωνα με καθιερωμένες πρακτικές ασφαλείας και τις οδηγίες λατουργίας εξοπλισμού</p> <p>Η επικοινωνία στον τομέα ευθύνης του χαρμόσμου είναι σταθερά επιτυχής</p> <p>Η λατουργία του εξοπλισμού διεξάγεται με ασφαλή σύμφωνα με τις καθιερωμένες διατάξεις</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Συμβολή στην ασφαλή λειτουργία εξοπλισμού και μηχανών καταστρώματος (συνέχεια)</p>	<p>Γνώση των ακόλουθων βασικών και ικανότητα:</p> <p>.1 εξαρτισμού ή απεξαρτισμού, καθισμάτων και σκαλωσιών ναυκλήρου</p> <p>.2 εξαρτισμού ή απεξαρτισμού κλιμάκων πλοηγών, ανυψωτήρων, προφυλακτών για τονικούς και γεφυρών</p> <p>.3 χρήσης δεξιοτήτων ναυπικής τέχνης, συμπεριλαμβανομένης ορθής χρήσης κόμβων, αμματίσεων και ανασχετήρων</p> <p>Χρήση και χειρισμός εξοπλισμού και μηχανών καταστρώματος και χειρισμού φορτίου:</p> <p>.1 ρυθμίσεις πρόσβασης, στόμα και καλύμματα κυτών, ράμπες, πλευρικές θύρες ή ανεγκυστήρες πλώρης/ πρύμνης</p> <p>.2 συστήματα αγωγών - αναρροφήσης και φρεάτια υδροσυλλεκτών και έρματος</p> <p>.3 γερανοί, φορτωτήρες, βαρούλκα</p> <p>Γνώση έπαρσης και υποστολής σημαίων και των κυρίων μεμονωμένων σημάτων σημαίας (A, B, G, H, O, P, Q)</p>	<p>Αξιολόγηση στα χείων που λαμβάνονται από πρακτική επίδειξη</p>	<p>Επίδειξη των κατάλληλων μεθόδων εξαρτισμού και απεξαρτισμού σύμφωνα με ασφαλή βιομηχανική πρακτική</p> <p>Επίδειξη κατάλληλης δημιουργίας και χρήσης κόμβων, αμματίσεων, ανασχετήρων, φίμωσης σχαμάτων, περιελίξεων, καθώς επίσης και του κατάλληλου χειρισμού μουσαμά</p> <p>Επίδειξη σωστής χρήσης τροχίλων και σύσπαστου</p> <p>Επίδειξη κατάλληλων μεθόδων για χειρισμό σχαμάτων, καλωδίων, συρματόσκαλων και αλυσίδων</p>
<p>Εφαρμογή επαγγελματικής υγιεινής και προφύλαξης ασφαλείας</p>	<p>Εργασιακή γνώση ασφαλών πρακτικών εργασίας και προσωπικής ασφάλειας επί πλοίου, συμπεριλαμβανομένων:</p> <p>.1 εργασίας σε εκτεθειμένα θέση</p> <p>.2 εργασίας στην πλευρά του πλοίου</p> <p>.3 εργασίας σε κλειστούς χώρους</p> <p>.4 άδρας εργασίας συστημάτων</p> <p>.5 χειρισμού σχαμάτων</p> <p>.6 τεχνικών ανύψωσης και μεθόδων πρόληψης τραυματισμών στην πλάτη</p> <p>.7 ηλεκτρολογικής ασφάλειας</p> <p>.8 μηχανικής ασφάλειας</p> <p>.9 χημικής ασφάλειας και ασφάλειας βιολογικών κινδύνων</p> <p>.10 εξοπλισμού προσωπικής ασφάλειας</p>	<p>Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένα εμπόρια κατά την υπηρεσία</p> <p>.2 πρακτική εκπαίδευση</p> <p>.3 εξέταση</p> <p>.4 εγκεκριμένα εμπόρια εκπαίδευσης επί πλοίου</p>	<p>Οι διαδικασίες που έχουν σχεδιασθεί για τη προφύλαξη προσωπικού και πλοίου τηρούνται ανά πάσα στιγμή</p> <p>Οι ασφαλείς πρακτικές εργασίας τηρούνται και ο κατάλληλος προστατευτικός εξοπλισμός και εξοπλισμός ασφαλείας χρησιμοποιούνται πάντοτε με ορθό τρόπο</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Εφαρμογή προφυλάξεων και συμβολή στη πρόληψη ρύπανσης του θαλάσσιου περιβάλλοντος	Γνώση των προφυλάξεων που πρέπει να λαμβάνονται για την πρόληψη της ρύπανσης του θαλάσσιου περιβάλλοντος Γνώση της χρήσης και λειτουργίας του εξοπλισμού καταπολέμησης της ρύπανσης Γνώση των εγκεκριμένων μεθόδων για την άαθεση θαλασσιών ρύπων	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 πρακτική εκπαίδευση .3 εξέταση .4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι διαδικασίες που έχουν σχεδιασθεί για την προστασία του θαλάσσιου περιβάλλοντος τηρούνται ανά πάσα στιγμή
Λειτουργία σκαφών επιβίωσης και λέμβων άσωσης	Γνώση της λειτουργίας σκαφών επιβίωσης και λέμβων άσωσης, των συσκευών και αιτάξεων καθάρσεως τους καθώς και του εξοπλισμού τους Γνώση τεχνικών επιβίωσης στη θάλασσα	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία όπως αναφέρεται στο τμήμα Α-VI/2, παράγραφοι 1 έως 4	Οι ενέργειες για την αντιμετώπιση εγκαταλείψης πλοίου και καταστάσεως επιβίωσης είναι κατάλληλες για τις επικρατούσες συνθήκες και προϋποθέσεις και συμμορφώνονται με αποδεκτές πρακτικές και πρότυπα ασφαλείας

Λειτουργία: Συντήρηση και επισκευή σε επίπεδο στήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Συμβολή στη συντήρηση και επισκευή επί πλοίου	Ικανότητα χρήσης υλικών και εξοπλισμού βαφής, λίπανσης και καθαρισμού Ικανότητα κατανόησης και εκτέλεσης συνήθων διαδικασιών συντήρησης και επισκευών Γνώση τεχνικών προετοιμασίας επιφανείας Κατανόηση κατευθυντήριων οδηγιών του κατασκευαστή και οδηγών ασφαλείας επί του πλοίου Γνώση ασφαλούς άαθεσης των αποβλήτων Γνώση της εφαρμογής, της συντήρησης και χρήσης χειροκίνητων και ηλεκτρικών εργαλείων	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από πρακτική επίδειξη Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 πρακτική εκπαίδευση .3 εξέταση .4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι δραστηριότητες συντήρησης και επισκευής πραγματοποιούνται σύμφωνα με τεχνικές προδιαγραφές, προδιαγραφές ασφαλείας και διαδικασιών

ΚΕΦΑΛΑΙΟ III

Πρότυπα που αφορούν το τμήμα μηχανής

Τμήμα A - III/1

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση αξιωματικών που είναι υπεύθυνοι φυλακής μηχανοστασίου σε επανδρωμένο μηχανοστάσιο ή μηχανικών καθορισμένων καθηκόντων σε περιοδικά μη επανδρωμένο μηχανοστάσιο

Εκπαίδευση

1 Η εκπαίδευση και άσκηση που απαιτούνται από την παράγραφο 2.4 του κανονισμού III/1 θα περιλαμβάνουν εκπαίδευση σε δεξιότητες μηχανολογικού και ηλεκτρολογικού εργαστηρίου που είναι σχετικές με τα καθήκοντα αξιωματικού μηχανής.

Εκπαίδευση σε πλοίο

2 Κάθε υποψήφιος για πιστοποίηση ως αξιωματικός υπεύθυνος φυλακής μηχανοστασίου ή ως μηχανικός καθορισμένων καθηκόντων σε περιοδικά μη επανδρωμένο μηχανοστάσιο πλοίων που διαθέτουν κύρια μηχανή πρόωσης ισχύος 750 KW ή άνω, του οποίου η θαλάσσια υπηρεσία σύμφωνα με την παράγραφο 2.2 του κανονισμού III/1, αποτελεί τμήμα εγκεκριμένου προγράμματος εκπαίδευσης, ανταποκρινόμενο στις απαιτήσεις αυτού του τμήματος, θα ακολουθήσει ένα εγκεκριμένο πρόγραμμα εκπαίδευσης σε πλοίο, το οποίο:

- 1 εξασφαλίζει ότι κατά την απαιτούμενη περίοδο θαλάσσιας υπηρεσίας, ο υποψήφιος λαμβάνει συστηματική πρακτική εκπαίδευση και εμπειρία στις εργασίες, καθήκοντα και ευθύνες αξιωματικού που είναι υπεύθυνος φυλακής μηχανοστασίου, λαμβάνοντας υπόψη τις οδηγίες που παρατίθενται στο τμήμα B-III/1 αυτού του Κώδικα,
- 2 επιτηρείται στενά και παρακολουθείται από προσοντούχο και κάτοχο πιστοποιητικού αξιωματικό μηχανής σε πλοία στα οποία πραγματοποιείται η εγκεκριμένη θαλάσσια υπηρεσία, και
- 3 είναι επαρκώς συμπληρωμένο το βιβλίο εγγραφών εκπαίδευσης.

Πρότυπο Ικανότητας

3 Κάθε υποψήφιος για πιστοποίηση ως αξιωματικός υπεύθυνος φυλακής μηχανοστασίου σε επανδρωμένο μηχανοστάσιο ή ως μηχανικός καθορισμένων καθηκόντων σε περιοδικά μη επανδρωμένο μηχανοστάσιο σε ποντοπόρο πλοίο του οποίου η ισχύς της κύριας μηχανής πρόωσης είναι 750 KW ή άνω, θα απαιτείται να επιδείξει ικανότητα ανάληψης σε επιχειρησιακό επίπεδο, των εργασιών, καθηκόντων και ευθυνών που παρατίθενται στην στήλη 1 του πίνακα A-III/1.

4 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται για πιστοποίηση παρατίθενται στην στήλη 2 του πίνακα A-III/1.

5 Το επίπεδο γνώσης της ύλης που παρατίθεται στην στήλη 2 του πίνακα A-III/1 θα είναι επαρκής για τους αξιωματικούς μηχανής για να εκτελούν τα καθήκοντα τήρησης φυλακής*.

6 Η εκπαίδευση και εμπειρία για να επιτευχθεί το απαραίτητο επίπεδο θεωρητικών γνώσεων κατανόησης και επάρκειας θα βασίζονται στο τμήμα A-VIII/2 μέρος 4-2 – Αρχές που πρέπει να τηρούνται κατά την τήρηση φυλακής μηχανοστασίου, και θα λαμβάνουν υπόψη τις σχετικές απαιτήσεις αυτού του μέρους και τις οδηγίες που δίνονται στο μέρος B αυτού του Κώδικα.

7 Υποψήφιοι για πιστοποίηση για υπηρεσία σε πλοία στα οποία οι ατμολέβητες δεν αποτελούν μέρος της μηχανολογικής τους εγκατάστασης, μπορούν να παραλείπουν τις σχετικές απαιτήσεις του πίνακα A-III/1. Πιστοποιητικό που απονέμεται κατ'αυτό το τρόπο δεν θα ισχύει για υπηρεσία σε πλοία στα οποία ατμολέβητες αποτελούν μέρος της μηχανολογικής εγκατάστασης του πλοίου έως ότου ο αξιωματικός μηχανής ανταποκρίνεται στο πρότυπο ικανότητας στα στοιχεία του πίνακα A-III/1 που παραλείπονται. Οποιοσδήποτε τέτοιος περιορισμός, θα αναφέρεται στο πιστοποιητικό και τη θεώρηση.

8 Η Διοίκηση μπορεί να παραλείπει απαιτήσεις γνώσης για τύπους μηχανών πρόωσης πλην εκείνων των μηχανολογικών εγκαταστάσεων για τις οποίες θα ισχύει το πιστοποιητικό που θα χορηγείται. Πιστοποιητικό

* Οι σχετικές πρότυπες σαφές εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαίδευσεων

που χορηγείται σ' αυτή τη βάση, δεν θα ισχύει για οποιαδήποτε κατηγορία μηχανολογικής εγκατάστασης που έχει παραλειφθεί έως ότου αξιωματικός μηχανής αποδειχθεί ικανός σ' αυτές τις απαιτήσεις γνώσης. Οποιοσδήποτε τέτοιος περιορισμός θα αναφέρεται στο πιστοποιητικό και τη θεώρηση.

9 Κάθε υποψήφιος για πιστοποίηση απαιτείται να προσκομίσει αποδεικτικά στοιχεία από τα οποία θα προκύπτουν ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα A-III/1.

Παράκτια πλόες

10 Οι απαιτήσεις των παραγράφων 2.2 έως 2.5 του κανονισμού III/1 που αφορούν το επίπεδο γνώσης, κατανόησης και επάρκειας που απαιτείται από τα διάφορα τμήματα που παρατίθενται στη στήλη 2 του πίνακα A-III/1, μπορεί να παικίλουν για αξιωματικούς μηχανής πλοίων, η ισχύς της μηχανής πρόωσης είναι κάτω των 3.000 kW και εκτελούν παράκτιους πλόες, όπως θεωρείται απαραίτητο, έχοντας υπ' όψη τις επιπτώσεις στην ασφάλεια όλων των πλοίων που μπορεί να δραστηριοποιούνται στα ίδια ύδατα. Οποιοσδήποτε τέτοιος περιορισμός θα αναφέρεται στο πιστοποιητικό και τη θεώρηση.

Πίνακας Α-III/1

Προδιαγραφή ελάχσιου προτύπου ικανότητας για αξιωματικούς που είναι υπεύθυνα φυλακής μηχανής σε επανδρωμένο μηχανοστάσιο ή μηχανικούς καθορισμένων καθηκόντων σε περιοδικά μη επανδρωμένο μηχανοστάσιο

Λειτουργία: Ναυτική μηχανολογία σε επιχειρησιακό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Τήρηση ασφαλούς φυλακής μηχανοστασίου	<p>Λεπτομερής γνώση των Αρχών που πρέπει να τηρούνται κατά την τήρηση φυλακής μηχανοστασίου που περιλαμβάνουν:</p> <p>.1 καθήκοντα που είναι σχετικά με την ανάληψη και αποδοχή φυλακής</p> <p>.2 συνήθη καθήκοντα που αναλαμβάνονται κατά την διάρκεια φυλακής</p> <p>.3 τήρηση ημερολογίων μηχανοστασίου και η σημασία των μετρήσεων που λαμβάνονται</p> <p>.4 καθήκοντα που είναι σχετικά με την παράδοση φυλακής</p> <p>Διαδικασίες ασφάλειας και έκτακτης ανάγκης, αλλαγή όλων των συστημάτων από τηλε-έλεγχο/ αυτόματο σε τοπικό έλεγχο</p> <p>Προληπτικά μέτρα ασφάλειας που πρέπει να τηρούνται στη διάρκεια φυλακής και άμεσες ενέργειες που πρέπει να γίνονται σε περίπτωση πυρκαγιάς ή ατυχήματος με ιδιαίτερη αναφορά στα συστήματα πετρελαίου</p> <p><i>Διαχείριση πόρων μηχανοστασίου</i></p> <p>Γνώση αρχών διαχείρισης πόρων μηχανοστασίου, συμπεριλαμβανομένου:</p> <p>.1 της κατανομής, εκχώρησης και ιεράρχησης των πόρων</p> <p>.2 της αποτελεσματικής επικοινωνίας</p> <p>.3 του δυναμισμού και της ηγεσίας</p> <p>.4 της απόκτησης και διατήρησης επίγνωσης της κατάστασης</p> <p>.5 της εκτίμησης ομαδικής εμπειρίας</p>	<p>Αξιολόγηση αποδοκικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση σε εξοπλισμό εργαστηρίου</p> <p>Αξιολόγηση αποδοκικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εκπαίδευση</p> <p>.2 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p>	<p>Η διεξαγωγή, παράδοση και αντικατάσταση φυλακής συμμορφώνεται με αποδεκτές αρχές και διαδικασίες</p> <p>Η συχνότητα και έκταση παρακολούθησης του μηχανολογικού εξοπλισμού και συστημάτων συμμορφώνεται με τις συστάσεις του κατασκευαστή και τις αποδεκτές αρχές και διαδικασίες περιλαμβανομένων των Αρχών που πρέπει να τηρούνται κατά την τήρηση φυλακής μηχανοστασίου</p> <p>Τηρείται σωστή καταγραφή των κινήσεων και δραστηριοτήτων που αφορούν τα μηχανολογικά συστήματα του πλοίου</p> <p>Οι πόροι κατανέμονται και εκχωρούνται, όπως απαιτείται, με σωστή προτεραιότητα για την εκτέλεση απαραίτητων εργασιών</p> <p>Η επικοινωνία δίνεται και λαμβάνεται με σαφή και αδιεμφισβήτητο τρόπο</p> <p>Αμφισβητήσεις αποφάσεων και/ή ενέργειες έχουν ως αποτέλεσμα την κατάλληλη πρόκληση και ανταπόκριση</p> <p>Αναγνωρίζονται αποτελεσματικές ηγετικές συμπεριφορές</p> <p>Μέλος(η) της ομάδας μαρτυρείται ακριβή κατανόηση της υφιστάμενης και της αναμενόμενης κατάστασης μηχανοστασίου και συναφών συστημάτων καθώς και του εξωτερικού περιβάλλοντος</p>
Χρήση Αγγλικής γλώσσας σε γραπτή και προφορική μορφή	Επαρκής γνώση της Αγγλικής γλώσσας για να είναι σε θέση ο αξιωματικός να χρησιμοποιεί μηχανολογικές εκδόσεις και να εκτελεί τα καθήκοντά του ως μηχανικός	Εξέταση και αξιολόγηση αποδοκικών στα χείων που λαμβάνονται από πρακτικές οδηγίες	<p>Εκδόσεις αγγλικής γλώσσας συναφείς με καθήκοντα μηχανής ερμηνεύονται με ορθό τρόπο</p> <p>Οι επικοινωνίες είναι σαφείς και κατανοητές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Χρήση συστημάτων εσωτερικής επικοινωνίας	Λειτουργία όλων των συστημάτων εσωτερικής επικοινωνίας επί πλοίου	Εξέταση και αξιολόγηση αποδοκίων στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Η εκπομπή και λήψη μηνυμάτων είναι σταθερά επιτυχείς Τα αρχεία επικοινωνίας είναι πλήρη, ακριβή και συμμορφώνονται πλήρως με τις θεσπισμένες απαιτήσεις
Λειτουργία κύριων και βοηθητικών μηχανών και συναφών συστημάτων ελέγχου	Βασικές αρχές κατασκευής και λειτουργίας μηχανικών συστημάτων, που περιλαμβάνουν: .1 ναυτικές μηχανές diesel .2 ναυτικοί ατμοστρόβιλοι .3 ναυτικοί αεροστρόβιλοι .4 ναυτικοί λέβητες .5 εγκαταστάσεις άξονα περιλαμβανομένης της έλκας .6 άλλα βοηθητικά, όπως διάφορες αντλίες, αεροσυμπιεστή, καθαριστήρα, γεννήτρια γλυκού νερού, θερμικό εναλλάκτη και σύστημα ψύξης, κλιματισμού και αερισμού .7 μηχανισμό πηδαλιούχιας .8 αυτόματα συστήματα ελέγχου .9 ροή υγρών και χαρακτηρισικά λιπαντικού πετρελαίου, καύσιμου πετρελαίου και συστήματα ψύξης .10 μηχανήματα καταστρώματος Διαδικασίες ασφαλείας και έκτακτης ανάγκης για τη λειτουργία των μηχανών της εγκατάστασης πρόωσης, περιλαμβανομένων συστημάτων ελέγχου Προεταρσία, λειτουργία, ανίχνευση βλαβών και απαραίτητα μέτρα για την πρόληψη ζημίας για τα ακόλουθα σταχεία μηχανών και συστημάτων ελέγχου: .1 κύριες μηχανές και συναφή βοηθητικά .2 ατμολέβητες και συναφή βοηθητικά και συστήματα ατμού	Εξέταση και αξιολόγηση αποδοκίων στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου Αξιολόγηση αποδοκίων στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: 1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι μηχανισμοί κατασκευής και λειτουργίας μπορούν να κατανοούνται και να εξηγούνται με σχεδίαση/οδηγίες Οι εργασίες σχεδιάζονται και εκτελούνται σύμφωνα με τα εγχειρίδια λειτουργίας, θεσπισμένους κανόνες και διαδικασίες για να εξασφαλιστεί η ασφάλεια των εργασιών ώστε να αποφευχθεί η ρύπανση του θαλάσσιου περιβάλλοντος

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Λειτουργία κύριων και βοηθητικών μηχανών και συναφών συστημάτων ελέγχου (συνέχεια)	.3 βοηθητικές κινήσεις δυνάμεις και συναφή συστήματα .4 άλλα βοηθητικά, συμπεριλαμβανομένου συστήματα ψύξης, κλιματισμού και αερισμού	.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση σε εξοπλισμό εργαστηρίου	Παρεκκλίσιος από το πρότυπο αναγνωρίζονται γρήγορα Η απόδοση μηχανικών εγκαταστάσεων και συστημάτων πληροί με συνέπεια τις απαιτήσεις, περιλαμβανομένων εντολών γεφύρας που αφορούν μεταβολές ταχύτητας και κατεύθυνσης Οι αιτίες μηχανικών δυσλειτουργιών αναγνωρίζονται γρήγορα και σχεδιάζονται ενέργειες για την εξασφάλιση της συνολικής ασφάλειας του πλοίου και της εγκατάστασης, λαμβανομένων υπόψη των συνθηκών και καταστάσεων που επικρατούν
Λειτουργία συστημάτων καυσίμου, λίπανσης, έρματος και άλλων συστημάτων άντλησης και συναφών συστημάτων ελέγχου	Λειτουργικά χαρακτηριστικά αντλών και συστημάτων σωληνώσεων, συμπεριλαμβανομένου συστημάτων ελέγχου Λειτουργία συστημάτων άντλησης .1 συνήθεις εργασίες άντλησης .2 λειτουργία συστημάτων υδροσυλλεκτών, έρματος και άντλησης φορτίου Απαίτηση και λειτουργία διαχωριστών ελαίου-ύδατος (ή παρόμοιου εξοπλισμού)	Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου. .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Οι εργασίες σχεδιάζονται και εκτελούνται σύμφωνα με τα εγχειρίδια λειτουργίας, θεσπισμένους κανόνες και διαδικασίες για να εξασφαλιστεί η ασφάλειά τους και να αποφεύγεται ρύπανση του θαλάσσιου περιβάλλοντος Παρεκκλίσιος από το πρότυπο αναγνωρίζονται γρήγορα και λαμβάνονται κατάλληλα μέτρα

Λειτουργία: Μηχανολογία Ηλεκτρική, Ηλεκτρονική και συστημάτων ελέγχου σε επιχηρησι ακό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Χερισμός ηλεκτρολογικών, ηλεκτρονικών και συστημάτων ελέγχου	Βασικός σχεδιασμός και αρχές λειτουργίας του ακόλουθου ηλεκτρολογικού, ηλεκτρονικού και εξοπλισμού ελέγχου: .1 ηλεκτρολογικός εξοπλισμός: .α γεννήτρια και συστήματα διανομής .β προστασία, εκκίνηση παράλληλη σύνδεση και εναλλαγή γεννητριών .γ ηλεκτρικές μηχανές συμπεριλαμβανομένων μεθοδολογιών εκκίνησης	Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Οι εργασίες προγραμματίζονται και εκτελούνται σύμφωνα με τα εγχειρίδια λειτουργίας, καθερωμένους κανόνες και διαδικασίες για να εξασφαλιστεί η ασφάλεια των εργασιών Ηλεκτρολογικά, ηλεκτρονικά και συστήματα ελέγχου μπορούν να γίνονται κατανοητά και να επεξηγούνται με σχέδια/οδηγίες

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Χαραμός ηλεκτρολογικών, ηλεκτρονικών και συστημάτων ελέγχου (συνέχεια)	<p>ο εγκαταστάσεις υψηλής τάσης</p> <p>.ε κυκλώματα ακολουθακού ελέγχου και συσκευές συναφών συστημάτων</p> <p>2 ηλεκτρονικός εξοπλισμός:</p> <p>.α χαρακτηριστικά βασικών σταχείων ηλεκτρονικού κυκλώματος</p> <p>.β διάγραμμα λειτουργίας για αυτόματα συστήματα και συστήματα ελέγχου</p> <p>.γ λειτουργίες, χαρακτηριστικά και ιδιότητες συστημάτων ελέγχου για μηχανικά σταχεία, συμπεριλαμβανομένου του ελέγχου λειτουργίας της κύριας εγκατάστασης πρόωσης και των αυτόματων ελέγχων ατμολέβητα</p> <p>3 συστήματα ελέγχου:</p> <p>.α διάφορες μεθοδολογίες και χαρακτηριστικά αυτόματου ελέγχου</p> <p>.β χαρακτηριστικά Αναλογικού - Ολοκληρωτικού - Διαφορικού (PID) ελέγχου και συσκευές συνδεδεμένων συστημάτων για έλεγχο διεργασιών</p>		
Συντήρηση και επισκευή ηλεκτρολογικού και ηλεκτρονικού εξοπλισμού	<p>Απαιτήσεις ασφαλείας για εργασία στα ηλεκτρολογικά συστήματα επί του πλοίου, συμπεριλαμβανομένης της ασφαλούς απομόνωσης ηλεκτρολογικού εξοπλισμού, που απαιτούνται πριν επιτραπεί στο προσωπικό να εργαστεί σε τέτοιο εξοπλισμό</p> <p>Συντήρηση και επισκευή εξοπλισμού ηλεκτρολογικού συστήματος, πινακων διακοπών, ηλεκτρικών μηχανών, γεννήτριας και ηλεκτρικά συστήματα και εξοπλισμός DC</p> <p>Εντοπισμός ηλεκτρικών δυσλειτουργιών, περισχής βλαβών και μέτρα πρόληψης ζημιών</p> <p>Κατασκευή και λειτουργία ηλεκτρικού εξοπλισμού δοκιμών και μετρήσεων</p> <p>Δοκιμές λειτουργίας και απόδοσης του εξής εξοπλισμού και του σχεδιασμού τους:</p> <p>.1 συστήματα παρακολούθησης</p> <p>2 αυτόματες συσκευές ελέγχου</p> <p>.3 συσκευές προστασίας</p> <p>Ερμηνεία ηλεκτρικών και απλών ηλεκτρονικών διαγραμμάτων</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εκπαίδευση δεξιοτήτων-εργαστηρίου</p> <p>.2 εγκεκριμένη πρακτική εμπειρία και εξέταση</p> <p>.3 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p>	<p>Τα μέτρα ασφαλείας για την εργασία είναι κατάλληλα</p> <p>Η επιλογή και χρήση εργαλείων χαρτός, οργάνων μέτρησης και εξοπλισμού δοκιμών είναι κατάλληλη και η ερμηνεία αποτελεσμάτων είναι ακριβής</p> <p>Η αποσυναρμολόγηση, έλεγχος, επισκευή και επανασυναρμολόγηση εξοπλισμού είναι σύμφωνες με τα εγχειρίδια και την καλή πρακτική</p> <p>Η επανασυναρμολόγηση και δοκιμή απόδοσης είναι σύμφωνες με τα εγχειρίδια και την καλή πρακτική</p>

Λειτουργία: Συντήρηση και επισκευή σε επιχαρησικό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Κατάλληλη χρήση εργαλείων χερός, μηχανικών εργαλείων και οργάνων μέτρησης για κατασκευή και επισκευή επί του πλοίου</p>	<p>Χαρακτηριστικά και περιορισμοί υλικών που χρησιμοποιούνται στη κατασκευή και επισκευή πλοίου και εξοπλισμού</p> <p>Χαρακτηριστικά και περιορισμοί υλικών που χρησιμοποιούνται για κατασκευή και επισκευή</p> <p>Ιδιότητες και παράμετρα που εξετάζονται στη κατασκευή και επισκευή συστημάτων και συστατικών στα χείλων</p> <p>Μέθοδοι για εκτέλεση ασφαλών επισκευών έκτακτης ανάγκης / προσωρινών επισκευών</p> <p>Μέτρα ασφαλείας να λαμβάνονται για την εξασφάλιση ασφαλούς εργασιακού περιβάλλοντος και για τη χρήση εργαλείων χερός, μηχανικών εργαλείων και οργάνων μέτρησης</p> <p>Χρήση εργαλείων χερός, μηχανικών εργαλείων και οργάνων μέτρησης</p> <p>Χρήση διαφόρων τύπων στεγανοποιητικών και υλικών γόμωσης</p>	<p>Εξέταση και αξιολόγηση που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εκπαίδευση δεξιοτήτων εργαστηρίου</p> <p>.2 εγκεκριμένη πρακτική εμπειρία και εξετάσεις</p> <p>.3 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p>	<p>Η αναγνώριση σημαντικών παραμέτρων για την κατασκευή συνήθων σταχείων συναφών με το πλοίο είναι κατάλληλη</p> <p>Η επιλογή υλικών είναι κατάλληλη</p> <p>Η κατασκευή είναι εντός των ανοχών σχεδιασμού</p> <p>Χρήση εξοπλισμού και εργαλείων χερός, μηχανικών εργαλείων και οργάνων μέτρησης είναι κατάλληλη και ασφαλής</p>
<p>Συντήρηση και επισκευή μηχανών και εξοπλισμού του πλοίου</p>	<p>Μέτρα ασφαλείας που πρέπει να λαμβάνονται για επισκευή και συντήρηση, συμπεριλαμβανομένης της ασφαλούς απομόνωσης επί του πλοίου εξοπλισμού, και μηχανών που απαιτούνται πριν επιτραπεί στο προσωπικό να εργαστεί σε τέτοιο εξοπλισμό ή μηχανές</p> <p>Κατάλληλες βασικές μηχανικές γνώσεις και δεξιότητες</p> <p>Συντήρηση και επισκευή, όπως επανασυναρμολόγηση, ρύθμιση και επανασυναρμολόγηση μηχανών και εξοπλισμού</p> <p>Χρήση κατάλληλων διακών εργαλείων και οργάνων μέτρησης</p> <p>Χαρακτηριστικά σχεδιασμού και επιλογή υλικών στη κατασκευή εξοπλισμού</p> <p>Ερμηνεία σχεδίων μηχανών και εγχαριδίων</p> <p>Ερμηνεία διαγραμμάτων σωληνώσεων, υδραυλικών καθώς και διαγραμμάτων πεπιεσμένου αέρα</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εκπαίδευση δεξιοτήτων εργαστηρίου</p> <p>.2 εγκεκριμένη πρακτική εμπειρία και εξετάσεις</p> <p>.3 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p>	<p>Οι ακολουθούμενες διαδικασίες ασφαλείας είναι κατάλληλες</p> <p>Η επιλογή εργαλείων και εφεδρικού εξοπλισμού είναι κατάλληλη</p> <p>Η αποσυναρμολόγηση, έλεγχος, επισκευή και επανασυναρμολόγηση εξοπλισμού είναι σύμφωνη με τα εγχαριδία και την καλή πρακτική</p> <p>Η εκ νέου θέση σε λειτουργία και η δοκιμή απόδοσης είναι σύμφωνη με τα εγχαριδία και την καλή πρακτική</p> <p>Η επιλογή των υλικών και των μερών είναι κατάλληλη</p>

Λατρυγία: Έλεγχος της λατρυγίας του πλοίου και μέριμνα επιβανότων σε επιχειρησιακό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδοξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Εξασφάλιση συμμόρφωσης με τις απαιτήσεις πρόληψης ρύπανσης	<p><i>Πρόληψη ρύπανσης του θαλάσσιου περιβάλλοντος</i></p> <p>Γνώση των προληπτικών μέτρων που πρέπει να λαμβάνονται για να προληφθεί η ρύπανση του θαλάσσιου περιβάλλοντος</p> <p>Αντιρρυπαντικές διαδικασίες και όλος ο σχεπικός εξοπλισμός</p> <p>Σημασία προληπτικών μέτρων για την προστασία του θαλάσσιου περιβάλλοντος</p>	<p>Εξέταση και αξιολόγηση αποδεικτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση</p>	<p>Οι διαδικασίες παρακολούθησης εργασιών στο πλοίο και εξασφάλισης συμμόρφωσης με τις απαιτήσεις MARPOL τηρούνται πλήρως</p> <p>Ενέργειες για να εξασφαλιστεί η διατήρηση περιβαλλοντικού προτύπου</p>
Διατήρηση αξιοπλοίας πλοίου.	<p><i>Ευστάθεια πλοίου</i></p> <p>Εργασιακή γνώση και εφαρμογή πινάκων ευστάθειας, διαγωγής και τάσεων, διαγραμμάτων και εξοπλισμού υπολογισμού τάσεων</p> <p>Κατανόηση των αρχών υδατοστεγούς ακεραρότητας</p> <p>Κατανόηση των βασικών ενεργών που πρέπει να λαμβάνονται σε περίπτωση μερικής απώλειας ακέραρης πλευστότητας</p> <p><i>Κατασκευή πλοίου</i></p> <p>Γενική γνώση των κύριων κατασκευαστικών μελών πλοίου και ορθών ονομάτων των διαφόρων μερών</p>	<p>Εξέταση και αξιολόγηση αποδεικτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Οι συνθήκες ευστάθειας συμμορφώνονται με τα κριτήρια ακέραρης ευστάθειας του IMO κάτω από όλες τις συνθήκες φόρτωσης</p> <p>Οι ενέργειες για να εξασφαλιστεί και να διατηρηθεί ηυδατοστεγής ακεραρότητα του πλοίου συμμορφώνονται με την αποδεκτή πρακτική</p>
Πρόληψη, έλεγχος πυρκαγιάς και πυρόσβεση σε πλοίο.	<p><i>Συσκευές πρόληψης πυρκαγιάς και πυρόσβεσης</i></p> <p>Ικανότητα οργάνωσης γυμνασίων πυρκαγιάς</p> <p>Γνώση κλάσης και χημείας της φωτιάς</p> <p>Γνώση συστημάτων πυρόσβεσης</p> <p>Μέτρα που πρέπει να λαμβάνονται σε περίπτωση πυρκαγιάς, συμπεριλαμβανομένων πυρκαγιών που αφορούν συστήματα πετρελαίου</p>	<p>Αξιολόγηση αποδεικτικών στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία πυρόσβεσης όπως καθορίζονται στο τμήμα A-VI/3, παράγραφο 1 έως 3</p>	<p>Ο τύπος και η κλίμακα του προβλήματος αναγνωρίζονται έγκαιρα και οι αρχικές ενέργειες είναι σύμφωνες με τη διαδικασία έκτακτης ανάγκης και τα σχέδια ανάγκης για το πλοίο</p> <p>Εκκένωση, διακοπή λατρυγίας ανάγκης και διαδικασίες απομόνωσης είναι κατάλληλες για την φύση του επειγόντος και πραγματοποιούνται γρήγορα</p> <p>Η σοβαρότητα προτεραιότητας και τα επίπεδα και χρονικά όρα αναφορών και ενημέρωσης προσωπικού επί του πλοίου είναι σχεπικά με τη φύση της έκτακτης ανάγκης και αντανακλούν το επειγόν του προβλήματος</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Χαραμός σωστικών συσκευών	<i>Διάσωση</i> Ικανότητα οργάνωσης γυμνασίων εγκατάλειψης πλοίου και γνώση της λειτουργίας των σκαφών επιβίωσης και λέμβων διάσωσης, των συσκευών και ρυθμίσεων καθάρσεώς τους, και του εξοπλισμού τους, συμπεριλαμβανομένων ραδιοσυσκευών διάσωσης, δορυφορικών EPIRBs, SARTs στολών εμφάπτισης και βοηθημάτων θερμικής προστασίας	Αξιολόγηση στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία όπως καθορίζονται στο τμήμα A-VI/2 παράγραφοι 1 έως 4	Οι ενέργειες σε ανταπόκριση εγκατάλειψης πλοίου και καταστάσεως επιβίωσης είναι κατάλληλες για τις επικρατούσες συνθήκες και καταστάσεως και συμμορφώνονται με αποδεκτές πρακτικές και πρότυπα ασφαλείας
Εφαρμογή ιατρικών πρώτων βοηθειών επί πλοίου	<i>Ιατρική βοήθεια</i> Πρακτική εφαρμογή των ιατρικών οδηγιών και συμβουλών που λαμβάνονται μέσω ασυρμάτου, συμπεριλαμβανομένης της ικανότητας λήψης αποτελεσματικών μέτρων που βασίζονται σε τέτοια γνώση σε περίπτωση ατυχημάτων ή ασθενειών που είναι πιθανόν να συμβούν επί πλοίου	Αξιολόγηση στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση όπως καθορίζεται στο τμήμα A-VI/4 παράγραφοι 1 έως 3	Η αναγνώριση πιθανού αιτίου, φύσης και έκτασης τραυματισμών ή συνθηκών είναι ταχεία και η θεραπεία ελαχιστοπαεί την άμεση απειλή για τη ζωή
Παρακολούθηση συμμόρφωσης με νομοθετικές απαιτήσεις	Βασική εργασιακή γνώση των σχετικών συμβάσεων IMO που αφορούν στην ασφάλεια της ζωής στη θάλασσα, στην ασφάλεια (security) και στην προστασία του θαλασσιού περιβάλλοντος	Αξιολόγηση απόδοτικών στα χείων που λαμβάνονται από εξετάσεως ή εγκεκριμένη εκπαίδευση	Οι νομοθετικές απαιτήσεις που σχετίζονται με την ασφάλεια της ζωής στη θάλασσα, την ασφάλεια (security) και την προστασία του θαλασσιού περιβάλλοντος αναγνωρίζονται σωστά
Εφαρμογή δεξιοτήτων ηγεσίας και ομαδικής εργασίας	Εργασιακή γνώση διαχείρισης και εκπαίδευσης προσωπικού επί πλοίου Γνώση σχετικών διεθνών ναυπλοικών συμβάσεων και συστάσεων και εθνικής νομοθεσίας Ικανότητα εφαρμογής διαχείρισης καθηκόντων και φόρτου εργασίας συμπεριλαμβανομένου: .1 σχεδιασμό και συντονισμό .2 ανάθεση καθηκόντων προσωπικού .3 περιορισμούς χρόνου και πόρων .4 καθορισμό προτεραιοτήτων Γνώση και ικανότητα εφαρμογής αποτελεσματικής διαχείρισης πόρων: .1 κατανομή, ανάθεση και καθορισμός προτεραιοτήτων πόρων .2 αποτελεσματική επικοινωνία στο πλοίο και στην ξηρά .3 α απόφασεως αντανακλούν την μελέτη εμπειριών της ομάδας .4 δυναμισμό και ηγεσία συμπεριλαμβανομένης της παροχής κινήτρου .5 απόκτηση και τήρηση επίγνωσης της κατάστασεως	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εκπαίδευση .2 εγκεκριμένη εμπειρία κατά την υπηρεσία .3 πρακτική επίδειξη	Το πλήρωμα έχει κατανομημένα καθήκοντα και είναι ενημερωμένο για τα αναμενόμενα πρότυπα εργασίας και συμπεριφοράς κατά τρόπο κατάλληλο για τα ενδιαφερόμενα άτομα Οι εκπαιδευτικοί στόχοι και δραστηριότητες βασίζονται στην αξιολόγηση της τρέχουσας ικανότητας και των δυνατοτήτων και της λειτουργικής απαιτήσεως Οι λειτουργίες δοκνούνται σύμφωνες με τους ισχύοντες κανόνες Οι εργασίες σχεδιάζονται και οι πόροι διαθέτονται όπως απαιτείται με ορθή προτεραιοποίηση για την εκτέλεση των διαφόρων εργασιών Η επικοινωνία δίνεται και λαμβάνεται με σαφή και αδιαμφισβήτητο τρόπο Δοκνούνται αποτελεσματικές συμπεριφορές ηγεσίας Ακρίβης κατανόηση από τα απαραίτητα μέλη της ομάδας της υφιστάμενης και προβλεπόμενης κατάστασεως και της λειτουργικής κατάστασεως του πλοίου και του εξωτερικού περιβάλλοντος

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Εφαρμογή δεξιοτήτων ηγεσίας και ομαδικής εργασίας (συνέχεια)	<p>Γνώση και ικανότητα εφαρμογής αποτελεσματικής διαχείρισης πόρων:</p> <ul style="list-style-type: none"> .1 κατανομή, ανάθεση και καθορισμός προτεραιοτήτων πόρων .2 αποτελεσματική επικοινωνία στο πλοίο και στην ξηρά .3 α αποφάσεις αντανακλούν την μελέτη εμπειριών της ομάδας .4 δυναμισμός και ηγεσία συμπεριλαμβανομένης της παροχής κινήτρου .5 απόκτηση και τήρηση επίγνωσης της κατάστασης <p>Γνώση και ικανότητα εφαρμογής τεχνικών λήψης αποφάσεων:</p> <ul style="list-style-type: none"> .1 αξιολόγηση κατάστασης και κινδύνου .2 προσδιορισμός και εξέταση των επιλογών που πρόκεινται .3 επιλογή σχεδίου δράσης .4 αξιολόγηση αποτελεσματικότητας έκβασης 		Οι αποφάσεις είναι α αποτελεσματικότερες για την κατάσταση
Συμβολή στην ασφάλεια προσωπικού και πλοίου	<p>Γνώση τεχνικών προσωπικής επιβίωσης</p> <p>Γνώση πρόληψης και ικανότητα καταπολέμησης πυρκαγιάς και πυρόσβεσης</p> <p>Γνώση στα χαωδών πρώτων βοηθειών</p> <p>Γνώση προσωπικής ασφάλειας και κανονικών ευθυνών</p>	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία όπως καθορίζονται στην A-VI/1, παράγραφος 2	<p>Ο κατάλληλος προστατευτικός εξοπλισμός και εξοπλισμός ασφαλείας χρησιμοποιούνται σωστά</p> <p>Οι διαδικασίες και ασφαλείς εργασιακές πρακτικές που έχουν σχεδιασθεί για την προστασία του προσωπικού και του πλοίου τηρούνται πάντοτε</p> <p>Οι διαδικασίες που έχουν σχεδιασθεί για τη διαφύλαξη του περιβάλλοντος τηρούνται πάντοτε</p> <p>Οι αρχικές και ακόλουθες ενέργειες για την απόκτηση επίγνωσης κατάστασης ανάγκης συμμορφώνονται με θεσπισμένες διαδικασίες αντιμετώπισης κατάστασης ανάγκης</p>

ΤΜΗΜΑ Α - III/2

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση πρώτων μηχανικών και δευτέρων μηχανικών σε πλοία με κύρια μηχανή πρόωσης ισχύος 3.000 kW ή άνω

Πρότυπο Ικανότητας

1 Κάθε υποψήφιος για πιστοποίηση ως πρώτος και δεύτερος μηχανικός ποντοπόρων πλοίων με κύρια μηχανή πρόωσης ισχύος 3.000 kW ή άνω θα απαιτείται να επιδείξει την ικανότητα να αναλαμβάνει σε διακηρικό επίπεδο τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στη στήλη 1 του πίνακα A-III/2.

2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται για πιστοποίηση παρατίθεται στην στήλη 2 του πίνακα A-III/2. Αυτή ενσωματώνει, διευρύνει και επεκτείνει σε βάθος τα θέματα που παρατίθενται στην στήλη 2 του πίνακα A-III/1 για αξιωματικούς που είναι υπεύθυνοι φυλακής μηχανοστασίου.

3 Έχοντας υπ' όψη ότι ο δεύτερος μηχανικός θα πρέπει να είναι σε θέση να αναλάβει τις ευθύνες του πρώτου μηχανικού οποιαδήποτε στιγμή, η αξιολόγηση σε αυτά τα θέματα θα είναι σχεδιασμένη για να ελέγξει την ικανότητα του υποψηφίου να αφομαιώνει όλες τις διαθέσιμες πληροφορίες που έχουν επιπτώσεις στην ασφαλή λειτουργία των μηχανημάτων του πλοίου και την προστασία του θαλάσσιου περιβάλλοντος.

4 Το επίπεδο γνώσης των θεμάτων που παρατίθενται στην στήλη 2 του πίνακα A-III/2 θα είναι επαρκές για να είναι σε θέση ο υποψήφιος να υπηρετεί με την ιδιότητα του πρώτου ή δεύτερου μηχανικού*.

5 Εκπαίδευση και εμπειρία για την απόκτηση του απαραίτητου επιπέδου θεωρητικών γνώσεων, κατανόησης και επάρκειας θα λαμβάνει υπόψη τις σχετικές απαιτήσεις αυτού του μέρους και τις οδηγίες που δίνονται στο μέρος B αυτού του Κώδικα.

6 Η Διοίκηση μπορεί να παραλείπει απαιτήσεις γνώσεων για τύπους μηχανών πρόωσης που είναι διαφορετικοί από εκείνους για τους οποίους θα ισχύει το πιστοποιητικό που πρόκειται να χορηγηθεί. Πιστοποιητικό που χορηγήθηκε κατ' αυτό το τρόπο δεν θα ισχύει για οποιαδήποτε κατηγορία εγκατάστασης μηχανοστασίου που έχει παραλειφθεί έως ότου ο μηχανικός αποδείξει ότι είναι ικανός όσον αφορά αυτές τις απαιτήσεις γνώσεων. Οποιοσδήποτε τέτοιος περιορισμός θα αναφέρεται στο πιστοποιητικό και στη θεώρηση.

7 Κάθε υποψήφιος θα απαιτείται να προσκομίζει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα A-III/2.

Παράκτια Πλόες

8 Το επίπεδο γνώσεων, κατανόησης και επάρκειας που απαιτείται από τα διάφορα τμήματα που παρατίθενται στη στήλη 2 του πίνακα A-III/2, μπορεί να πακίλουν για αξιωματικούς μηχανής πλοίων με περιορισμένη ισχύ κύριας μηχανής πρόωσης που εκτελούν παράκτιους πλόες, όπως θεωρείται απαραίτητο, έχοντας υπ' όψη την επίπτωση στην ασφάλεια όλων των πλοίων που μπορεί να δραστηριοποιούνται στα ίδια ύδατα. Οποιοσδήποτε τέτοιος περιορισμός θα αναφέρεται στο πιστοποιητικό και στη θεώρηση.

* Ο σχετικός πρότυπος σαρές εκπαίδευσης IMO μπορεί να βοηθούν στην προστασία των εκπαιδευσεων

Πίνακας Α-III/2

Προδιαγραφή ελάχ στου προτύπου ι κανότητας γ α πρώτους κα δεύτερουσ μηχανικούσ πλοίων με κύβ α μηχανή πρόωσης ι σχύουσ 3000 kW ή άνω

Λειτουργία: Ναυτική μηχανολογία σε ά α κηκό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση κα επάρκεια	Μέθοδοσ επίδειξης ι κανότητας	Κριτήρια αξιολόγησησ της ικανότητας
Διαχείριση λειτουργίας μηχανολογικής εγκατάστασης πρόωσης	Χαρακτηριστικά σχεδίασμού κα μηχανισμόσ λειτουργίας των ακόλουθων μηχανών κα συναφών βοηθητικών: .1 ναυτική μηχανή diesel .2 ναυτικός ατμοστρόβιλος .3 ναυτικός αεροστρόβιλος .4 ναυτικός ατμολέβητας	Εξέταση κα αξιολόγηση αποδεικτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατá την υπηρεσία. .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου. .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Η εξήγηση κα κατανόηση των χαρακτηριστικών σχεδίασμού κα λειτουργικών μηχανισμών είναι κατάλληλεσ
Σχεδίασμός κα πρόγραμμα εργασιών	Θεωρητικές γνώσασ Θερμοδυναμική κα μεταφορά θερμότητας Μηχανική κα υδρομηχανική Χαρακτηριστικά πρόωσης μηχανών diesel, ατμοστροβίλων κα αεροστροβίλων, συμπεριλαμβανομένησ ταχύτητας, απόδοσης κα κατανάλωσης καυσίμου Κύκλος θερμότητας, θερμική απόδοση κα εξορρόπηση θερμότητας των εξής: 1 ναυτική μηχανή diesel .2 ναυτικός ατμοστρόβιλος .3 ναυτικός αεροστρόβιλος .4 ναυτικός ατμολέβητας Ψύκτες κα κύκλος ψύξης Φυσικές κα χημικές ιδιότητες καυσίμων κα λιπαντικών Τεχνολογία υλικών Ναυπηγική κα κατασκευή πλοίου, συμπεριλαμβανομένου ελέγχου ζημιών	Εξέταση κα αξιολόγηση αποδεικτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: 1 εγκεκριμένη εμπειρία κατá την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Ο σχεδίασμός κα η προεταμασία των εργασιών είναι κατάλληλα για τις παραμέτρουσ σχεδίασμού της εγκατάστασης ι σχύουσ κα τις απαιτήσεις του πλοου

	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδοξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Επιτήρηση λειτουργίας, αξιολόγηση επιδόσεων και διατήρηση ασφαλών εγκαταστάσεων πρόωσης και βοηθητικών μηχανημάτων	<p><i>Πρακτικές γνώσεις</i></p> <p>Εκκίνηση και παύση κυρίων μηχανών πρόωσης και βοηθητικών μηχανημάτων συμπεριλαμβανομένων των σχετικών συστημάτων</p> <p>Όρα λειτουργίας εγκατάστασης πρόωσης</p> <p>Αποτελεσματική λειτουργία, παρακολούθηση, αξιολόγηση απόδοσης και διατήρηση ασφαλείας εγκατάστασης πρόωσης και βοηθητικών μηχανών</p> <p>Λειτουργίες και μηχανισμός αυτόματου ελέγχου κύριας μηχανής</p> <p>Λειτουργίες και μηχανισμός αυτόματου ελέγχου για βοηθητικές μηχανές που συμπεριλαμβάνουν αλλά δεν περιορίζονται σε:</p> <ol style="list-style-type: none"> .1 συστήματα διανομής γεννήτριας .2 ατμολέβητες .3 καθαριστήρας πετρελαίου .4 σύστημα ψύξης .5 συστήματα άντλησης και σωληνώσεων .6 σύστημα μηχανισμού πηδαλιούχιας .7 εξοπλισμός διαχείρισης φορτίου και μηχανές καταστρώματος 	<p>Εξέταση και αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται. .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου 	<p>Οι μέθοδοι προεταμασίας εκκίνησης και διάθεσης καυσίμων, λιπαντικών, ύδατος ψύξης και αέρα είναι οι πλέον κατάλληλες</p> <p>Ο έλεγχος πιέσεων, θερμοκρασιών και στροφών κατά την εκκίνηση και προθέρμανση είναι σύμφωνος με τεχνικές προδιαγραφές και τα συμφωνηθέντα σχέδια εργασίας</p> <p>Η επίβλεψη της κυρίας εγκατάστασης πρόωσης και των βοηθητικών συστημάτων είναι επαρκής για την τήρηση ασφαλών συνθηκών λειτουργίας</p> <p>Οι μέθοδοι προεταμασίας παύσης και επίβλεψης ψύξης της μηχανής είναι οι πλέον κατάλληλες</p> <p>Οι μέθοδοι μέτρησης της ικανότητας φόρτισης των μηχανών είναι σύμφωνες με τεχνικές προδιαγραφές</p> <p>Η απόδοση ελέγχεται έναντι εντολών της γέφυρας</p> <p>Τα επίπεδα απόδοσης είναι σύμφωνα με τεχνικές προδιαγραφές</p>
Διαχείριση εργασιών καυσίμου, λιπανσης και έρματος	<p>Λειτουργία και συντήρηση μηχανημάτων, συμπεριλαμβανομένων συστημάτων άντλησης και σωληνώσεων</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται 	<p>Οι εργασίες καυσίμου και έρματος πληρούν τις λειτουργικές απαιτήσεις και εκτελούνται κατά τρόπο ώστε να προλαμβάνεται ρύπανση του θαλάσσιου περιβάλλοντος</p>

Λειτουργία: Μηχανολογία Ηλεκτρική, Ηλεκτρονική και συστημάτων ελέγχου σε διακή κό-επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Διαχείριση λειτουργίας ηλεκτρικού και ηλεκτρονικού εξοπλισμού ελέγχου</p>	<p><i>Θεωρητικές γνώσεις</i></p> <p>Ναυτική ηλεκτροτεχνολογία, ηλεκτρονική, ηλεκτρονική δυναμική λειτουργία, αυτοματισμοί και συσκευές ασφαλείας</p> <p>Χαρακτηριστικά σχεδιασμού και διαμόρφωση συστημάτων εξοπλισμού αυτόματου ελέγχου και συσκευές ασφαλείας για τα ακόλουθα:</p> <p>.1 κύρια μηχανή</p> <p>.2 γεννήτρια και σύστημα διανομής</p> <p>.3 σπιλοέβητας</p> <p>Χαρακτηριστικά σχεδιασμού και διαμόρφωση συστημάτων εξοπλισμού ελέγχου λειτουργίας για ηλεκτρικούς κινητήρες</p> <p>Χαρακτηριστικά σχεδιασμού εγκαταστάσεων υψηλής τάσης</p> <p>Χαρακτηριστικά εξοπλισμού υδραυλικού και πετρεσμένου αέρα</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Η λειτουργία εξοπλισμού και συστήματος είναι σύμφωνη με τα εγχειρίδια λειτουργίας</p> <p>Τα επίπεδα απόδοσης είναι σύμφωνα με τεχνικές προδιαγραφές</p>
<p>Διαχείριση ανίχνευσης βλαβών, αποκατάσταση ηλεκτρικού και ηλεκτρονικού εξοπλισμού ελέγχου σε κατάσταση λειτουργίας</p>	<p><i>Πρακτικές γνώσεις</i></p> <p>Ανίχνευση βλαβών ηλεκτρικού και ηλεκτρονικού εξοπλισμού ελέγχου</p> <p>Δοκιμή λειτουργίας ηλεκτρικού, ηλεκτρονικού εξοπλισμού ελέγχου και συσκευών ασφαλείας</p> <p>Ανίχνευση βλαβών συστημάτων παρακολούθησης</p> <p>Έλεγχος έκδοσης λογισμικού</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Οι δραστηριότητες συντήρησης σχεδιάζονται σωστά σύμφωνα με τεχνικές, νομοθετικές, διατάκτικές προδιαγραφές και προδιαγραφές ασφαλείας</p> <p>Ο έλεγχος, δοκιμή και ανίχνευση βλαβών εξοπλισμού είναι κατάλληλα</p>

Λειτουργία: Συντήρηση και επισκευές σε θαλασσοπλοϊκό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπειρία	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Διαχείριση ασφαλών και αποτελεσματικών διαδικασιών επισκευών και συντήρησης	<p><i>Θεωρητικές γνώσεις</i></p> <p>Πρακτική ναυτικής μηχανολογίας</p> <p><i>Πρακτικές γνώσεις</i></p> <p>Διαχείριση ασφαλών και αποτελεσματικών διαδικασιών επισκευών και συντήρησης</p> <p>Σχεδιασμός συντήρησης, συμπεριλαμβανομένων των εκ του νόμου και της κλάσης ελέγχου</p> <p>Σχεδιασμός επισκευών</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χερίων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση εργαστηρίου</p>	<p>Οι δραστηριότητες συντήρησης προγραμματίζονται σωστά και εκτελούνται σύμφωνα με τεχνικές, νομοθετικές και διαδικαστικές προδιαγραφές και προδιαγραφές ασφαλείας</p> <p>Κατάλληλα σχέδια, προδιαγραφές, υλικά και εξοπλισμός είναι διαθέσιμα για επισκευές και συντήρηση</p> <p>Τα μέτρα που λαμβάνονται οδηγούν στην αποκατάσταση της εγκατάστασης με την πλέον κατάλληλη μέθοδο</p>
Ανίχνευση και αναγνώριση πλοίων δυσλειτουργικών μηχανών και αποκατάσταση βλαβών	<p><i>Πρακτικές γνώσεις</i></p> <p>Ανίχνευση δυσλειτουργιών μηχανών, εντοπισμός βλαβών και ενέργειες για πρόληψη ζημίας</p> <p>Έλεγχος και ρύθμιση εξοπλισμού</p> <p>Μη καταστροφικός έλεγχος</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χερίων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση προομαωτή, όπου απαιτείται</p> <p>.4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Οι μέθοδοι σύγκρισης πραγματικών συνθηκών λειτουργίας είναι σύμφωνες με συνιστώμενες πρακτικές και διαδικασίες</p> <p>Οι ενέργειες και αποφάσεις είναι σύμφωνες με συνιστώμενες προδιαγραφές λειτουργίας και περιορισμούς</p>
Εξασφάλιση ασφαλών πρακτικών εργασιών	<p><i>Πρακτικές γνώσεις</i></p> <p>Ασφαλείς πρακτικές εργασίες</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χερίων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου</p>	<p>Οι πρακτικές εργασίες είναι σύμφωνες με νομοθετικές απαιτήσεις, κώδικες πρακτικής, άδειες εργασίας και περιβαλλοντικές ανησυχίες</p>

Λα τουργία: Έλεγχος της Λα τουργίας του πλοίου κα μέρ μνα επι βαι νόντων σε ἄ α κη κό επιπέδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση κα επιάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Έλεγχος διαγωγής, ευστάθειας κα τάσεων	<p>Κατανόηση βασικών αρχών κατασκευής πλοίου κα των θεωριών κα παραγόντων που επιδρούν στη διαγωγή κα ευστάθεια κα των απαραίτητων μέτρων για διατήρηση της διαγωγής κα ευστάθειας</p> <p>Γνώση επιπτώσεων στη διαγωγή κα ευστάθεια πλοίου σε περίπτωση ζημίας κα μετά από κατάκλυση ενός διαμερίσματος κα ανιμέτρα που πρέπει να λαμβάνονται</p> <p>Γνώση συστάσεων IMO που αφορούν την ευστάθεια πλοίου</p>	<p>Εξέταση κα αξιολόγηση αποδοκικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου εφαρμόζεται</p>	<p>Οι συνθήκες ευστάθειας κα τάσεων τηρούνται πάντοτε εντός ορίων ασφάλειας</p>
Παρακολούθηση κα έλεγχος συμμόρφωσης με τις απαιτήσεις της νομοθεσίας κα μέτρα που εξασφαλίζουν την ασφάλεια της ζωής στην θάλασσα, την ασφάλεια (security) κα την προστασία του θαλάσσιου περιβάλλοντος	<p>Γνώση σχετικού διεθνούς ναυπλοικού δικαίου που έχει ενσωματωθεί σε διεθνείς συμφωνίες κα συμβάσεις</p> <p>Ιδιαίτερη προσοχή θα δίνεται στα ακόλουθα θέματα:</p> <p>.1 πιστοποιητικά κα άλλα έγγραφα που απαιτείται να φέρνονται επί πλοίων από διεθνείς συμβάσεις, πως αποκτώνται κα χρονική περίοδος νόμιμης ισχύος τους</p> <p>.2 ευθύνες σύμφωνα με τις σχετικές απαιτήσεις της Διεθνούς Σύμβασης Γραμμών Φάρτισης 1966, όπως έχει τροποποιηθεί</p> <p>.3 ευθύνες σύμφωνα με τις σχετικές απαιτήσεις της Διεθνούς Σύμβασης για την Ασφάλεια της Ζωής στην Θάλασσα, 1974, όπως έχει τροποποιηθεί</p> <p>.4 ευθύνες σύμφωνα με την Διεθνή Σύμβαση για την Πρόληψη Ρύπανσης από Πλοία, όπως έχει τροποποιηθεί</p> <p>.5 ναυπλοικές δηλώσεις υγείας κα απαιτήσεις των Διεθνών Κανόνων Υγείας</p> <p>.6 ευθύνες σύμφωνα με τα διεθνή όργανα που έχουν επίπτωση στην ασφάλεια του πλοίου, επιβατών, πληρώματος ή φορτίου</p> <p>.7 μέθοδοι κα βοηθήματα πρόληψης ρύπανσης του περιβάλλοντος από πλοία</p> <p>.8 γνώση εθνικής νομοθεσίας για την εφαρμογή διεθνών συμφωνιών κα συμβάσεων</p>	<p>Εξέταση κα αξιολόγηση αποδοκικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου εφαρμόζεται</p>	<p>Οι διαδικασίες παρακολούθησης Λα τουργιών κα συντήρησης είναι σύμφωνες με τις απαιτήσεις της νομοθεσίας</p> <p>Ενδεχόμενη μη συμμόρφωση διαπιστώνεται εγκαίρως κα πλήρως</p> <p>Απαιτήσεις ανανέωσης κα επέκτασης πιστοποιητικών εξασφαλίζουν συνεχή ισχύ των επιθεωρούμενων στα χείων κα εξοπλισμού</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Διατήρηση της ασφάλειας (safety) και ασφάλειας (security) στο πλοίο, πλήρωμα και επιβάτες και της λειτουργικότητας των συστημάτων διάσωσης, πυρόσβεσης και λαπών συστημάτων ασφάλειας</p>	<p>Λεπτομερής γνώση των κανονισμών των σωστικών συσκευών (Διεθνής Σύμβαση για την Ασφάλεια της Ζωής στη Θάλασσα)</p> <p>Οργάνωση γυμνασίων πυρκαγιάς και εγκατάλειψης πλοίου</p> <p>Διατήρηση της λειτουργικής κατάστασης σωστικών, συστημάτων πυρόσβεσης και λαπών συστημάτων ασφάλειας</p> <p>Μέτρα που πρέπει να λαμβάνονται για την προστασία και ασφάλεια όλων των επιβαίνοντων σε κατάσταση ανάγκης</p> <p>Μέτρα περιορισμού της ζημίας και διάσωσης του πλοίου μετά από πυρκαγιά, έκρηξη, σύγκρουση ή πρόσραξη</p>	<p>Εξέταση και αξιολόγηση αποδοκίων στα χείων που λαμβάνονται από πρακτικές οδηγίες και εγκεκριμένη εκπαίδευση και εμπειρία κατά την υπηρεσία</p>	<p>Οι διαδικασίες παρακολούθησης των συστημάτων πυρανίχνευσης και ασφάλειας εξασφαλίζουν ότι όλα τα συναγερμοί εντοπίζονται έγκαιρα και λαμβάνονται μέτρα σύμφωνα με καθιερωμένες διαδικασίες έκτακτης ανάγκης</p>
<p>Ανάπτυξη σχεδίων έκτακτης ανάγκης και ελέγχου ζημιών και χειρισμών καταστάσεων έκτακτης ανάγκης</p>	<p>Κατασκευή πλοίου, περιλαμβανομένου ελέγχου ζημιών</p> <p>Μέθοδοι και βοηθήματα για πρόληψη πυρκαγιάς, πυρανίχνευση και πυρόσβεση</p> <p>Λειτουργίες και χρήση συσκευών διάσωσης</p>	<p>Εξέταση και αξιολόγηση αποδοκίων στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία κατά την υπηρεσία</p>	<p>Διαδικασίες ανάγκης είναι σύμφωνες με τα σχέδια που έχουν θεσπισθεί για καταστάσεις έκτακτης ανάγκης</p>
<p>Χρήση δεξιοτήτων ηγεσίας και διοίκησης</p>	<p>Γνώση διαχείρισης και εκπαίδευσης προσωπικού επί πλοίου</p> <p>Γνώση διεθνών ναυπλοϊκών συμβάσεων και συστάσεων και σχετικής εθνικής νομοθεσίας</p> <p>Ικανότητα εφαρμογής διαχείρισης καθηκόντων και φόρτου εργασίας, συμπεριλαμβανομένου:</p> <ol style="list-style-type: none"> .1 σχεδιασμό και συντονισμό .2 ανάθεση καθηκόντων προσωπικού .3 περιρισμούς χρόνου και πόρων .4 καθορισμό προτεραιοτήτων <p>Γνώση και ικανότητα εφαρμογής αποτελεσματικής διαχείρισης πόρων:</p> <ol style="list-style-type: none"> .1 κατανομή, ανάθεση και καθορισμός προτεραιοτήτων πόρων .2 αποτελεσματική επικοινωνία στο πλοίο και στη ξηρά .3 α αποφάσεις αντανακλούν την μελέτη εμπειρών ομάδας .4 δυναμισμό και ηγεσία, περιλαμβανομένης της παροχής κινήτρου .5 απόκτηση και τήρηση επίγνωσης της κατάστασης 	<p>Αξιολόγηση αποδοκίων στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1 εγκεκριμένη εκπαίδευση .2 εγκεκριμένη εμπειρία κατά την υπηρεσία .3 εγκεκριμένη εκπαίδευση προσομοιωτή 	<p>Το πλήρωμα αναλαμβάνει καθήκοντα και ενημερώνεται για τα αναμενόμενα πρότυπα εργασίας και συμπεριφοράς κατά τρόπο κατάλληλο για τα ενδιαφερόμενα άτομα</p> <p>Οι εκπαιδευτικοί στόχοι και δραστηριότητες βασίζονται σε αξιολόγηση της τρέχουσας ικανότητας, δυνατοτήτων και λειτουργικών απαιτήσεων</p> <p>Οι εργασίες δοκούν ότι είναι σύμφωνες με τους ισχύοντες κανόνες</p> <p>Οι εργασίες σχεδιάζονται και απόφαση λαμβάνεται όπως απαιτείται με ορθή προτεραιότητα για την εκτέλεση των απαραίτητων εργασιών</p> <p>Η επικοινωνία δίνεται και λαμβάνεται με σαφή και αδιαμφισβήτητο τρόπο</p> <p>Δοκούν αποτελεσματικές συμπεριφορές ηγεσίας</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
Χρήση δεξιοτήτων ηγεσίας και διοίκησης (συνέχεια)	<p>Γνώση και ικανότητα εφαρμογής τεχνικών λήψης αποφάσεων:</p> <p>.1 αξιολόγηση κατάστασης και κινδύνου</p> <p>.2 προσδιορισμός και εξέταση των επιλογών που προκύπτουν</p> <p>.3 επιλογή σχεδίου δράσης</p> <p>.4 αξιολόγηση αποτελεσματικότητας έκβασης</p> <p>Ανάπτυξη, εφαρμογή και επίβλεψη πρότυπων διαδικασιών λειτουργίας</p>		<p>Τα απαραίτητα μέλη ομάδας έχουν ακριβή κατανόηση της τρέχουσας και προβλεπόμενης κατάστασης του πλοίου και του καθεστώτος λειτουργίας και του εξωτερικού περιβάλλοντος</p> <p>Οι αποφάσεις είναι οι αποτελεσματικότερες για την κατάσταση</p> <p>Οι εργασίες δακνύονται ότι είναι αποτελεσματικές και σύμφωνες με ισχύοντες κανόνες</p>

ΤΜΗΜΑ Α - ΙΙΙ/3

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση πρώτων και δεύτερων μηχανικών πλοίων με κύρια μηχανή πρόωσης ισχύος μεταξύ 750 kW και 3000 kW

Πρότυποι κανόνιας

1 Κάθε υποψήφιος για πιστοποίηση ως πρώτος μηχανικός και δεύτερος μηχανικός ποντοπόρου πλοίου που κινείται με κύρια μηχανή πρόωσης ισχύος μεταξύ 750 kW και 3000 kW θα απαιτείται να επιδείξει ικανότητα ανάληψης σε διοικητικό επίπεδο τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα Α - ΙΙΙ/2.

2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται για πιστοποίηση παρατίθεται στην στήλη 2 του πίνακα Α - ΙΙΙ/2. Αυτή ενσωματώνει, διευρύνει και επεκτείνει σε βάθος τα θέματα που παρατίθενται στην στήλη 2 του πίνακα Α - ΙΙΙ/1 για αξιωματικούς υπεύθυνους φυλακής μηχανοστασίου σε επανδρωμένο μηχανοστάσιο ή μηχανικούς καθορισμένων καθηκόντων σε περιοδικά μη επανδρωμένο μηχανοστάσιο.

3 Έχοντας υπ' όψη ότι ο δεύτερος μηχανικός θα είναι σε θέση να αναλαμβάνει τις ευθύνες του πρώτου μηχανικού οποιαδήποτε στιγμή, η αξιολόγηση στα θέματα αυτά θα είναι σχεδιασμένη κατά τέτοιο τρόπο ώστε να εξετάζεται η ικανότητα του υποψηφίου να αφομαίώνει όλες τις διαθέσιμες πληροφορίες που έχουν επιπτώσεις στην ασφαλή λειτουργία των μηχανημάτων του πλοίου και την προστασία του θαλάσσιου περιβάλλοντος.

4 Το επίπεδο γνώσης των θεμάτων που παρατίθενται στην στήλη 2 του πίνακα Α - ΙΙΙ/2 μπορεί να μειώνεται αλλά θα είναι επαρκές ούτως ώστε να είναι σε θέση ο υποψήφιος να υπηρετεί υπό την ιδιότητα του πρώτου μηχανικού ή δεύτερου μηχανικού στο εύρος ισχύος πρόωσης που ορίζεται σε αυτό το τμήμα.

5 Εκπαίδευση και εμπειρία για να εξασφαλίζεται το απαιτούμενο επίπεδο θεωρητικών γνώσεων, κατανόησης και επάρκειας θα λαμβάνει υπόψη τις σχετικές απαιτήσεις αυτού του μέρους και τις οδηγίες που δίνονται στο μέρος Β αυτού του Κώδικα.

6 Η Αρχή μπορεί να παραλείπει απαιτήσεις γνώσεων για τύπους προωστήριας μηχανής εκτός από εκείνες τις εγκαταστάσεις μηχανών για τις οποίες θα ισχύει το πιστοποιητικό που πρόκειται να εκδοθεί. Πιστοποιητικό που εκδίδεται κατ' αυτό τον τρόπο δεν θα ισχύει για οποιαδήποτε κατηγορία εγκατάστασης μηχανών που έχει παραλειφθεί έως ότου ο αξιωματικός μηχανής αποδείξει ότι είναι ικανός σ' αυτές τις απαιτήσεις γνώσης. Οποιοσδήποτε τέτοιος περιορισμός θα μνημονεύεται στο πιστοποιητικό και την θεώρηση.

7 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να προσκομίζει αποδεικτικά στοιχεία ότι έχει επιτύχει το επίπεδο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα Α - ΙΙΙ/2.

Παράκτια Πλόες

8 Το επίπεδο γνώσεων, κατανόησης και επάρκειας που απαιτείται από τα διάφορα τμήματα που παρατίθενται στην στήλη 2 του πίνακα Α - ΙΙΙ/2 και τις απαιτήσεις των παραγράφων 2.1.1 και 2.1.2 του κανονισμού ΙΙΙ/3 μπορεί να πακίλουν για αξιωματικούς μηχανής πλοίων με κύρια μηχανή πρόωσης ισχύος κάτω των 3000 kW που εκτελούν παράκτιους πλόες, όπως θεωρείται απαραίτητο, έχοντας υπ' όψη την επίπτωση στην ασφάλεια όλων των πλοίων που μπορεί να δραστηριοποιούνται στα ίδια ύδατα. Οποιοσδήποτε τέτοιος περιορισμός θα αναφέρεται στο πιστοποιητικό και τη θεώρηση.

ΤΜΗΜΑ Α - ΙΙΙ/4

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση μελών πληρώματος που αποτελούν τμήμα φυλακής σε επανδρωμένο μηχανοστάσιο ή έχουν ορισθεί να εκτελούν καθήκοντα σε περιοδικά μη επανδρωμένο μηχανοστάσιο

Πρότυποι κανόντηας

1 Κάθε μέλος πληρώματος που είναι μέλος φυλακής μηχανοστασίου σε ποντοπόρο πλοίο θα απαιτείται να επιδείξει την ικανότητα εκτέλεσης δραστηριότητας ναυτικής μηχανολογίας σε επίπεδο υποστήριξης όπως καθορίζεται στην στήλη 1 του πίνακα Α - ΙΙΙ/4.

2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται από μέλη πληρώματος που αποτελούν μέρος μηχανοστασίου παρατίθενται στην στήλη 2 του πίνακα Α - ΙΙΙ/4.

3 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να προσκομίζει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που καθορίζονται στις στήλες 3 και 4 του πίνακα Α - ΙΙΙ/4. Η αναφορά σε "πρακτική δοκιμασία" στη στήλη 3 μπορεί να περιλαμβάνει εγκεκριμένη εκπαίδευση ξηράς όπου οι σπουδαστές υπόκεινται σε πρακτική δοκιμασία.

4 Όπου δεν υπάρχουν πίνακες ικανότητας για το επίπεδο υποστήριξης, όσον αφορά ορισμένες δραστηριότητες, παραμένει ευθύνη της Αρχής να προσδιορίζει τις κατάλληλες απαιτήσεις εκπαίδευσης, αξιολόγησης και πιστοποίησης που πρόκειται να εφαρμόζονται σε προσωπικό που έχει ορισθεί για να εκτελεί αυτές τις λειτουργίες σε επίπεδο υποστήριξης.

Πίνακας Α-III/4

Προδιαγραφή ελάχ του προτύπου ικανότητας μελών πληρώματος που αποτελούν τμήμα φυλακής μηχανοστασίου

Λειτουργία: Ναυτική μηχανολογία σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης της ικανότητας
<p>Εκτέλεση συνήθους φυλακής ανάλογης με τα καθήκοντα μέλους πληρώματος που αποτελεί τμήμα φυλακής μηχανοστασίου</p> <p>Κατανόηση εντολών και ικανότητα να γίνεται κατανοητός σε θέματα σχετικά με καθήκοντα φυλακής</p>	<p>Ορολογία που χρησιμοποιείται σε χώρους μηχανημάτων και ονομασία μηχανημάτων και εξοπλισμού</p> <p>Διαδικασίες τήρησης φυλακής μηχανοστασίου</p> <p>Ασφαλείς πρακτικές εργασίας όπως σχετίζονται με εργασίες του μηχανοστασίου</p> <p>Βασικές διαδικασίες προστασίας του περιβάλλοντος</p> <p>Χρήση κατάλληλου συστήματος ενδοεπικοινωνιών</p> <p>Συστήματα συναγερμών μηχανοστασίου και ικανότητα διάκρισης μεταξύ διαφόρων συναγερμών, με ιδιαίτερη αναφορά στους συναγερμούς πυρόσβεσης με αέριο</p>	<p>Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 πρακτική δοκιμασία</p>	<p>Οι επικοινωνίες είναι σαφείς και περιεκτικές και ζητούνται οδηγίες ή διευκρίνιση από τον αξιωματικό φυλακής όπου πληροφορίες ή οδηγίες για την φυλακή δεν γίνονται σαφώς κατανοητές</p> <p>Η τήρηση, παράδοση και απαλλαγή από την φυλακή είναι σύμφωνες με αποδεκτές αρχές και διαδικασίες</p>
<p>Τήρηση φυλακής λέβητα:</p> <p>Διατήρηση σωστής στάθμης ύδατος και πιέσεων ατμού</p>	<p>Ασφαλής λειτουργία λέβητων</p>	<p>Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 πρακτική δοκιμασία ή</p> <p>.4 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Η αξιολόγηση της κατάστασης του λέβητα είναι ακριβής και βασίζεται σε σχετικές πληροφορίες που είναι διαθέσιμες από τοπικούς και μακρινούς ενδείκτες και φυσικές επιθεωρήσεις</p> <p>Η σάρκα και ο χρόνος των ρυθμίσεων διατηρούν την ασφάλεια και την βέλτιστη απόδοση</p>
<p>Χαρισμός εξοπλισμού έκτακτης ανάγκης και εφαρμογή διαδικασιών ανάγκης</p>	<p>Γνώση καθηκόντων ανάγκης</p> <p>Οδοί διαφυγής από χώρους μηχανημάτων</p> <p>Εξακείωση με την θέση και χρήση εξοπλισμού πυρόσβεσης σε χώρους μηχανημάτων</p>	<p>Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από επίδειξη και εγκεκριμένη εμπειρία κατά την υπηρεσία ή εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p>	<p>Η αρχική ενέργεια όταν αναλαμβάνεται κατάσταση έκτακτης ανάγκης ή μη φυσολογική κατάσταση είναι σύμφωνη με καθιερωμένες διαδικασίες</p> <p>Οι επικοινωνίες είναι πάντοτε σαφείς και περιεκτικές και οι διαταγές δίνονται κατά τρόπο συνήθη στα πλοία</p>

Τμήμα A-III/5

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση μελών πληρώματος ως ειδικευμένων (able) ναυτικών μηχανής σε επανδρωμένο μηχανοστάσιο ή οριζόμενων να εκτελούν καθήκοντα σε περιοδικά μη επανδρωμένο μηχανοστάσιο

Πρότυπο ικανότητας

- 1 Κάθε ειδικευμένος (able) ναυτικός μηχανής που υπηρετεί σε ποντοπόρο πλοίο με κύρια μηχανή πρόωσης ισχύος 750 kW ή άνω θα απαιτείται να αποδείξει ικανότητα να εκτελεί λειτουργίες σε επίπεδο υποστήριξης, όπως καθορίζονται στη στήλη 1 του πίνακα A-III/5.
- 2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται από ειδικευμένο (able) ναυτικό μηχανής που υπηρετεί σε ποντοπόρο πλοίο με κύρια μηχανή πρόωσης ισχύος 750 kW ή άνω παρατίθεται στη στήλη 2 του πίνακα A-III/5.
- 3 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που καθορίζονται στις στήλες 3 και 4 του πίνακα A-III/5.

Πίνακας A-III/5

Καθορισμός του ελάχιστου προτύπου ικανότητας για μέλη πληρώματος ως εθικευμένα (able) ναυακόι μηχανής σε επανδρωμένο μηχανοστάσιο ή οραζόμενα να εκτελούν καθήκοντα σε περι-οδικά μη επανδρωμένο μηχανοστάσιο

Λειτουργία: Ναυακή μηχανολογία σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδοξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή σε ασφαλή φυλακή μηχανοστασίου	<p>Ικανότητα κατανόησης εντολών και επικοινωνίας με τον αξιωματικό φυλακής για θέματα συναφή με καθήκοντα τήρησης φυλακής</p> <p>Διαδικασίες για την αντικατάσταση, τήρηση και παράδοση φυλακής</p> <p>Πληροφορίες που απαιτούνται για την τήρηση ασφαλούς φυλακής</p>	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από εμπειρία κατά την υπηρεσία ή πρακτική δοκιμασία	<p>Οι επικοινωνίες είναι σαφείς και περιεκτικές</p> <p>Η συντήρηση, παράδοση και αντικατάσταση από φυλακή είναι σύμφωνη με αποδεκτές πρακτικές και διαδικασίες</p>
Συμβολή στη παρακολούθηση και έλεγχο φυλακής μηχανοστασίου	<p>Βασικές γνώσεις λειτουργίας και χειρισμού κύριας μηχανής πρόωσης και βοηθητικών μηχανών</p> <p>Βασική κατανόηση πιέσεων ελέγχου μηχανών κύριας πρόωσης και βοηθητικών μηχανών</p>	<p>Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 πρακτική δοκιμασία</p>	<p>Η συχνότητα και βαθμός παρακολούθησης μηχανών κύριας πρόωσης και βοηθητικών μηχανών συμμορφώνεται με αποδεκτές αρχές και διαδικασίες</p> <p>Οι παρεκκλίσεις από το πρότυπο αναγνωρίζονται</p> <p>Μη ασφαλείς συνθήκες ή πιθανοί κίνδυνοι αναγνωρίζονται γρήγορα, αναφέρονται και αποκαθίστανται πριν την συνέχιση των εργασιών</p>
Συμβολή σε εργασίες ανεφοδιασμού και μετάγγισης πετρελαίου	<p>Γνώση λειτουργίας και χειρισμού συστήματος καυσίμων και εργασιών μεταβίβασης πετρελαίου που συμπεριλαμβάνουν:</p> <p>.1 προετοιμασίες για εργασίες ανεφοδιασμού και μετάγγισης</p> <p>.2 διαδικασίες για σύνδεση και αποσύνδεση αγωγών ανεφοδιασμού και μετάγγισης</p> <p>.3 διαδικασίες σχετικά με περιστατικά που μπορεί να προκύψουν στη διάρκεια εργασιών ανεφοδιασμού ή μετάγγισης</p> <p>.4 ασφάλεια από εργασίες ανεφοδιασμού και μετάγγισης</p> <p>.5 ικανότητα ορθής μέτρησης και αναφοράς στάθμης δεξαμενών</p>	<p>Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>.2 πρακτική εκπαίδευση</p> <p>.3 εξέταση</p> <p>.4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>Αξιολόγηση σταχείων που λαμβάνονται από πρακτική επίδοξη</p>	<p>Οι εργασίες μεταβίβασης εκτελούνται σύμφωνα με θεσπισμένες πρακτικές ασφαλείας και οδηγίες λειτουργίας εξοπλισμού</p> <p>Η διαχείριση επικίνδυνων, οξυγόνων και επιβλαβών ουσιών συμμορφώνεται με θεσπισμένες πρακτικές ασφαλείας</p> <p>Οι επικοινωνίες στον τομέα ευθύνης του χειριστή είναι σταθερά επιτυχείς</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή σε εργασίες υδροσυλλεκτών και έρματος	Γνώση ασφαλών λειτουργίας, χαρτισμού και συντήρησης των συστημάτων υδροσυλλεκτών και έρματος, συμπεριλαμβάνουν: .1 αναφορά περιστατικών που σχετίζονται με εργασίες μετάγχισης .2 ικανότητα ορθής μέτρησης και αναφοράς στάθμης δεξαμενών	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: 1. εγκεκριμένη εμπειρία κατά την υπηρεσία 2. πρακτική εκπαίδευση 3. εξέταση 4. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι εργασίες και η συντήρηση εκτελούνται σύμφωνα με θεσπισμένες πρακτικές ασφαλείας και οδηγίες λειτουργίας εξοπλισμού και αποφεύγεται ρύπανση του θαλάσσιου περιβάλλοντος Οι επικατωπείς στον τομέα ευθύνης του χαρτιστή είναι σταθερά επιτυχείς
Συμβολή στο χαρτισμό εξοπλισμού και μηχανημάτων	Ασφαλής χαρτισμός εξοπλισμού συμπεριλαμβάνει: .1 επιτόμια και αντλίες .2 ανυψωτήρες και εξοπλισμό ανύψωσης .3 στόμια κυτών, υδατοστεγείς θύρες, θυρίδες και συναφείς εξοπλισμούς Ικανότητα χρήσης και κατανόησης βασικών σημάτων γερανών, βαρούλκων και ανυψωτήρων	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: 1. εγκεκριμένη εμπειρία κατά την υπηρεσία 2. πρακτική εκπαίδευση 3. εξέταση 4. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από πρακτική επίδειξη	Οι εργασίες και η συντήρηση εκτελούνται σύμφωνα με θεσπισμένες πρακτικές ασφαλείας και οδηγίες χαρτισμού εξοπλισμού Οι επικατωπείς στον τομέα ευθύνης του χαρτιστή είναι σταθερά επιτυχείς

Λειτουργία: Μηχανολογία Ηλεκτρική, Ηλεκτρονική και συστημάτων ελέγχου σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ασφαλής χρήση ηλεκτρολογικού εξοπλισμού	Ασφαλής χρήση και λειτουργία ηλεκτρολογικού εξοπλισμού, συμπεριλαμβάνει: .1 προφυλάξεις ασφαλείας πριν από την έναρξη εργασιών ή επισκευών .2 διαδικασίες απομόνωσης .3 διαδικασίες έκτακτης ανάγκης .4 διαφορετικές τάσεις ηλεκτρικού ρεύματος επί πλοίου Γνώση απών ηλεκτροπληξίας και προφυλάξεων που πρέπει να τηρούνται για την πρόληψη της	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: 1. εγκεκριμένη εμπειρία κατά την υπηρεσία 2. πρακτική εκπαίδευση 3. εξέταση 4. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Αναγνωρίζει και αναφέρει ηλεκτρολογικούς κινδύνους και μη ασφαλή εξοπλισμό Κατανοεί ασφαλείς τάσεις ηλεκτρικού ρεύματος για χαρτοκίνητο εξοπλισμό Κατανοεί κινδύνους συναφείς με εξοπλισμό υψηλής τάσης και εργασία επί του πλοίου

Λα τουργία: Συντήρηση και επισκευές σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή σε συντήρηση και επισκευές επί πλοίου	<p>Ικανότητα χρήσης υλικών και εξοπλισμού βαφής, λίπανσης και καθαρισμού</p> <p>Ικανότητα κατανόησης και εκτέλεσης ρουτίνας συντήρησης και διαδικασιών επισκευών</p> <p>Γνώση τεχνικών προεταμασίας επιφανειών</p> <p>Γνώση ασφαλούς διάθεσης υλικών απορριμμάτων</p> <p>Κατανόηση κατευθυντήριων οδηγιών του κατασκευαστή και οδηγιών ασφαλείας επί του πλοίου</p> <p>Γνώση εφαρμογής, συντήρησης και χρήσης εργαλείων χειροκίνητης και δυναμικής λατουργίας και εργαλείων μηχανών</p> <p>Γνώση εργασιών μετάλλου</p>	<p>Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από πρακτική επίδειξη</p> <p>Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>1. εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>2. πρακτική εκπαίδευση</p> <p>3. εξέταση</p> <p>4. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p>	<p>Οι δραστηριότητες συντήρησης και επισκευής πραγματοποιούνται σύμφωνα με τεχνικές προδιαγραφές, προδιαγραφές ασφάλειας και διαδικασιών</p> <p>Η επιλογή και η χρήση του εξοπλισμού και των εργαλείων είναι η κατάλληλη</p>

Λα τουργία: Έλεγχος λατουργίας πλοίου και μέριμνα επιβαπόντων σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή στη διαχείριση αποθεμάτων	Γνώση διαδικασιών ασφαλούς χειρισμού, σταβασίας και ασφάλισης αποθεμάτων	<p>Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>1. εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>2. πρακτική εκπαίδευση</p> <p>3. εξέταση</p> <p>4. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p>	<p>Οι εργασίες αποθεμάτων εκτελούνται σύμφωνα με θεσπισμένες πρακτικές ασφαλείας και οδηγίες λατουργίας εξοπλισμού</p> <p>Η διαχείριση επικίνδυνων, οξυγόνων και επιβλαβών αποθεμάτων συμμορφώνεται με θεσπισμένες πρακτικές ασφαλείας</p> <p>Οι επικοινωνίες στον τομέα ευθύνης του χειριστή είναι σταθερά επιτυχείς</p>
Εφαρμογή προφυλάξεων και συμβολή στη πρόληψη ρύπανσης του θαλάσσιου περιβάλλοντος	<p>Γνώση προφυλάξεων που πρέπει να λαμβάνονται για τη πρόληψη ρύπανσης του θαλάσσιου περιβάλλοντος</p> <p>Γνώση της χρήσης και λατουργίας του εξοπλισμού καταπολέμησης της ρύπανσης</p> <p>Γνώση εγκεκριμένων μεθόδων για τη διάθεση θαλάσσιων ρύπων</p>	<p>Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>1. εγκεκριμένη εμπειρία κατά την υπηρεσία</p> <p>2. πρακτική εκπαίδευση</p> <p>3. εξέταση</p> <p>4. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p>	Οι διαδικασίες που έχουν σχεδιαστεί για την διαφύλαξη του θαλάσσιου περιβάλλοντος τηρούνται πάντοτε

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εφαρμογή διαδικασιών επαγγελματικής υγιεινής και προφυλάξεων ασφαλείας	<p>Εργασιακή γνώση ασφαλών εργασιών πρακτικών και προσωπικής ασφάλειας επί πλοίου, συμπεριλαμβάνουν:</p> <ol style="list-style-type: none"> .1 ηλεκτρική ασφάλεια .2 αδρανοποίηση/ αποσύνδεση .3 μηχανική ασφάλεια .4 άδεια εργασίας σε συστήματα .5 εργασία σε ύψος .6 εργασία σε κλειστούς χώρους .7 τεχνικές ανύψωσης και μέθοδοι πρόληψης τραυματισμών στη πλάτη .8 ασφάλεια από χημικούς και βιολογικούς κινδύνους .9 εξοπλισμός προσωπικής ασφάλειας 	<p>Αξιολόγηση αποδοτικών σταθίων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> 1. εγκεκριμένα εμπόρια κατά την υπηρεσία 2. πρακτική εκπαίδευση 3. εξέταση 4. εγκεκριμένα εμπόρια εκπαίδευσης επί πλοίου 	<p>Οι διαδικασίες που έχουν σχεδιαστεί για την προστασία προσωπικού και πλοίου τηρούνται ανά πάσα στιγμή</p> <p>Οι ασφαλείς πρακτικές εργασίας τηρούνται και ο κατάλληλος προστατευτικός εξοπλισμός και εξοπλισμός ασφαλείας χρησιμοποιείται πάντοτε με ορθό τρόπο</p>

Τμήμα A-III/6

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση ηλεκτροτεχνικών αξωματικών

Εκπαίδευση

- 1 Η εκπαίδευση και επιμόρφωση που απαιτείται από την παράγραφο .2.3 του κανονισμού III/6 θα περιλαμβάνει εκπαίδευση σε δεξιότητες ηλεκτρονικού και ηλεκτρικού εργαστηρίου συναφείς με τα καθήκοντα ηλεκτροτεχνικού αξωματικού.

Εκπαίδευση επί πλοίου

- 2 Κάθε υποψήφιος για πιστοποίηση ως ηλεκτροτεχνικός αξωματικός θα ακολουθεί εγκεκριμένο πρόγραμμα εκπαίδευσης επί πλοίου που:

.1 εξασφαλίζει ότι, στη διάρκεια της απαιτούμενης περιόδου θαλάσσιας υπηρεσίας ο υποψήφιος λαμβάνει συστηματική πρακτική εκπαίδευση και εμπειρία στις εργασίες, καθήκοντα και ευθύνες ηλεκτροτεχνικού αξωματικού,

.2 επιτηρείται στενά και παρακολουθείται από προσοντούχους και πιστοποιημένους αξωματικούς επί των πλοίων στα οποία πραγματοποιείται η εγκεκριμένη θαλάσσια υπηρεσία, και

.3 είναι επαρκώς συμπληρωμένο το βιβλίο εγγραφών εκπαίδευσης.

Πρότυποι κανότητας

- 3 Κάθε υποψήφιος για πιστοποίηση ως ηλεκτροτεχνικός αξωματικός θα απαιτείται να επιδεικνύει την ικανότητα ανάληψης των εργασιών, καθηκόντων και ευθυνών που αναφέρονται στη στήλη 1 του πίνακα A-III/6.
- 4 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται για πιστοποίηση παρατίθεται στη στήλη 2 του πίνακα A-III/6 και θα λαμβάνει υπ' όψη τις οδηγίες που δίνονται στο μέρος Β αυτού του Κώδικα.
- 5 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας που παρατίθεται στις στήλες 3 και 4 του πίνακα A-III/6.

Πίνακας Α-III/6

Καθορισμός ελάχιστου πρότυπου ικανότητας για ηλεκτροτεχνικούς αξιωματικούς

Λειτουργία: Μηχανολογία Ηλεκτρική, Ηλεκτρονική και συστημάτων ελέγχου σε επιχειρησιακό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Παρακολούθηση λειτουργίας ηλεκτρικών, ηλεκτρονικών και συστημάτων ελέγχου</p>	<p>Βασική κατανόηση λειτουργίας μηχανολογικών συστημάτων, συμπεριλαμβάνουν:</p> <ul style="list-style-type: none"> .1 κύριους κινητήρες που περιλαμβάνουν την κύρια εγκατάσταση πρόωσης .2 βοηθητικά μηχανήματα μηχανοστασίου .3 συστήματα πιεδολιουχίας .4 συστήματα διαχείρισης φορτίου .5 μηχανήματα καταστρώματος .6 συστήματα ξενοδοχειακού εξοπλισμού <p>Βασική γνώση μετάδοσης θερμότητας, μηχανικής και υδρομηχανικής</p> <p>Γνώση:</p> <p>Ηλεκτροτεχνολογίας και θεωρίας ηλεκτρικών μηχανών</p> <p>Βασικά στα χείρα ηλεκτρονικών και ηλεκτρονικής δυναμικής λειτουργίας</p> <p>Πίνακες διανομής ηλεκτρικής ισχύος και ηλεκτρολογικός εξοπλισμός</p> <p>Βασικά στα χείρα αυτοματισμού, αυτόματων συστημάτων ελέγχου και τεχνολογίας</p> <p>Ενοργάνωση, συστήματα συναγερμού και παρακολούθησης</p> <p>Ηλεκτρική μετάδοση κίνησης</p> <p>Τεχνολογία ηλεκτρικών υλικών</p> <p>Ηλεκτρο-υδραυλικά και ηλεκτρο-πνευματικά αέρα συστήματα ελέγχου</p> <p>Εκτίμηση των κινδύνων και προφυλάξεων που απαιτούνται για τη λειτουργία συστημάτων ισχύος άνω των 1000 volt</p>	<p>Εξέταση και αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου 	<p>Η λειτουργία εξοπλισμού και συστημάτων είναι σύμφωνη με εγχωρίδια λειτουργίας</p> <p>Τα επίπεδα απόδοσης είναι σύμφωνα με τεχνικές προδιαγραφές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδος επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Παρακολούθηση λειτουργίας αυτόματων συστημάτων ελέγχου πρόωσης και βοηθητικών μηχανημάτων	Προεταρσία συστημάτων ελέγχου πρόωσης και βοηθητικών μηχανημάτων για τη λειτουργία	Εξέταση και αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Η εποπτεία της κύριας εγκατάστασης πρόωσης και των βοηθητικών συστημάτων είναι επαρκής για την τήρηση κατάστασης ασφαλούς λειτουργίας
Χαρισμός γεννητριών και συστημάτων διανομής	Ζεύξη, καταμερισμός φορτίου και εναλλαγή γεννητριών Ζεύξη και διακοπή σύνδεσης μεταξύ κεντρικών πινάκων και πινάκων διανομής	Εξέταση και αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Οι εργασίες σχεδιάζονται και εκτελούνται σύμφωνα με εγχειρίδια λειτουργίας, καθιερωμένους κανόνες και διαδικασίες για την εξασφάλιση της ασφάλειας των εργασιών Τα ηλεκτρικά συστήματα διανομής μπορούν να γίνουν κατανοητά και να επεξηγούνται με σχεδίαση / οδηγίες
Χαρισμός και τήρηση συστημάτων ισχύος άνω των 1000 volt	<i>Θεωρητικές γνώσεις</i> Τεχνολογία υψηλής τάσης Μέτρα και διαδικασίες ασφαλείας Ηλεκτρική πρόωση πλοίων, ηλεκτρικών μηχανών και συστήματα ελέγχου <i>Πρακτικές γνώσεις</i> Ασφαλής λειτουργία και τήρηση συστημάτων υψηλής τάσης, συμπεριλαμβανομένου γνώσης ειδικού τεχνικού τύπου συστημάτων υψηλής τάσης και του κινδύνου που απορρέει από τάση λειτουργίας άνω των 1000 volt	Εξέταση και αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Οι εργασίες σχεδιάζονται και εκτελούνται σύμφωνα με εγχειρίδια λειτουργίας, καθιερωμένους κανόνες και διαδικασίες για την εξασφάλιση της ασφάλειας των εργασιών

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδοξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Χαρασμός υπολογιστών και δικτύων υπολογιστών επί πλοίων	Κατανόηση : .1 κύριων χαρακτηριστικών επεξεργασίας δεδομένων .2 κατασκευής και χρήσης δικτύων υπολογιστών επί πλοίων .3 χρήσης υπολογιστών της γέφυρας, του μηχανοστασίου και του εμπορικού τμήματος	Εξέταση και αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Υπολογιστές και δίκτυα υπολογιστών ελέγχονται και διαχειρίζονται σωστά
Χρήση Αγγλικής σε γραπτή και προφορική μορφή	Επαρκής γνώση Αγγλικής για να μπορεί ο αξιωματικός να χρησιμοποιεί μηχανολογικές εκδόσεις και να εκτελεί καθήκοντα αξιωματικού	Εξέταση και αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από πρακτικές οδηγίες	Εκδόσεις στην Αγγλική συναφείς με τα καθήκοντα αξιωματικού ερμηνεύονται σωστά Οι επικοινωνίες είναι σαφείς και κατανοητές
Χρήση συστημάτων ενδοεπικοινωνίας	Λειτουργία όλων των συστημάτων ενδοεπικοινωνίας επί του πλοίου	Εξέταση και αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Η μετάδοση και λήψη μηνυμάτων είναι σταθερά επιτυχής Τα αρχεία επικοινωνίας είναι πλήρη, ακριβή και συμμορφώνονται με θεσμικές απαιτήσεις

Λειτουργία: Συντήρηση και επισκευή σε επιχρησιακό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδοξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συντήρηση και επισκευή ηλεκτρικού και ηλεκτρονικού εξοπλισμού	Απαιτήσεις ασφαλείας για την εργασία σε ηλεκτρικά συστήματα επί του πλοίου συμπεριλαμβανομένου της ασφαλούς απομόνωσης ηλεκτρικού εξοπλισμού που απαιτείται πριν επιτραπεί στο προσωπικό να εργασθεί σε τέτοιο εξοπλισμό Συντήρηση και επισκευή εξοπλισμού ηλεκτρικών συστημάτων, τινάκων	Εξέταση και αξιολόγηση αποδοκικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία	Τα μέτρα ασφαλείας για την εργασία είναι κατάλληλα Η επιλογή και χρήση εργαλείων χαρτός, οργάνων μέτρησης και εξοπλισμού δοκιμών είναι κατάλληλη και η ερμηνεία αποτελεσμάτων είναι ακριβής Η αποσυναρμολόγηση, έλεγχος, επισκευή και επανασυναρμολόγηση είναι

	διακοπών, ηλεκτρικών μηχανών, γεννητριών και ηλεκτρικών συστημάτων και εξοπλισμού DC	εκπαίδευσης επί πλοίου	σύμφωνες με εγχαρίδια και καλή πρακτική
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Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπειρία	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συντήρηση και επισκευή ηλεκτρικού και ηλεκτρονικού εξοπλισμού (συνέχεια)	Ανίχνευση ηλεκτρικών δυσλειτουργιών, εντοπισμός βλαβών και μέτρα πρόληψης ζημίας Κατασκευή και λειτουργία ηλεκτρικού εξοπλισμού δοκιμών και μετρήσεων Δοκιμές λειτουργίας και απόδοσης του ακόλουθου εξοπλισμού και της διάταξής του: .1 συστημάτων παρακολούθησης .2 αυτόματων συσκευών ελέγχου .3 συσκευών προστασίας Ερμηνεία ηλεκτρικών και ηλεκτρονικών διαγραμμάτων	.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Η επανασυναρμολόγηση και η δοκιμή απόδοσης είναι σύμφωνες με εγχαρίδια και καλή πρακτική
Συντήρηση και επισκευή συστημάτων αυτοματισμού και ελέγχου μηχανών κύριας πρόωσης και βοηθητικών μηχανών	Κατάλληλες ηλεκτρικές και μηχανικές γνώσεις και δεξιότητες <i>Διαδικασίες ασφαλείας και έκτακτης ανάγκης</i> Ασφαλής απομόνωση εξοπλισμού και σχετικών συστημάτων πριν επιτραπεί στο προσωπικό να εργαστεί σε τέτοια εγκατάσταση ή εξοπλισμό Πρακτική γνώση δοκιμών, συντήρησης, εύρεσης βλαβών και επισκευών Δοκιμές, εντοπισμός βλαβών και συντήρηση και αποκατάσταση ηλεκτρικού και ηλεκτρονικού εξοπλισμού ελέγχου σε κατάσταση λειτουργίας	Εξέταση και αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: 1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Οι επιπτώσεις δυσλειτουργιών στις σχετικές εγκαταστάσεις και συστήματα αναγνωρίζονται ακριβώς, τα τεχνικά σχέδια του πλοίου ερμηνεύονται σωστά, τα όργανα μέτρησης και βαθμονόμησης χρησιμοποιούνται σωστά και οι ενέργειες που γίνονται αιτιολογούνται Η απομόνωση, αποσυναρμολόγηση και επανασυναρμολόγηση εγκατάστασης και εξοπλισμού είναι σύμφωνες με τις οδηγίες ασφαλείας του κατασκευαστή και τις επί του πλοίου οδηγίες και νομοθετικές προδιαγραφές και προδιαγραφές ασφαλείας. Οι ενέργειες που λαμβάνουν χώρα οδηγούν στην αποκατάσταση συστημάτων αυτοματισμού και ελέγχου με την πλέον κατάλληλη μεθοδολογία τις επικρατούσες συνθήκες και περιστάσεις
Συντήρηση και επισκευή εξοπλισμού γέφυρας ναυαπλοΐας και συστημάτων επικοινωνίας πλοίου	Γνώση αρχών και διαδικασιών συντήρησης εξοπλισμού ναυαπλοΐας, συστημάτων εσωτερικής και εξωτερικής επικοινωνίας <i>Θεωρητικές γνώσεις</i> Ηλεκτρικά και ηλεκτρονικά συστήματα που λειτουργούν σε εύφλεκτες περιοχές <i>Πρακτικές γνώσεις</i> Εκτέλεση ασφαλών διαδικασιών συντήρησης και επισκευών Ανίχνευση μηχανικών δυσλειτουργιών, εντοπισμός βλαβών και μέτρα πρόληψης ζημίας		Οι επιπτώσεις δυσλειτουργιών σε συνδεδεμένα συστήματα και εγκαταστάσεις αναγνωρίζονται ακριβώς, τα τεχνικά σχέδια του πλοίου ερμηνεύονται σωστά, τα όργανα μέτρησης και βαθμονόμησης χρησιμοποιούνται σωστά και οι ενέργειες που εκτελούνται είναι αιτιολογημένες Η απομόνωση, αποσυναρμολόγηση και επανασυναρμολόγηση εγκατάστασης και εξοπλισμού είναι σύμφωνες με τις οδηγίες ασφαλείας του κατασκευαστή και οδηγίες επί του πλοίου, νομοθετικές προδιαγραφές και προδιαγραφές ασφαλείας. Τα μέτρα που λαμβάνονται οδηγούν στην αποκατάσταση εξοπλισμού ναυαπλοΐας γέφυρας και των συστημάτων επικοινωνίας του πλοίου με την πιο κατάλληλη μέθοδο για τις επικρατούσες συνθήκες και περιστάσεις

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συντήρηση και επισκευή ηλεκτρικών, ηλεκτρονικών συστημάτων και συστημάτων ελέγχου μηχανημάτων καταστρώματος και εξοπλισμού χαρτισμού φορτίου	Κατάλληλες ηλεκτρικές και μηχανικές γνώσεις και δεξιότητες <i>Διαδικασίες ασφαλείας και έκτακτης ανάγκης</i> Ασφαλής απομόνωση εξοπλισμού και συνδεδεμένων συστημάτων πριν επιτραπεί στο προσωπικό να εργαστεί σε τέτοια εγκατάσταση ή εξοπλισμό Πρακτική γνώση δοκιμών, συντήρησης, εύρεσης βλαβών και επισκευών Δοκίμες, εντοπισμός βλαβών και αποκατάσταση λειτουργίας ηλεκτρικού και ηλεκτρονικού εξοπλισμού ελέγχου σε κατάσταση λειτουργίας	Εξέταση και αξιολόγηση αποδοκιών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: 1. εγκεκριμένη εμπειρία κατά την υπηρεσία 2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου 3. εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται 4. εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Οι επιπτώσεις δυσλειτουργιών σε συνδεδεμένα συστήματα και εγκαταστάσεις αναγνωρίζονται ακριβώς, τα τεχνικά σχέδια του πλοίου ερμηνεύονται σωστά, τα όργανα μέτρησης και βαθμονόμησης χρησιμοποιούνται σωστά και οι ενέργειες που εκτελούνται είναι αξιολογημένες Η απομόνωση, αποσυναρμολόγηση και επανασυναρμολόγηση εγκατάστασης και εξοπλισμού είναι σύμφωνες με τις οδηγίες ασφαλείας του κατασκευαστή και οδηγίες επί του πλοίου, νομοθετικές προδιαγραφές και προδιαγραφές ασφαλείας. Τα μέτρα που λαμβάνονται οδηγούν στην αποκατάσταση εξοπλισμού καταστρώματος και χαρτισμού φορτίου με την πιο κατάλληλη μέθοδο για τις επικρατούσες συνθήκες και περιστάσεις
Συντήρηση και επισκευή συστημάτων ελέγχου και ασφαλείας ξενοδοχειακού εξοπλισμού	<i>Θεωρητικές γνώσεις</i> Ηλεκτρικά και ηλεκτρονικά συστήματα που λειτουργούν σε εύφλεκτες περιφέρειες <i>Πρακτικές γνώσεις</i> Εκτέλεση ασφαλών διαδικασιών συντήρησης και επισκευών Ανίχνευση μηχανικών δυσλειτουργιών, εντοπισμός βλαβών και μέτρα πρόληψης ζημίας		Οι επιπτώσεις δυσλειτουργιών σε συνδεδεμένα συστήματα και εγκαταστάσεις αναγνωρίζονται ακριβώς, τα τεχνικά σχέδια του πλοίου ερμηνεύονται σωστά, τα όργανα μέτρησης και βαθμονόμησης χρησιμοποιούνται σωστά και οι ενέργειες που εκτελούνται είναι αξιολογημένες Η απομόνωση, αποσυναρμολόγηση και επανασυναρμολόγηση εγκατάστασης και εξοπλισμού είναι σύμφωνες με τις οδηγίες ασφαλείας του κατασκευαστή και οδηγίες επί του πλοίου, νομοθετικές προδιαγραφές και προδιαγραφές ασφαλείας. Τα μέτρα που λαμβάνονται οδηγούν στην αποκατάσταση των συστημάτων ελέγχου και ασφαλείας του ξενοδοχειακού εξοπλισμού με την πιο κατάλληλη μέθοδο για τις επικρατούσες συνθήκες και περιστάσεις

Λειτουργία: Έλεγχος της λειτουργίας του πλοίου και μέριμνα επιβαπόντων σε επιχειρησιακό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εξασφάλιση συμμόρφωσης με απαιτήσεις πρόληψης ρύπανσης	<i>Πρόληψη ρύπανσης θαλάσσιου περιβάλλοντος</i> Γνώση των μέτρων που πρέπει να λαμβάνονται για την πρόληψη της ρύπανσης του θαλάσσιου περιβάλλοντος Αντι-ρυπαντικές διαδικασίες και όλος ο συναφής εξοπλισμός Σημασία των μέτρων προφύλαξης για την προστασία του θαλάσσιου περιβάλλοντος	Εξέταση και αξιολόγηση αποδοκιών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: 1. εγκεκριμένη εμπειρία κατά την υπηρεσία 2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου 3. εγκεκριμένη εκπαίδευση	Οι διαδικασίες για την παρακολούθηση εργασιών επί του πλοίου και την εξασφάλιση συμμόρφωσης με απαιτήσεις πρόληψης ρύπανσης τηρούνται πλήρως Ενέργειες για να εξασφαλιστεί η διατήρηση περιβαλλοντικού προτύπου

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα α	Μέθοδοα επίδα ξης Ικανότητας	Κριτήρια αξιολόγησης Ικανότητας
Πρόληψη, έλεγχος πυρκαγιάς και πυρόσβεση επί πλοίου	<p>Πρόληψη πυρκαγιάς και συσκευές πυρόσβεσης</p> <p>Ικανότητα να οργανώνει γυμνάσια πυρκαγιάς</p> <p>Γνώση της κλάσης και χημείας της φωτιάς</p> <p>Γνώση συστημάτων αντιμετώπισης πυρκαγιάς</p> <p>Ενέργειες που πρέπει να ληφθούν σε περίπτωση πυρκαγιάς, συμπεριλαμβανομένου πυρκαγιάς που σχετίζεται με τα συστήματα πετρελαίου</p>	Εξέταση και αξιολόγηση αποδοκίων στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπάρκα πυρόσβεσης όπως καθορίζονται στο τμήμα A-VI/3, παράγραφο 1-3	<p>Ο τύπος και η κλίμακα του προβλήματος αναγνωρίζονται γρήγορα και οι αρχικές ενέργειες είναι σύμφωνες με την διαδικασία ανάγκης και τα σχέδια ανάγκης για το πλοίο</p> <p>Οι διαδικασίες εκκένωσης, διακοπής λειτουργίας ανάγκης και απομόνωσης είναι κατάλληλες για τη φύση της έκτακτης ανάγκης και εφαρμόζονται γρήγορα</p> <p>Η σειρά προτεραιότητας και τα επίπεδα και χρονοδιαγράμματα αναφορών και ενημέρωσης προσωπικού είναι συναφή με τη φύση της ανάγκης και αντανακλούν το επίπεδο του προβλήματος</p>
Χαρισμός σωστικών μέσων	<p>Σωστικά</p> <p>Ικανότητα οργάνωσης γυμνασίων εγκατάληψης πλοίου και γνώση λειτουργίας σκαφών επιβίωσης και λέμβων διάσωσης, των συσκευών και ρυθμίσεων καθάρσεως και του εξοπλισμού τους, συμπεριλαμβανομένων ασύρματων συσκευών διάσωσης, δορυφορικών EPIRB, SART, στολών εμφύσησης και θερμικών προστατευτικών βοηθημάτων</p>	Αξιολόγηση αποδοκίων στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπάρκα όπως καθορίζονται στο τμήμα A-VI/2, παράγραφο 1-4	Οι ενέργειες ανταπόκρισης σε εγκατάληψη πλοίου και καταστάσεις επιβίωσης είναι κατάλληλες για τις επικρατούσες συνθήκες και περιστάσεις και συμμορφώνονται με αποδεκτές πρακτικές και πρότυπα ασφαλείας
Παροχή Ιατρικών πρώτων βοηθειών επί πλοίου	<p>Ιατρική βοήθεια</p> <p>Πρακτική εφαρμογή Ιατρικών οδηγιών και συστάσεων μέσω ασυρμάτου, συμπεριλαμβανομένης της ικανότητας λήψης αποτελεσματικών μέτρων με βάση αυτές τις γνώσεις σε περίπτωση ατυχημάτων ή ασθενών που είναι πιθανό να προκυψουν επί πλοίου</p>	Αξιολόγηση αποδοκίων στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση όπως καθορίζονται στο τμήμα A-VI/4, παράγραφο 1-3	Η αναγνώριση πιθανών αιτιών, φύσης και έκτασης τραυματικών ή συνθηκών είναι γρήγορη και η θεραπεία ελαχιστοποιεί την άμεση απειλή για τη ζωή
Εφαρμογή δεξιοτήτων ηγεσίας και ομαδικής εργασίας	<p>Εργασιακή γνώση διοίκησης και εκπαίδευσης προσωπικού επί πλοίου</p> <p>Ικανότητα εφαρμογής διαχείρισης καθηκόντων και φόρτου εργασίας, συμπεριλαμβανομένου:</p> <ol style="list-style-type: none"> .1 σχεδιασμό και συντονισμό .2 ανάθεση καθηκόντων προσωπικού .3 περιορισμούς χρόνου και πόρων .4 καθορισμό προτεραιοτήτων <p>Γνώση και ικανότητα εφαρμογής αποτελεσματικής διαχείρισης πόρων:</p> <ol style="list-style-type: none"> .1 κατανομή, ανάθεση και καθορισμός προτεραιοτήτων πόρων .2 αποτελεσματική επικοινωνία στο πλοίο και στη ξηρά .3 αποφάσεις αντανακλούν την μελέτη εμπειριών ομάδας 	<p>Αξιολόγηση αποδοκίων στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1 εγκεκριμένη εκπαίδευση .2 εγκεκριμένη εμπάρκα κατά την υπηρεσία .3 πρακτική επίδα ξη 	<p>Το πλήρωμα αναλαμβάνει καθήκοντα και ενημερώνεται για τα αναμενόμενα πρότυπα εργασίας και συμπεριφοράς κατά τρόπο κατάλληλο για τα ενδιαφερόμενα άτομα</p> <p>Οι εκπαιδευτικοί στόχοι και δραστηριότητες βασίζονται σε αξιολόγηση τρέχουσας ικανότητας και δυνατοτήτων και λειτουργικών απαιτήσεων</p> <p>Οι εργασίες σχεδιάζονται και οι πόροι κατανοούνται όπως απαιτείται με ορθή προτεραιότητα για την εκτέλεση των απαραίτητων καθηκόντων</p> <p>Η επικοινωνία δίνεται και λαμβάνεται με σαφή και αδιαμφισβήτητο τρόπο</p> <p>Διακρίνονται αποτελεσματικές συμπεριφορές ηγεσίας</p> <p>Τα απαραίτητα μέλη ομάδας έχουν ακριβή κατανόηση της τρέχουσας και προβλεπόμενης κατάστασης του πλοίου και του καθεστώτος λειτουργίας και του εξωτερικού περιβάλλοντος</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα α	Μέθοδοα επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εφαρμογή δεξιοτήτων ηγεσίας και ομαδικής εργασίας (συνέχεια)	<p>.4 δυναμισμός και ηγεσία, περιλαμβανομένης της παραχής κινήτρου</p> <p>.5 απόκτηση και τήρηση επίγνωσης της κατάστασης</p> <p>Γνώση και ικανότητα εφαρμογής τεχνικών λήψης αποφάσεων:</p> <p>.1 αξιολόγηση κατάστασης και κινδύνου</p> <p>.2 προσδιορισμός και εξέταση των επιλογών που προκύπτουν</p> <p>.3 επιλογή σχεδίου δράσης</p> <p>.4 αξιολόγηση αποτελεσματικότητας έκβασης</p>		Οι αποφάσεις είναι οι αποτελεσματικότερες για την κατάσταση
Συμβολή στην ασφάλεια προσωπικού και πλοίου	<p>Γνώση τεχνικών προσωπικής επιβίωσης</p> <p>Γνώση πρόληψης και ικανότητα καταπολέμησης πυρκαγιάς και πυρόσβεσης</p> <p>Γνώση στα χερσών πρώτων βοηθειών</p> <p>Γνώση προσωπικής ασφάλειας και κανονικών ευθυνών</p>	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από εγκεκριμένη εκπαίδευση και εμπειρία όπως καθορίζονται στο τμήμα A-VI/1, παράγραφος 2	<p>Ο κατάλληλος προστατευτικός εξοπλισμός και εξοπλισμός ασφαλείας χρησιμοποιούνται σωστά</p> <p>Οι διαδικασίες και ασφαλείς εργασιακές πρακτικές που έχουν σχεδιασθεί για την προστασία του προσωπικού και του πλοίου τηρούνται πάντοτε</p> <p>Οι διαδικασίες που έχουν σχεδιασθεί για τη διαφύλαξη του περιβάλλοντος τηρούνται πάντοτε</p> <p>Οι αρχές και ακόλουθες ενέργειες για την απόκτηση επίγνωσης έκτακτης ανάγκης συμμορφώνονται με θεσπισμένες διαδικασίες αντιμετώπισης έκτακτης ανάγκης</p>

Τμήμα A-III/7

Υποχρεωτικές ελάχιστες απαιτήσεις για πιστοποίηση ηλεκτροτεχνικού μέλους πληρώματος

Πρότυπο Ικανότητας

- 1 Κάθε ηλεκτροτεχνικός μέλος πληρώματος που υπηρετεί σε ποντοπόρο πλοίο με κύρια μηχανή πρόωσης ισχύος 750 kW ή άνω θα απαιτείται να επιδείξει την ικανότητα εκτέλεσης των καθηκόντων σε επίπεδο υποστήριξης όπως καθορίζονται στη στήλη 1 του πίνακα A- III/7.
- 2 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτούνται από ηλεκτροτεχνικό μέλος πληρώματος που υπηρετεί σε ποντοπόρο πλοίο με κύρια μηχανή πρόωσης ισχύος 750 kW ή άνω παρατίθεται στη στήλη 2 του πίνακα A- III/7.
- 3 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει αποδοκπικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης και τα κριτήρια αξιολόγησης ικανότητας που καθορίζονται στις στήλες 3 και 4 του πίνακα A- III/7.

Πίνακας Α- III/ 7

Καθορισμός ελάχσιου προτύπου ικανότητας για ηλεκτροτεχνικούς μέλη πληρώματος

Λειτουργία: Μηχανολογία Ηλεκτρική, Ηλεκτρονική και συστημάτων ελέγχου σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπειρία	Μέθοδοι επίδοσης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ασφαλής χρήση ηλεκτρικού εξοπλισμού	<p>Ασφαλής χρήση και λειτουργία ηλεκτρικού εξοπλισμού συμπεριλαμβανομένου:</p> <ul style="list-style-type: none"> .1 προφυλάξεις ασφαλείας πριν από την έναρξη εργασίας ή επισκευών .2 διαδικασίες απομόνωσης .3 διαδικασίες έκτακτης ανάγκης .4 διαφορετικές τάσεις επί πλοίου <p>Γνώση αιτίων ηλεκτροπληξίας και προφυλάξεις που πρέπει να τηρούνται για την πρόληψή της</p>	<p>Αξιολόγηση αποδοτικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 πρακτική εκπαίδευση .3 εξέταση .4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου 	<p>Κατανοεί και ακολουθεί οδηγίες ασφαλείας ηλεκτρικού εξοπλισμού και μηχανημάτων</p> <p>Αναγνωρίζει και αναφέρει ηλεκτρολογικούς κινδύνους και μη ασφαλή εξοπλισμό</p> <p>Κατανοεί ασφαλείς τάσεις ηλεκτρικού ρεύματος για χαροκίνητο εξοπλισμό</p> <p>Κατανοεί κινδύνους συναφείς με εξοπλισμό υψηλής τάσης και εργασία επί του πλοίου</p>
Συμβολή στην παρακολούθηση λειτουργίας ηλεκτρικών συστημάτων και μηχανών	<p>Βασική κατανόηση λειτουργίας μηχανικών μηχανολογικών συστημάτων, συμπεριλαμβανομένου:</p> <ul style="list-style-type: none"> .1 κύριους κινήτρους που περιλαμβάνουν την κύρια εγκατάσταση πρόωσης .2 βοηθητικά μηχανήματα μηχανοστασίου .3 συστήματα πηδαλιουχίας .4 συστήματα διαχείρισης φορτίου .5 μηχανήματα καταστρώματος .6 συστήματα ξενοδοχειακού εξοπλισμού <p>Βασικές γνώσεις:</p> <ul style="list-style-type: none"> .1 ηλεκτροτεχνολογία και θεωρία ηλεκτρικών μηχανών .2 πίνακες άνομής ηλεκτρικής ισχύος και ηλεκτρολογικός εξοπλισμός .3 βασικά στοιχεία αυτοματισμού, αυτόματα συστήματα και τεχνολογία ελέγχου .4 ενοργάνωση, συστήματα συναγερμού και παρακολούθησης .5 ηλεκτρική μετάδοση κίνησης .6 ηλεκτρο-υδραυλικά και ηλεκτρο-πνευματικά αέρα συστήματα ελέγχου .7 ζεύξη, καταμερισμός φορτίου και αλλαγές στην ηλεκτρική διάταξη 	<p>Αξιολόγηση αποδοτικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 πρακτική εκπαίδευση .3 εξέταση .4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου 	<p>Γνώση που εξασφαλίζει:</p> <ul style="list-style-type: none"> .1 η λειτουργία εξοπλισμού και συστήματος είναι σύμφωνη με τα εγχαρίδια λειτουργίας .2 τα επίπεδα απόδοσης είναι σύμφωνα με τεχνικές προδιαγραφές

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Χρήση εργαλείων χερός, ηλεκτρικού και ηλεκτρονικού εξοπλισμού μετρήσεων για εύρεση βλαβών, εργασίες συντήρησης και επισκευών	Απαιτήσεις ασφαλείας για εργασία σε ηλεκτρικά συστήματα επί πλοίου Εφαρμογή ασφαλών εργασιακών πρακτικών <i>Βασικές γνώσεις:</i> .1 κατασκευή και λειτουργικά χαρακτηριστικά συστημάτων και εξοπλισμού AC και DC επί πλοίου .2 χρήση οργάνων μέτρησης, μηχανικών εργαλείων και εργαλείων χερός και δυναμικής λειτουργίας	Αξιολόγηση αποδοτικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εκπαίδευση δεξιοτήτων εργαστηρίου .2 εγκεκριμένη πρακτική εμπειρία και εξετάσεις	Η εφαρμογή διαδικασιών ασφαλείας είναι ικανοποιητική Η επιλογή και χρήση εξοπλισμού δοκιμών είναι κατάλληλη και η ερμηνεία των αποτελεσμάτων ακριβής Η επιλογή διαδικασιών για την εκτέλεση επισκευών και συντήρησης είναι σύμφωνη με εγχαρδιά και καλή πρακτική

Λειτουργία: Συντήρηση και επισκευές σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή σε συντήρηση και επισκευές επί πλοίου	Ικανότητα χρήσης υλικών και εξοπλισμού λιπανσης και καθαρισμού Γνώση ασφαλούς διάθεσης υλικών απορριμμάτων Ικανότητα κατανόησης και εκτέλεσης συνήθους συντήρησης και διαδικασιών επισκευών Κατανόηση κατευθυντήριων οδηγιών ασφαλείας κατασκευαστή και οδηγιών επί πλοίου	Αξιολόγηση αποδοτικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 πρακτική εκπαίδευση .3 εξέταση .4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι δραστηριότητες συντήρησης εκτελούνται σύμφωνα με τεχνικές προδιαγραφές και προδιαγραφές ασφαλείας και διαδικασιών Η επιλογή και χρήση εξοπλισμού και εργαλείων είναι κατάλληλη
Συμβολή στη συντήρηση και επισκευή ηλεκτρικών συστημάτων και μηχανημάτων επί πλοίου	<i>Διαδικασίες ασφαλείας και έκτακτης ανάγκης</i> Βασικές γνώσεις ηλεκτροτεχνικών σχεδίων και ασφαλής απομόνωση εξοπλισμού και σχετικών συστημάτων που απαιτούνται πριν επιτραπεί στο προσωπικό να εργαστεί σε τέτοια εγκατάσταση ή εξοπλισμό Δοκιμές, εντοπισμός βλαβών και τήρηση και αποκατάσταση λειτουργίας ηλεκτρικού εξοπλισμού ελέγχου και μηχανών σε λειτουργική κατάσταση Ηλεκτρικός και ηλεκτρονικός εξοπλισμός που λειτουργεί σε εύφλεκτες περιπτώσεις Βασικά στοιχεία συστήματος πυρανίχνευσης πλοίου Εκτέλεση ασφαλών διαδικασιών συντήρησης και επισκευών	Εξέταση και αξιολόγηση αποδοτικών στα χείρων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή, όπου απαιτείται .4 εγκεκριμένη εκπαίδευση εξοπλισμού εργαστηρίου	Οι επιπτώσεις δυσλειτουργιών σε σχετικά συστήματα και εγκαταστάσεις αναγνωρίζονται ακριβώς, τα τεχνικά σχέδια του πλοίου ερμηνεύονται σωστά, τα όργανα μέτρησης και βαθμονόμησης χρησιμοποιούνται σωστά και οι ενέργειες που εκτελούνται είναι απολογημένες Η απομόνωση, αποσυναρμολόγηση και επανασυναρμολόγηση εγκατάστασης και εξοπλισμού είναι σύμφωνες με τις οδηγίες ασφαλείας του κατασκευαστή και τις οδηγίες επί του πλοίου

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή στη συντήρηση και επισκευή ηλεκτρικών συστημάτων και μηχανημάτων επί πλοίου (συνέχεια)	Ανίχνευση δυσλειτουργιών μηχανημάτων, εντοπισμός βλαβών και ενέργειες πρόληψης ζημίας Συντήρηση και επισκευή εξαρτημάτων φωτισμού και συστημάτων παροχής		

Λατουργία: Έλεγχος της λατουργίας πλοίου και μέριμνα επιβανόντων σε επίπεδο υποστήριξης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή στο χαρμόσποθεμάτων	Γνώση διαδικασιών ασφαλούς χαρμόσποθεμάτων, στα βασίς και ασφάλισης αποθεμάτων	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 πρακτική εκπαίδευση .3 εξέταση .4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι εργασίες στα βασίς αποθεμάτων εκτελούνται σύμφωνα με θεσπισμένες πρακτικές ασφαλείας και οδηγίες λατουργίας εξοπλισμού Ο χαρμόσποθος, οχληρών και επιβλαβών αποθεμάτων συμμορφώνεται με θεσπισμένες πρακτικές ασφαλείας Οι επικανωνίες στον τομέα ευθύνης του χαρμόσποθου είναι σταθερά επιτυχείς
Εφαρμογή προφυλάξεων και συμβολή στη πρόληψη ρύπανσης του θαλάσσιου περιβάλλοντος	Γνώση προφυλάξεων που πρέπει να λαμβάνονται για την πρόληψη ρύπανσης του θαλάσσιου περιβάλλοντος Γνώση χρήσης και λατουργίας αντιρρυπαντικού εξοπλισμού/ στα χείων Γνώση εγκεκριμένων μεθόδων διάθεσης θαλάσσιων ρύπων	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 πρακτική εκπαίδευση .3 εξέταση .4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι διαδικασίες που έχουν σχεδιασθεί για τη διαφύλαξη του θαλάσσιου περιβάλλοντος τηρούνται πάντοτε
Εφαρμογή διαδικασιών εργασιακής υγιεινής και ασφάλειας	Εργασιακή γνώση ασφαλών εργασιακών πρακτικών και προσωπικής ασφάλειας επί πλοίου, συμπεριλαμβανομένου: .1 ηλεκτρική ασφάλεια .2 αδρανστοποίηση/ αποσύνδεση .3 μηχανική ασφάλεια .4 άδεια εργασίας σε συστήματα .5 εργασία σε ύψος .6 εργασία σε κλειστούς χώρους .7 τεχνικές ανύψωσης και μέθοδοι πρόληψης τραυματισμών στη πλάτη	Αξιολόγηση αποδοτικών στα χείων που λαμβάνονται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη εμπειρία κατά την υπηρεσία .2 πρακτική εκπαίδευση .3 εξέταση .4 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου	Οι διαδικασίες που έχουν σχεδιασθεί για την προστασία προσωπικού και πλοίου τηρούνται πάντοτε Τηρούνται πάντοτε ασφαλείς εργασιακές πρακτικές και ο προστατευτικός εξοπλισμός χρησιμοποιείται πάντοτε σωστά.

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εφαρμογή διαδικασιών εργασιακής υγείας και ασφάλειας (συνέχεια)	.8 ασφάλεια από χημικούς και βιολογικούς κινδύνους .9 προσωπικός εξοπλισμός ασφαλείας		

ΚΕΦΑΛΑΙΟ IV

Πρότυπα που αφορούν χειριστές ραδιοεπικοινωνιών

Τμήμα A - IV/1

Εφαρμογή

(Δεν υπάρχουν διατάξεις)

Τμήμα A - IV/2

Υποχρεωτικές ελάχιστες απαιτήσεις πιστοποίησης χειριστών ραδιοεπικοινωνιών Παγκοσμίου Ναυτιλιακού Συστήματος Κινδύνου και Ασφάλειας (GMDSS)

Πρότυποι ικανότητας

1 Η ελάχιστη γνώση, κατανόηση και επάρκεια που απαιτείται για πιστοποίηση χειριστών ραδιοεπικοινωνιών GMDSS θα είναι επαρκείς ώστε να είναι σε θέση οι χειριστές να εκτελούν καθήκοντα ραδιοεπικοινωνιών. Οι γνώσεις που απαιτούνται για να αποκτηθεί κάθε τύπος πιστοποιητικού που ορίζεται στους Κανονισμούς Ραδιοεπικοινωνιών θα είναι σύμφωνες με εκείνους τους κανονισμούς. Επιπρόσθετα κάθε υποψήφιος για πιστοποίηση θα απαιτείται να επιδείξει ικανότητα να αναλάβει τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα A-IV/2.

2 Οι γνώσεις, κατανόηση και επάρκεια για θεώρηση, σύμφωνα με την Σύμβαση, πιστοποιητικών που εκδίδονται σύμφωνα με τις διατάξεις των Κανονισμών Ραδιοεπικοινωνιών παρατίθενται στην στήλη 2 του πίνακα A-IV/2.

3 Το επίπεδο γνώσεων των θεμάτων που παρατίθενται στον πίνακα A-IV/2 θα είναι επαρκές προκαμένου ο υποψήφιος να είναι σε θέση να εκτελεί τα καθήκοντά του*.

4 Κάθε υποψήφιος θα παρέχει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας με:

.1 επίδειξη ικανότητας εκτέλεσης των εργασιών και καθηκόντων και ανάληψης ευθυνών που παρατίθενται στην στήλη 1 του πίνακα A-IV/2, σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 αυτού του πίνακα, και

.2 εξέταση ή συνεχή αξιολόγηση ως μέρος εγκεκριμένης εκπαίδευσης που βασίζεται στην ύλη που παρατίθεται στην στήλη 2 του πίνακα A-IV/2.

* Ο σχετικός πρότυπος σφράγς εκπαίδευσης IMO μπορεί να βοηθούν στην προεταμασία των εκπαίδευσων

Καθορισμός ελάχσιου προτύπου ικανότητας για χαρμστές ραδιοεπικοινωνιών GMDSS

Λειτουργία: Ραδιοεπικοινωνίες σε επιχηρησικό επίπεδο

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδα επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εκπομπή και λήψη πληροφοριών με χρήση υποσυστημάτων και εκπλήρωση των λειτουργικών απαιτήσεων GMDSS	<p>Επιπλέον των απαιτήσεων των Κανονισμών Ραδιοεπικοινωνιών, γνώση:</p> <ol style="list-style-type: none"> .1 ραδιοεπικοινωνιών ερεύνης και διάσωσης συμπεριλαμβανομένων των διαδικασιών του Διεθνούς Εγχειριδίου Αεροναυτικής και Θαλάσσιας Έρευνας και Διάσωσης (IAMSAR) .2 μέσωσ πρόληψης εκπομπής εσφαλμένων συναγερωών κινδύνου και διαδικασιών μείωσής των επιπτώσεων τέτοιων συναγερωών .3 συστημάτων αναφοράς πλοίου .4 ιατρικών ραδιοπηρεσιών .5 χρήση του Διεθνούς Κώδικα Σημάτων και των Πρότυπων Φράσεων Ναυτικών Επικοινωνιών του I.M.O. .6 Αγγλικής γλώσσας γραπτής και προφορικής για την επικοινωνία πληροφοριών που είναι σχετικές με την ασφάλεια της ζωής στη θάλασσα <p>ΣΗΜΕΙΩΣΗ: Αυτή η απαίτηση μπορεί να μώνεται στην περίπτωση του Περιοσμένου Πιστοπληκού Χαρμστού Ραδιοεπικοινωνιών</p>	<p>Εξέταση και αξιολόγηση αποδεικτικών στα χείων που λαμβάνονται από πρακτική επίδειξη λειτουργικών διαδικασιών χρησιμοπωώντας:</p> <ol style="list-style-type: none"> .1 εγκεκριμένο εξοπλισμό .2 προσομοιωτή επικοινωνιών GMDSS, όπου απαιτείται * .3 εξοπλισμό εργαστηρίου ραδιοεπικοινωνιών 	<p>Η εκπομπή και λήψη επικοινωνιών είναι σύμφωνη με διεθνείς κανονισμούς και διαδικασίες και εκτελούνται αποδοτικά και αποτελεσματικά</p> <p>Μηνύματα στην Αγγλική σχετικά με την ασφάλεια (safety) του πλοίου, ασφάλεια (security) και των επιβαπόντων και την προστασία του θαλάσσιου περιβάλλοντος διαχρρίζονται σωστά</p>
Παροχή υπηρεσιών ραδιοεπικοινωνιών σε έκτακτη ανάγκη	<p>Η παροχή υπηρεσιών ραδιοεπικοινωνιών σε έκτακτη ανάγκη όπως:</p> <ol style="list-style-type: none"> .1 εγκατάσταση πλοίου .2 πυρκαγιά στο πλοίο .3 μερική ή ολική βλάβη των εγκαταστάσεων ραδιοεπικοινωνιών <p>Προληπτικά μέτρα για την ασφάλεια του πλοίου και του προσωπικού σε συσχέπιση με τους κινδύνους που σχετίζονται με τον εξοπλισμό ραδιοσυσκευών, περιλαμβανομένων των ηλεκτρικών και μηιονίζουσας ακτινοβολίας κινδύνων</p>	<p>Εξέταση και αξιολόγηση αποδεικτικών στα χείων που λαμβάνονται από πρακτική επίδειξη λειτουργικών διαδικασιών με χρήση</p> <ol style="list-style-type: none"> .1 εγκεκριμένου εξοπλισμού .2 προσομοιωτή επικοινωνιών GMDSS όπου απαιτείται * .3 εξοπλισμού εργαστηρίου ραδιοεπικοινωνιών 	<p>Η ανταπόκριση πραγματοποιείται αποδοτικά και αποτελεσματικά</p>

* Δείτε παράγραφο 72 του τμήματος Β-Ι/12 αυτού του Κώδικα.

ΚΕΦΑΛΑΙΟ V

Πρότυπα για απαιτήσεις αδεικής εκπαίδευσης προσωπικού που υπηρετεί σε συγκεκριμένους τύπους πλοίων

Τμήμα A-V/1-1

Υποχρεωτικές ελάχιστες απαιτήσεις για την εκπαίδευση και τα προσόντα πλοιάρχων, αξιωματικών και μελών πληρώματος σε πετρελαιοφόρα και χημικά δεξαμενόπλοια

Πρότυποι κανότητας

1 Κάθε υποψήφιος για πιστοποίηση σε βασική εκπαίδευση για εργασίες φορτίου σε πετρελαιοφόρα και χημικά δεξαμενόπλοια θα απαιτείται να:

- .1 επιδεικνύει την ικανότητα να αναλάβει τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στη στήλη 1 του πίνακα A-V/1-1, και
- .2 παρέχει στοιχεία ότι έχει επιτύχει:
 - .3
 - .2.1 την ελάχιστη γνώση, κατανόηση και επάρκεια που παρατίθεται στη στήλη 2 του πίνακα A-V/1-1-1, και
 - .2.2 το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους για επίδειξη ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που αναφέρονται στις στήλες 3 και 4 του πίνακα A-V/1-1-1.

2 Κάθε υποψήφιος για πιστοποίηση προχωρημένης εκπαίδευσης για εργασίες φορτίου πετρελαιοφόρων θα απαιτείται να:

- .1 επιδεικνύει την ικανότητα να αναλάβει τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στη στήλη 1 του πίνακα A-V/1-1-2, και
- .2 παρέχει αποδεικτικά στοιχεία ότι έχει επιτύχει:
 - .2.1 την ελάχιστη γνώση, κατανόηση και επάρκεια που παρατίθενται στη στήλη 2 του πίνακα A-V/1-1-2, και
 - .2.2 το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που αναφέρονται στις στήλες 3 και 4 του πίνακα A-V/1-1-2.

3 Κάθε υποψήφιος για πιστοποίηση προχωρημένης εκπαίδευσης για εργασίες φορτίου χημικών δεξαμενόπλοια θα απαιτείται να:

- .1 επιδεικνύει την ικανότητα ανάληψης των εργασιών, καθηκόντων και ευθυνών που παρατίθενται στη στήλη 1 του πίνακα A-V/1-1-3,
- .2 παρέχει αποδεικτικά στοιχεία ότι έχει επιτύχει:
 - .2.1 την ελάχιστη γνώση, κατανόηση και επάρκεια που παρατίθεται στη στήλη 2 του πίνακα A-V/1-1-3, και
 - .2.2 το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους για επίδειξη ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που αναφέρονται στις στήλες 3 και 4 του πίνακα A-V/1-1-3.

Καθορισμός ελάχιστων προτύπων ικανότητας στη βασική εκπαίδευση
για εργασίες φορτίου σε πετρελαφόρα και χημικά δεξαμενόπλοια

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συνασφορά στις ασφαλείς εργασίες φορτίου πετρελαοφόρων και χημικών	<p>Βασική γνώση δεξαμενοπλοίων:</p> <ul style="list-style-type: none"> .1 τύπα πετρελαοφόρων και χημικών δεξαμενοπλοίων .2 γενική ρύθμιση και κατασκευή <p>Βασική γνώση εργασιών φορτίου:</p> <ul style="list-style-type: none"> .1 συστήματα σωληνώσεων και βαλβίδων .2 αντλίες φορτίου .3 φόρτωση και εκφόρτωση .4 καθαρισμός δεξαμενών, καθαρισμός, ελευθέρωση αερίων και αδράνεια <p>Βασική γνώση φυσικών ιδιοτήτων πετρελαοφόρων και χημικών δεξαμενοπλοίων:</p> <ul style="list-style-type: none"> .1 πίεση και θερμοκρασία, περιλαμβανομένης πίεσης ατμού/θερμοκρασία συνάφρας .2 τύπα παραγωγής ηλεκτροστατικού φορτίου .3 χημικά σύμβολα <p>Γνώση και κατανόηση αγωγής ασφάλειας δεξαμενοπλοίου και διαχείριση ασφάλειας</p>	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Οι επικατωρίες στα πλαίσια αρμοδιότητας είναι σαφείς και αποτελεσματικές</p> <p>Οι εργασίες φορτίου διεξάγονται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες εξασφάλισης της ασφάλειας εργασιών</p>
Λήψη μέτρων προφύλαξης για την αποφυγή κινδύνων	<p>Βασική γνώση των κινδύνων που έχουν σχέση με εργασίες δεξαμενοπλοίου, συμπεριλαμβανομένων:</p> <ul style="list-style-type: none"> 1. κινδύνων υγείας 2. περιβαλλοντικών κινδύνων 3. κινδύνων αντίδρασης 4. κινδύνων διάβρωσης 5. κινδύνων έκρηξης και αναφλεξιμότητας 6. πηγών ανάφλεξης, συμπεριλαμβανομένων ηλεκτροστατικών κινδύνων 7. κινδύνων τοξικότητας 8. άεστων ατμού και νεφών 	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Ορθή αναγνώριση, σε MSDS, σχετικών κινδύνων φορτίου στο πλοίο και στο προσωπικό, και λήψη κατάλληλων μέτρων σύμφωνα με τις θεσπισμένες διαδικασίες</p> <p>Η αναγνώριση και οι ενέργειες επίγνωσης επικίνδυνης κατάστασης συμμορφώνονται με τις θεσπισμένες διαδικασίες, ευθυγραμμισμένες με την καλύτερη πρακτική</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Λήψη μέτρων προφύλαξης για την αποφυγή κινδύνων (συνέχεια)	<p>Βασική γνώση ελέγχων κινδύνου:</p> <ol style="list-style-type: none"> 1 αδράνα, πλήρωση ύδατος, στεγνωτικά και τεχνικές παρακολούθησης 2. μέτρα αντιστατικά 3 εξαερισμός 4 χωρισμός 5 παρεμπόδιση φορτίου 6 σπουδαία ότητα συμβατότητας φορτίου 7 ατμοσφαιρικός έλεγχος 8 δοκιμή αερίου <p>Κατανόηση πληροφοριών Φύλλου Δεδομένων Υλικών Ασφάλειας (MSDS)</p>		
Εφαρμογή επαγγελματικής υγείας και προφυλάξεων ασφάλειας και μέτρων	<p>Λειτουργία και κατάλληλη χρήση οργάνων υπολογισμού αερίου και σχετικών εξοπλισμών</p> <p>Κατάλληλη χρήση εξοπλισμού ασφάλειας και προστατευτικών συσκευών, συμπεριλαμβανομένων:</p> <ol style="list-style-type: none"> 1. αναπνευστική συσκευή και εξοπλισμός εκκένωσης δεξαμενής 2. προστατευτική ένδυση και εξοπλισμός 3. μέσα επαναφοράς 4. εξοπλισμός διάσωσης και διαφυγής <p>Βασική γνώση ασφαλών πρακτικών εργασίας και διαδικασίες σύμφωνα με τη νομοθεσία και τις κατευθυντήριες οδηγίες της βιομηχανίας και ατομική ασφάλεια επί του πλοίου σχετικά με πετρελαιοφόρα και χημικά δεξαμενόπλοια, συμπεριλαμβανομένου:</p> <ol style="list-style-type: none"> 1. λήψη μέτρων πρόληψης κατά την είσοδο σε κλειστούς χώρους 2. λήψη μέτρων πρόληψης πριν και κατά τη διάρκεια εργασιών επισκευών και συντήρησης 3. μέτρα ασφάλειας για θερμές και ψυχρές εργασίες 4. ηλεκτρική ασφάλεια 5. κατάλογος ελέγχου πλοίου / ξηράς <p>Βασική γνώση πρώτων βοηθειών με αναφορά Φύλλου Δεδομένων Υλικών Ασφάλειας (MSDS)</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> 1. εγκεκριμένη υπηρεσία σε πλοίο 2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου 3. εγκεκριμένη εκπαίδευση σε προσομοιωτή 4. εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Διαδικασίες εισόδου σε κλειστούς χώρους τηρούνται</p> <p>Διαδικασίες και πρακτικές ασφαλούς εργασίας σχεδιασμένες για τη διασφάλιση προσωπικού και πλοίου τηρούνται συνέχεια</p> <p>Κατάλληλος εξοπλισμός προστασίας και ασφάλειας χρησιμοποιείται ορθώς</p> <p>Κανόνες Πρώτων Βοηθειών</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδος επίδειξης και κανότητας	Κριτήρια αξιολόγησης και κανότητας
Διεξαγωγή εργασιών πυρόσβεσης	<p>Οργάνωση ανταπόκρισης σε περίπτωση πυρκαγιάς σε δεξαμενόπλοιο και μέτρα που πρέπει να ληφθούν.</p> <p>Κίνδυνος πυρκαγιάς που έχουν σχέση με τη διαχείριση φορτίου και τη μεταφορά επικίνδυνων και επιβλαβών υγρών χυδην</p> <p>Μέσα πυρόσβεσης που χρησιμοποιούνται για την κατάσβεση πυρκαγιών πετρελαίου και χημικών</p> <p>Λειτουργίες σταθερού συστήματος αφρού πυρόσβεσης</p> <p>Λειτουργίες φορητού αφρού πυρόσβεσης</p> <p>Λειτουργίες σταθερού ξηρού χημικού συστήματος</p> <p>Αναχαίτιση υπερχειλίσης σε σχέση με τις εργασίες πυρόσβεσης</p>	<p>Πρακτικές ασκήσεις και οδηγίες που δίδονται υπό εγκεκριμένες και πραγματικά ρεαλιστικές συνθήκες εκπαίδευσης (π.χ. συνθήκες προσομοίωσης πλοίου) και όποτε είναι δυνατό και πρακτικό, σε συνθήκες σκότους</p>	<p>Αρχικές και επακόλουθες ενέργειες επίγνωσης πυρκαγιάς στο πλοίο συμμορφώνονται με τις θεσπισμένες πρακτικές και διαδικασίες</p> <p>Τα μέτρα που λαμβάνονται για την αναγνώριση σήματος κλήσης είναι τα κατάλληλα με την ενδοκνυόμενη έκτακτη ανάγκη και συμμορφώνονται με τις θεσπισμένες διαδικασίες</p> <p>Ένδυση και εξοπλισμός είναι κατάλληλα με τη φύση των εργασιών πυρόσβεσης</p> <p>Ο συγχροισμός και η ακολουθία ατομικών πράξεων είναι κατάλληλα με τις υφιστάμενες περιπτώσεις και συνθήκες</p> <p>Η πυρόσβεση επιτυγχάνεται με την χρήση κατάλληλων διαδικασιών, τεχνικών και μέσων πυρόσβεσης</p>
Ανταπόκριση σε έκτακτες ανάγκες	<p>Βασική γνώση διαδικασιών έκτακτης ανάγκης, συμπεριλαμβανομένων διαδικασιών διακοπής λειτουργίας έκτακτης ανάγκης</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαιδευτικό πρόγραμμα</p>	<p>Ο τύπος και η επίπτωση της έκτακτης ανάγκης αναγνωρίζεται ορθώς και οι ενέργειες ανταπόκρισης συμμορφώνονται με τις διαδικασίες έκτακτης ανάγκης και τα σχέδια αναγκών</p>
Λήψη μέτρων προφύλαξης για την πρόληψη ρύπανσης περιβάλλοντος από την απελευθέρωση πετρελαίων ή χημικών	<p>Βασική γνώση των επιπτώσεων πετρελαϊκής και χημικής ρύπανσης στον άνθρωπο και τη θαλάσσια ζωή</p> <p>Βασική γνώση διαδικασιών πλοίου για πρόληψη ρύπανσης</p> <p>Βασική γνώση μέτρων που λαμβάνονται σε περίπτωση υπερχειλίσης, συμπεριλαμβανομένης της ανάγκης:</p> <p>.1 αναφοράς σχετικών πληροφοριών στα αρμόδια άτομα</p> <p>.2 την υποστήριξη εφαρμογής διαδικασιών αναχαίτισης υπερχειλίσης</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαιδευτικό πρόγραμμα</p>	<p>Διαδικασίες που είναι σχεδιασμένες για την προφύλαξη του περιβάλλοντος τηρούνται συνεχώς</p>

Πίνακας Α-V/1-1-2

Καθορισμός ελάχιστων προτύπων ικανότητας στη προχωρημένη εκπαίδευση για εργασίες φορτίου σε πετρελαιοφόρα και χημικά δεξαμενόπλοια

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Ικανότητα ασφαλούς εκτέλεσης και παρακολούθησης όλων των εργασιών φορτίου</p>	<p><i>Σχεδιασμός και χαρακτηριστικά ενός πετρελαιοφόρου</i></p> <p>Γνώση σχεδίου, συστημάτων και εξοπλισμού πετρελαιοφόρων, συμπεριλαμβανομένων :</p> <p>.1 γενική ρύθμιση και κατασκευή</p> <p>.2 διάταξη αντλών και εξοπλισμός</p> <p>.3 διάταξη δεξαμενής, σύστημα αντλών και ρυθμίσεις εξαερισμού δεξαμενής</p> <p>.4 συστήματα μέτρησης χωρητικότητας δεξαμενής και συναγεροί</p> <p>.5. συστήματα θέρμανσης φορτίου</p> <p>.6 καθαρισμός δεξαμενής, ελευθέρωση αερίων και συστήματα αδράνειας</p> <p>.7 σύστημα ερμητισμού</p> <p>.8 εξαέρωση περιτοχής φορτίου και εξαερισμός χώρου ενδίαιτησης</p> <p>.9 ρυθμίσεις καταλοίπων</p> <p>.10 συστήματα επανάκτησης ατμού</p> <p>.11 σύστημα ηλεκτρικού και ηλεκτρικού ελέγχου φορτίου</p> <p>.12 εξοπλισμός προστασίας περιβάλλοντος συμπεριλαμβανομένου Εξοπλισμού Παρακολούθησης Εκφόρτωσης (ODME)</p> <p>.13 επίστρωση δεξαμενής</p> <p>.14 θερμοκρασία δεξαμενής και συστήματα ελέγχου πίεσης</p> <p>.15 συστήματα πυρόσβεσης</p>	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαιδευτικό πρόγραμμα</p>	<p>Οι επικοινωνίες είναι σαφείς, κατανοητές και επιτυχείς</p> <p>Οι εργασίες φορτίου διεξάγονται με ασφαλή τρόπο, λαμβάνοντας υπόψη τα σχέδια πετρελαιοφόρου τα συστήματα και τον εξοπλισμό</p> <p>Οι εργασίες φορτίου σχεδιάζονται, ο κίνδυνος εξαερίζεται και εξαγάγεται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες για την εξασφάλιση ασφάλειας εργασιών και αποφυγής ρύπανσης θαλάσσιου περιβάλλοντος</p> <p>Πιθανή μη συμμόρφωση με διαδικασίες που έχουν σχέση με τις εργασίες φορτίου αναγνωρίζονται κατάλληλα και αποκαθίστανται</p> <p>Ορθή φόρτωση, σταβάσια και εκφόρτωση φορτίων εξασφαλίζονται ορθώς και οι συνθήκες πίεσης παραμένουν στα ασφαλή όρια διαρκώς</p> <p>Μέτρα που λαμβάνονται και διαδικασίες που ακολουθούνται εφαρμόζονται ορθώς και χρησιμοποιείται ορθώς ο εξοπλισμός που έχει σχέση με το φορτίο</p> <p>Βαθμονόμηση και χρήση εξοπλισμού παρακολούθησης και ανίχνευσης αερίων συμμορφώνονται με τις λειτουργικές πρακτικές και διαδικασίες</p> <p>Διαδικασίες παρακολούθησης και τα συστήματα ασφαλείας εξασφαλίζουν ότι όλα τα συναγεροί ανιχνεύονται—κατάλληλα και δρουν σύμφωνα με τις θεσπισμένες διαδικασίες έκτακτης ανάγκης</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδο επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ικανότητα ασφαλούς εκτέλεσης και παρακολούθησης όλων των εργασιών φορτίου (συνέχεται)	<p>Γνώση θεωρίας αντλίων και χαρακτηριστικά, συμπεριλαμβανομένων των τύπων αντλίων φορτίου και ασφαλής λειτουργίας τους.</p> <p>Επάρκεια αγωγής ασφαλούς δεξαμενοπλοίου και εφαρμογή συστήματος ασφαλούς διαχείρισης</p> <p>Γνώση και κατανόηση παρακολούθησης των συστημάτων ασφαλείας, συμπεριλαμβανομένης διακοπής έκτακτης ανάγκης</p> <p>Φόρτωση, εκφόρτωση, φροντίδα και χειρισμός φορτίου</p> <p>Ικανότητα εκτέλεσης μέτρησης φορτίου και υπολογισμών</p> <p>Γνώση επίπτωσης φορτίων υγρών χυδών σε σταβάσια, ευστάθια και δομική ακεραιότητα</p> <p>Γνώση και κατανόηση εργασιών που έχουν σχέση με φορτίο πετρελαίου, συμπεριλαμβανομένης:</p> <ol style="list-style-type: none"> 1. σχέδια φόρτωσης και εκφόρτωσης 2. ερματισμός και απομάκρυνση έρματος 3. εργασίες καθαρισμού δεξαμενής 4. αδράνα 5. απελευθέρωση αερίου 6. μεταγίσεις από πλοίο σε πλοίο 7. φόρτωση έως την κορυφή 8. πλύση αργού πετρελαίου <p>Ανάπτυξη και εφαρμογή σχεδίων εργασιών φορτίου, διαδικασιών και καταλόγων ελέγχου</p> <p>Βαθμονόμηση και χρήση συστημάτων παρακολούθησης και ανίχνευσης αερίου, των οργάνων και του εξοπλισμού</p> <p>Ικανότητα διαχείρισης και επίβλεψης προσωπικού με ευθύνες που αφορούν το φορτίο</p>		<p>Γίνεται ανάθεση καθηκόντων στο προσωπικό και ενημερώνεται για τις διαδικασίες και τα πρότυπα εργασίας που πρέπει να ακολουθούνται με τρόπο κατάλληλο για τα εμπλεκόμενα άτομα και σύμφωνα με τις ασφαλείς επιχειρησιακές πρακτικές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εξοκείωση με τα φυσικά και χημικά χαρακτηριστικά των πετρελαοειδών φορτίων	Γνώση και κατανόηση των φυσικών και χημικών ιδιοτήτων των πετρελαοειδών φορτίων Κατανόηση των πληροφοριών που περιέχονται στο Φύλλο Δεδομένων Υπικού Ασφάλειας (MSDS)	Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Η αποτελεσματική χρήση επιτυγχάνεται από τις πηγές πληροφόρησης για αναγνώριση ιδιοτήτων και χαρακτηριστικών πετρελαοειδών φορτίων και σχετικών αερίων, και η επίπτωσή τους στην ασφάλεια, στο περιβάλλον και στη λειτουργία του πλοίου
Λήψη μέτρων προφύλαξης για την αποφυγή κινδύνων	Γνώση και κατανόηση των κινδύνων και των μέτρων ελέγχου σχετικά με εργασίες φορτίου πετρελαοφόρων, συμπεριλαμβανομένης: .1 τοξικότητα .2 αναφλεξιμότητα και έκρηξη .3 κίνδυνα υγείας .4 σύσταση αδρανούς αερίου .5 ηλεκτροστατικοί κίνδυνοι Γνώση και κατανόηση των κινδύνων της μη συμμόρφωσης με σχετικούς κανόνες/ κανονισμούς	Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Κίνδυνοι σχετικοί με το φορτίο στο πλοίο και στο προσωπικό το οποίο σχετίζεται με εργασίες φορτίου πετρελαοφόρου, αναγνωρίζονται κατάλληλα και λαμβάνονται κατάλληλα μέτρα ελέγχου
Εφαρμογή επαγγελματικής υγιεινής και προφυλάξης ασφάλειας	Γνώση και κατανόηση των ασφαλών εργασιακών πρακτικών, συμπεριλαμβανομένης, αξιολόγησης κινδύνου και προσωπικής ασφάλειας επί πλοίου, σχετικά με τα πετρελαοφόρα: .1 Μέτρα προφύλαξης να λαμβάνονται κατά την είσοδο σε κλειστούς χώρους, συμπεριλαμβανομένης ορθής χρήσης διάφορων τύπων αναπνευστικών συσκευών .2 μέτρα προφύλαξης που λαμβάνονται πριν και κατά τη διάρκεια εργασιών επισκευών και συντήρησης .3 μέτρα προφύλαξης για θερμές και ψυχρές εργασίες .4 μέτρα προφύλαξης για ηλεκτρική ασφάλεια .5 χρήση του Κατάλληλου Προστατευτικού Εξοπλισμού (PPE)	Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Διαδικασίες που είναι σχεδιασμένες για την προστασία προσωπικού και του πλοίου τηρούνται ορθώς Πρακτικές ασφαλούς εργασίας και κατάλληλος προστατευτικός εξοπλισμός ασφάλειας χρησιμοποιείται ορθώς Πρακτικές εργασίας είναι σύμφωνες με τις νομοθετικές απαιτήσεις, τους κώδικες πρακτικής, τις άδειες εργασίας και τις περιβαλλοντικές ανησυχίες Ορθή χρήση αναπνευστικών συσκευών Διαδικασίες για είσοδο σε κλειστούς χώρους τηρούνται

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ανταπόκριση σε έκτακτες ανάγκες	<p>Γνώση και κατανόηση διαδικασιών έκτακτης ανάγκης πετρελαοφόρων, συμπεριλαμβανομένων:</p> <ol style="list-style-type: none"> .1. σχέδια ανταπόκρισης έκτακτης ανάγκης πλοίου .2. διακοπή έκτακτης ανάγκης κατά τη διάρκεια εργασιών φορτίου .3. μέτρα που λαμβάνονται σε περίπτωση αποτυχίας των συστημάτων ή υπηρεσιών ουσιαστικών για το φορτίο .4. πυρόσβεση σε πετρελαοφόρα .5. διάσωση σε κλειστούς χώρους .6. χρήση Φύλλου Δεδομένων Υλικών Ασφάλειας (MSDS) <p>Μέτρα που λαμβάνονται μετά από σύγκρουση, προσάραξη ή υπερχειλίση</p> <p>Γνώση διαδικασιών πρώτων βοηθειών σε πετρελαοφόρο</p>	<p>Εξέταση και αξιολόγηση αποδοκικών στα χείρων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1. εγκεκριμένη υπηρεσία σε πλοίο .2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3. εγκεκριμένη εκπαίδευση σε προσομοιωτή .4. εγκεκριμένο εκπαίδευτικό πρόγραμμα 	<p>Ο τύπος και η επίπτωση έκτακτης ανάγκης αναγνωρίζεται κατάλληλα και οι ενέργειες ανταπόκρισης συμμορφώνονται με τις θεσπισμένες διαδικασίες και τα σχέδια ανάγκης</p> <p>Η σειρά προτεραιότητας, και τα επίπεδα και τα χρονοδιαγράμματα σύνταξης αναφορών και ενημέρωσης προσωπικού επί πλοίου είναι σχετικές με τη φύση της έκτακτης ανάγκης και αντανακλούν το επίγειο του προβλήματος</p> <p>Εκκένωση, διακοπή έκτακτης ανάγκης και διαδικασίες απομόνωσης είναι κατάλληλες με τη φύση της έκτακτης ανάγκης και εφαρμόζονται σωστά</p> <p>Η αναγνώριση καθώς και τα μέτρα που λαμβάνονται σε περίπτωση ιατρικής έκτακτης ανάγκης συμμορφώνονται με την πρόσφατα αναγνωρισμένη πρακτική πρώτων βοηθειών και τις διεθνείς κατευθυντήριες οδηγίες</p>
Λήψη μέτρων προφύλαξης για την πρόληψη ρύπανσης περιβάλλοντος	Κατανόηση διαδικασιών πρόληψης ρύπανσης της ατμόσφαιρας και του περιβάλλοντος	<p>Εξέταση και αξιολόγηση αποδοκικών στα χείρων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1. εγκεκριμένη υπηρεσία σε πλοίο .2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3. εγκεκριμένη εκπαίδευση σε προσομοιωτή .4. εγκεκριμένο εκπαίδευτικό πρόγραμμα 	Οι εργασίες διεξάγονται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες πρόληψης ρύπανσης περιβάλλοντος
Παρακολούθηση και έλεγχος σε συμμόρφωση με τις νομοθετικές απαιτήσεις	Γνώση και κατανόηση των σχετικών διατάξεων της Διεθνούς Σύμβασης για την Πρόληψη Ρύπανσης από Πλοία (MARPOL), όπως τροποποιήθηκε, και άλλα σχετικά όργανα του IMO, κατευθυντήριες οδηγίες της βιομηχανίας και κανονισμοί ληφθέντων όπως εφαρμόζονται κατά γενικό κανόνα	<p>Εξέταση και αξιολόγηση αποδοκικών στα χείρων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ol style="list-style-type: none"> .1. εγκεκριμένη υπηρεσία σε πλοίο .2. εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3. εγκεκριμένη εκπαίδευση σε προσομοιωτή .4. εγκεκριμένο εκπαίδευτικό πρόγραμμα 	Ο χαρακτηρισμός φορτίων συμμορφώνεται με τα σχετικά όργανα του IMO και τα θεσπισμένα βιομηχανικά πρότυπα και κώδικες πρακτικής ασφαλούς εργασίας

Καθορισμός ελάχστων προτύπων ικανότητας προχωρημένης εκπαίδευσης για εργασίες φορτίου σε χημικά δεξαμενόπλοια

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Ικανότητα ασφαλούς εκτέλεσης και παρακολούθησης όλων των εργασιών φορτίου</p>	<p><i>Σχεδιασμός και χαρακτηριστικά ενός χημικού δεξαμενοπλοίου</i></p> <p>Γνώση σχεδίων χημικών δεξαμενοπλοίων, συστημάτων και εξοπλισμού, συμπεριλαμβανομένων:</p> <ul style="list-style-type: none"> .1 γενικές διατάξεις και κατασκευή .2 διατάξεις σωληνώσεων και εξοπλισμός .3 κατασκευή δεξαμενής και ρυθμίσεις .4 αντλίες και συστήματα στράγγισης .5 αντλίες πίεσης δεξαμενής φορτίου και συστήματα ελέγχου θερμοκρασίας και συναγερμοί .6 συστήματα ελέγχου μέτρησης και συναγερμοί .7 συστήματα ανίχνευσης αερίου .8 συστήματα θέρμανσης και ψύξης φορτίου .9 συστήματα καθαρισμού δεξαμενής .10 συστήματα περιβαλλοντικού ελέγχου δεξαμενής φορτίου .11 συστήματα ερμαιοσμού .12 εξαερισμός περιοχής φορτίου και εξαερισμός χώρου ενδίαιτησης .13 συστήματα επιστροφής/ ανάκτησης ατμού .14 συστήματα πυρόσβεσης .15 δεξαμενή, αντλίες και υλικά εξαρτημάτων και επιστρώσεις .16 διαχείριση καταλοίπων <p>Γνώση θεωρίας αντλίων και χαρακτηριστικών, συμπεριλαμβανομένων των τύπων αντλίων φορτίου και την ασφαλή λειτουργία τους</p> <p>Επάρκεια αγωγής ασφάλειας δεξαμενοπλοίων και εφαρμογή συστήματος ασφαλούς διαχείρισης</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Οι επικοινωνίες είναι σαφείς, κατανοητές και επιτυχείς</p> <p>Οι εργασίες φορτίου διεξάγονται με ασφαλή τρόπο, λαμβάνοντας υπόψη τα σχέδια χημικού δεξαμενοπλοίου, τα συστήματα και τον εξοπλισμό</p> <p>Οι εργασίες φορτίου σχεδιάζονται, ο κίνδυνος διαχρίζεται και διεξάγεται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες για την εξασφάλιση ασφάλειας εργασιών και αποφυγής ρύπανσης θαλάσσιου περιβάλλοντος</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ικανότητα ασφαλούς εκτέλεσης και παρακολούθησης όλων των εργασιών φορτίου (συνέχεια)	<p>Γνώση και κατανόηση και παρακολούθηση συστημάτων ασφαλείας, συμπεριλαμβανομένου συστήματος διακοπής έκτακτης ανάγκης</p> <p>Φόρτωση και εκφόρτωση, φροντίδα και διαχείριση φορτίου</p> <p>Ικανότητα εκτέλεσης μετρήσεων φορτίου και υπολογισμών</p> <p>Γνώση επίπτωσης χύδην υγρών φορτίων σε ευστάθεια και σταθερότητα και δομική ακεραιότητα</p> <p>Γνώση και κατανόηση εργασιών χημικού φορτίου, συμπεριλαμβανομένων:</p> <ul style="list-style-type: none"> .1 σχέδια φόρτωσης και εκφόρτωσης .2 ερματισμός και απομάκρυνση έρματος .3 εργασίες καθαρισμού δεξαμενής .4 έλεγχος ατμόσφαιρας δεξαμενής .5 αδράνα .6 απελευθέρωση αερίων .7 μετάγχιση από πλοίο σε πλοίο .8 αναστολή και απαίτησης σταθεροποίησης .9 απαίτησης θέρμανσης και ψύξης και συνέπειες σε γεωμετρικά φορτία .10 συμβατότητα φορτίου και διαχωρισμός .11 υψηλή τριβή φορτίων .12 εργασίες υπόλοιπου φορτίου .13 επιχειρησιακή είσοδος στη δεξαμενή <p>Ανάπτυξη και εφαρμογή σχεδίων εργασιών φορτίου, διαδικασίες και λίστες ελέγχου</p> <p>Ικανότητα υπολογισμού και χρήση συστημάτων παρακολούθησης και ανίχνευσης αερίου, όργανα και εξοπλισμός</p> <p>Ικανότητα διαχείρισης και επίβλεψης προσωπικού με ευθύνες σχετικά με το φορτίο</p>		<p>Διαδικασίες παρακολούθησης και συστήματα ασφαλείας εξασφαλίζουν ότι όλα τα συναγερμοί ανιχνεύονται κατάλληλα και δρούν σύμφωνα με τις θεσπισμένες διαδικασίες</p> <p>Ορθή φόρτωση, στα βασίδια φορτίων και εκφόρτωση εξασφαλίζει ότι η ευστάθεια και οι συνθήκες πίεσης παραμένουν στα ασφαλή όρια άρκως</p> <p>Πθανή μη συμμόρφωση με διαδικασίες που έχουν σχέση με τις εργασίες φορτίου αναγνωρίζονται κατάλληλα και αποκαθίστανται</p> <p>Μέτρα που λαμβάνονται και διαδικασίες που ακολουθούνται προσδιορίζονται ορθώς και ο κατάλληλος εξοπλισμός που σχετίζεται με το φορτίο επί πλοίου, χρησιμοποιείται ορθώς</p> <p>Βαθμονόμηση και χρήση εξοπλισμού παρακολούθησης και ανίχνευσης αερίου είναι συνεπής με τις ασφαλείς επιχειρησιακές πρακτικές και διαδικασίες</p> <p>Ανάθεση καθηκόντων στο προσωπικό και ενημέρωσή του σχετικά με τις διαδικασίες και τα πρότυπα εργασίας που ακολουθούνται, με τρόπο κατάλληλο για τα εμπλεκόμενα άτομα και σύμφωνα με τις ασφαλείς επιχειρησιακές πρακτικές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εξακείωση με τις φυσικές και χημικές ιδιότητες των χημικών φορτίων	<p>Γνώση και κατανόηση των χημικών και φυσικών ιδιοτήτων των επιβλαβών υγρών ουσιών, συμπεριλαμβανομένων:</p> <ul style="list-style-type: none"> .1 κατηγοριών χημικών φορτίων (διαβρωικά, τοξικά, εύφλεκτα, εκρηκτικά) .2 χημικών ομάδων και βιομηχανική χρήση .3 ανιδραστικότητα φορτίων <p>Κατανόηση πληροφοριών που παρέχονται στο Φύλλο Δεδομένων Υλικών Ασφάλειας (MSDS)</p>	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Αποτελεσματική χρήση πηγών πληροφοριών για αναγνώριση ιδιοτήτων και χαρακτηριστικών επιβλαβών υγρών ουσιών και σχετικών αερίων, και επιπτώσεις τους στην ασφάλεια, στην προστασία περιβάλλοντος και στη λειτουργία του πλοίου</p>
Λήψη προληπτικών μέτρων πρόληψης κινδύνων	<p>Γνώση και κατανόηση κινδύνων και μέτρα ελέγχου που έχουν σχέση με τις εργασίες δεξαμενοπλοίου χημικών φορτίων συμπεριλαμβανομένων:</p> <ul style="list-style-type: none"> .1 αναφλεξιμότητα και έκρηξη .2 τοξικότητα .3 κίνδυνα υγείας .4 σύνθεση αδρανούς αερίου .5 ηλεκτροστατικός κίνδυνος .6 ανιδραστικότητα .7 διάβρωση .8 φορτία χαμηλού σημείου βρασμού .9 φορτία υψηλής πυκνότητας .10 στερεοποιημένα φορτία .11 πολυμερισμένα φορτία <p>Γνώση και κατανόηση κινδύνων της μη συμμόρφωσης με σχετικούς κανόνες/ κανονισμούς</p>	<p>Εξέταση και αξιολόγηση αποδοκικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Σχετικοί κίνδυνοι με το φορτίο για το πλοίο και για το προσωπικό που έχει σχέση με τις εργασίες φορτίου χημικού δεξαμενοπλοίου αναγνωρίζονται ορθά, και λήψη κατάλληλων μέτρων ελέγχου</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εφαρμογή επαγγελματικής υγείας και προφυλάξεως ασφάλειας	<p>Γνώση και κατανόηση ασφαλών πρακτικών εργασίας, συμπεριλαμβανοντας αξιολόγηση κινδύνου και προσωπική ασφάλεια στο πλοίο σχετική με χημικά δεξαμενόπλοια:</p> <p>.1 μέτρα προφύλαξης προς λήψη κατά την είσοδο σε κλειστούς χώρους, συμπεριλαμβανομένης ορθής χρήσης διάφορων τύπων αναπνευστικών συσκευών</p> <p>.2 λήψη μέτρων προφύλαξης πριν και κατά τη διάρκεια επισκευαστικών εργασιών και συντήρησης</p> <p>.3 μέτρα προφύλαξης για θερμές και ψυχρές εργασίες</p> <p>.4 μέτρα προφύλαξης για ηλεκτρική ασφάλεια</p> <p>.5 χρήση κατάλληλου Προσωπικού Προστατευτικού Εξοπλισμού (PPE)</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χείρων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαιδευτικό πρόγραμμα</p>	<p>Διαδικασίες σχεδιασμένες για την προστασία του προσωπικού και του πλοίου τηρούνται άριστα</p> <p>Πρακτικές ασφαλών εργασιών τηρούνται και χρησιμοποιείται σωστά κατάλληλος προστατευτικός εξοπλισμός ασφάλειας</p> <p>Πρακτικές εργασίες είναι σύμφωνες με τις νομοθετικές απαιτήσεις, κώδικες πρακτικής, άδειες εργασίας και περιβαλλοντικές ανησυχίες</p> <p>Ορθή χρήση αναπνευστικών συσκευών</p> <p>Διαδικασίες εισόδου σε κλειστούς χώρους τηρούνται</p>
Ανταπόκριση σε έκτακτες ανάγκες	<p>Γνώση και κατανόηση διαδικασιών έκτακτης ανάγκης σε χημικά δεξαμενόπλοια, συμπεριλαμβανομένου:</p> <p>1. σχέδια ανταπόκρισης πλοίου σε έκτακτες ανάγκες</p> <p>2. εργασίες διακοπής έκτακτης ανάγκης κατά τη διάρκεια εργασιών φορτίου</p> <p>3. ενέργειες που λαμβάνονται σε περίπτωση αποτυχίας συστημάτων ή ουσιαστικών υπηρεσιών στο φορτίο</p> <p>4. πυρόσβεση σε χημικά δεξαμενόπλοια</p> <p>5. διάσωση σε κλειστούς χώρους</p> <p>6. αντιδραστικότητα φορτίου</p> <p>7. απόρριψη φορτίου</p> <p>8. χρήση Φύλλου Δεδομένων Υλικών Ασφάλειας (MSDS)</p> <p>Ενέργειες που γίνονται μετά από σύγκρουση, προσάραξη ή υπερχείλιση</p> <p>Γνώση διαδικασιών πρώτων βοηθειών σε δεξαμενόπλοια χημικά, με αναφορά στον Ιατρικό Οδηγό Πρώτων Βοηθειών για Χρήση σε Ατυχήματα με Επικίνδυνα Φορτία (MFAG)</p>	<p>Εξέταση και αξιολόγηση αποδοτικών στα χείρων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαιδευτικό πρόγραμμα</p>	<p>Ο τύπος και η επίπτωση έκτακτης ανάγκης αναγνωρίζεται κατάλληλα και οι ενέργειες ανταπόκρισης συμμορφώνονται με τις θεσπισμένες διαδικασίες έκτακτης ανάγκης και τα σχέδια ανάγκης</p> <p>Η σειρά προτεραιότητας, και τα επίπεδα και τα χρονοδιαγράμματα σύνταξης αναφορών και ενημέρωσης προσωπικού στο πλοίο είναι σχετικές με τη φύση έκτακτης ανάγκης και αντανακλά το επείγον του προβλήματος</p> <p>Εκκένωση, διακοπή έκτακτης ανάγκης και διαδικασίες απομόνωσης είναι κατάλληλες με τη φύση της έκτακτης ανάγκης και εφαρμόζονται ορθώς</p> <p>Αναγνώριση και ενέργειες που γίνονται σε περίπτωση ιατρικής έκτακτης ανάγκης συμμορφώνονται με την υπάρχουσα αναγνωρισμένη πρακτική πρώτων βοηθειών και τις διεθνείς κατευθυντήριες οδηγίες</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Λήψη μέτρων προφύλαξης πρόληψης ρύπανσης περιβάλλοντος	Κατανόηση διαδικασιών πρόληψης ρύπανσης ατμόσφαιρας και περιβάλλοντος	Εξέταση και αξιολόγηση αποδεικτικών στοιχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Οι εργασίες αξιολογούνται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες πρόληψης ρύπανσης περιβάλλοντος
Παρακολούθηση και έλεγχος της συμμόρφωσης με τις νομοθετικές απαιτήσεις	Γνώση και κατανόηση σχετικών διατάξεων της Διεθνούς Σύμβασης πρόληψης Ρύπανσης από Πλοία (MARPOL) και άλλων σχετικών οργάνων IMO, κατευθυντήριες οδηγίες βιομηχανίας και κανονισμούς λιμένα όπως κατά γενικό κανόνα εφαρμόζονται Επάρκεια στην χρήση του Κώδικα IBC και σχετικών εγγράφων	Εξέταση και αξιολόγηση αποδεικτικών στοιχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Η διαχείριση φορτίων συμμορφώνεται με τα σχετικά όργανα IMO και τα θεσπισμένα βιομηχανικά πρότυπα και κώδικες πρακτικής ασφαλούς εργασίας

Τμήμα A-V/1-2

Ελάχιστες υποχρεωτικές απαιτήσεις για την εκπαίδευση και τα προσόντα πλοιάρχων, αξιωματικών και μελών πληρώματος σε υγραεριοφόρα δεξαμενόπλοια

Πρότυποι ικανότητας

1 Κάθε υποψήφιος για πιστοποίηση βασικής εκπαίδευσης για εργασίες φορτίου σε υγραεριοφόρα δεξαμενόπλοια θα απαιτείται:

.1 να επιδεικνύουν την ικανότητά τους για να αναλαμβάνουν τις εργασίες, τα καθήκοντα και τις ευθύνες που παρατίθενται στην στήλη 1 του πίνακα A-V/1-2-1, και

.2 να προσκομίζουν αποδεικτικά στοιχεία ότι έχουν:

.2.1 την ελάχιστη γνώση, κατανόηση και επάρκεια που παρατίθενται στην στήλη 2 του πίνακα A-V/1-2-1, και

.2.2 το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης που αναφέρονται στις στήλες 3 και 4 του πίνακα A-V/1-2-1.

2 Κάθε υποψήφιος για πιστοποίηση σε προχωρημένη εκπαίδευση για εργασίες φορτίου σε υγραεριοφόρα δεξαμενόπλοια θα απαιτείται:

.1 να επιδεικνύει ικανότητα ανάληψης εργασιών, καθηκόντων και ευθυνών που παρατίθενται στη στήλη 1 του πίνακα A-V/1-2-2, και

.2 να προσκομίζουν αποδεικτικά στοιχεία ότι έχουν:

.2.1 την ελάχιστη γνώση, κατανόηση και επάρκεια που παρατίθενται στη στήλη 2 του πίνακα A-V/1-2-2, και

.2.2 το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια εκτίμησης ικανότητας που αναφέρονται στις στήλες 3 και 4 του πίνακα A-V/1-2-2.

Πίνακας A-V/1-2-1

Καθορισμός ελάχιστου προτύπου ικανότητας στη βασική εκπαίδευση για εργασίες φορτίου σε υγραεροφόρα δεξαμενόπλοια

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπειρία	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Συμβολή στην ασφαλή λειτουργία υγραεροφόρου δεξαμενοπλοίου</p>	<p>Σχεδιασμός και επιχειρησιακά χαρακτηριστικά υγραεροφόρων δεξαμενοπλοίων</p> <p>Βασική γνώση υγραεροφόρων δεξαμενοπλοίων</p> <p>.1 τύπα υγραεροφόρων δεξαμενοπλοίων</p> <p>.2 γενική ρύθμιση και κατασκευή</p> <p>Βασική γνώση εργασιών φορτίου:</p> <p>.1 συστήματα αντλών και βαλβίδες</p> <p>.2 εξοπλισμός χαρμού φορτίου</p> <p>.3 φόρτιση και εκφόρτιση και μέγιστα κατά τη διαμετακόμιση</p> <p>.4 διακοπή συστήματος έκτακτης ανάγκης (ESD)</p> <p>.5 καθαρισμός δεξαμενής, εκκαθάριση, απελευθέρωση αερίου και αδράνεα</p> <p>Βασική γνώση φυσικών ιδιοτήτων υγραερίων, συμπεριλαμβανομένου:</p> <p>.1 ιδιότητες και χαρακτηριστικά</p> <p>.2 πίεση και θερμοκρασία, συμπεριλαμβανομένης της σχέσης πίεσης ατμού και θερμοκρασίας</p> <p>.3 τύπα ηλεκτροστατικής φόρτισης</p> <p>.4 χημικά σύμβολα</p> <p>Γνώση και κατανόηση αγωγής ασφάλειας δεξαμενοπλοίου και διαχείρισης ασφάλειας</p>	<p>Εξέταση και αξιολόγηση αποδεικτικών στα χείρων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαιδευτικό πρόγραμμα</p>	<p>Ο επικανωνίες στον τομέα ευθύνης είναι σαφείς και αποτελεσματική</p> <p>Οι εργασίες φορτίου διεξάγονται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες για να εξασφαλίσουν την ασφάλεια των εργασιών</p>
<p>Λήψη μέτρων προφύλαξης αποφυγής κινδύνων</p>	<p>Βασική γνώση των κινδύνων που έχουν σχέση με εργασίες σε δεξαμενόπλοιο, συμπεριλαμβάνοντας:</p> <p>.1 κινδύνους υγείας</p> <p>.2 κινδύνους περιβαλλοντικούς</p> <p>.3 κινδύνους αντιδραστικότητας</p> <p>.4 κινδύνους διάβρωσης</p> <p>.5 κινδύνους έκρηξης και αναφλεξιμότητας</p> <p>.6 πηγές ανάφλεξης</p> <p>.7 ηλεκτροστατικούς κινδύνους</p>	<p>Εξέταση και αξιολόγηση αποδεικτικών στα χείρων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαιδευτικό πρόγραμμα</p>	<p>Ορθή αναγνώριση σε MSDS, σχετικών κινδύνων φορτίου για το πλοίο και το προσωπικό και ενέργειες που γίνονται σύμφωνα με τις θεσπισμένες διαδικασίες</p> <p>Η αναγνώριση και οι ενέργειες για την επίγνωση επικίνδυνης κατάστασης συμμορφώνονται με τις θεσπισμένες διαδικασίες καλύτερων πρακτικών</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Λήψη μέτρων προφύλαξης πρόληψης κινδύνων (συνέχεια)	<ul style="list-style-type: none"> .8 κινδύνους ταχέως .9 άσφαλείς ατμού και νέφη .10 εξαιρετικά χαμηλές θερμοκρασίες .11 κινδύνους πίεσης <p>Βασική γνώση ελέγχων κινδύνου:</p> <ul style="list-style-type: none"> .1 αδράνα α, τεχνικές ξήρανσης και παρακολούθησης .2 αντιστατικά μέτρα .3 εξερισμός .4 άσχωρισμός .5 αναστολή φορτίου .6 σπουδαία ότητα συμβατότητας φορτίου .7 έλεγχος ατμόσφαιρας .8 δοκιμή αερίου <p>Κατανόηση των πληροφοριών Φύλλου Δεδομένων Υλικών Ασφάλειας (MSDS)</p>		
Εφαρμογή επαγγελματικής υγιεινής και προφύλαξης και μέτρα ασφάλειας	<p>Λειτουργία και σωστή χρήση οργάνων μέτρησης αερίου και παράοας εξοπλισμός</p> <p>Σωστή χρήση εξοπλισμού ασφάλειας και προστατευτικές συσκευές, συμπεριλαμβάνοντας:</p> <ul style="list-style-type: none"> .1 αναπνευστικές συσκευές και εξοπλισμό εκκένωσης δεξαμενής .2 προστατευτικός ιμπίσμός και εξοπλισμός .3 μέσα επαναφοράς .4 εξοπλισμός άσωσης και άφυγής <p>Βασική γνώση πρακτικών και διαδικασιών ασφαλούς εργασίας σύμφωνα με τη νομοθεσία και τις κατευθυντήριες οδηγίες βιομηχανίας και προσωπική ασφάλεια στο πλοίο σχετική με τα υγραεριοφόρα δεξαμενόπλοια, συμπεριλαμβάνοντας:</p> <ul style="list-style-type: none"> .1 μέτρα προφύλαξης κατά την είσοδο σε κλειστούς χώρους .2 μέτρα προφύλαξης πριν και κατά τη διάρκεια εργασιών επισκευής και συντήρησης .3 μέτρα ασφάλειας για εργασίες θερμές και ψυχρές 	<p>Εξέταση και αξιολόγηση αποδοτικών στα χείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Διαδικασίες εισόδου σε κλειστούς χώρους τηρούνται</p> <p>Διαδικασίες και πρακτικές ασφαλούς εργασίας σχεδιασμένες για την προστασία προσωπικού και πλοίου τηρούνται άρκως</p> <p>Κατάλληλος εξοπλισμός ασφάλειας και προστασίας χρησιμοποιείται ορθώς</p>
Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4

Ικανότητα	Γνώση, κατανόηση και εμπάρκα α	Μέθοδοι επίδοξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εφαρμογή μέτρων και προφυλάξεων ασφάλειας και επαγγελματικής υγείας (συνέχεια)	.4 ηλεκτρική ασφάλεια .5 λίστα ελέγχου ασφάλειας πλοίου/ξηράς Βασική γνώση πρώτων βοηθειών με αναφορά στο Φύλλο Δεδομένων Υλικών Ασφάλειας (MSDS)		Κανόνες Πρώτων Βοηθειών
Διεξαγωγή εργασιών πυρόσβεσης	Οργάνωση πυρκαγιάς δεξαμενοπλοίων και ενέργειες που γίνονται Ειδικό κίνδυνο σχετικό με τη διαχείριση φορτίου και τη μεταφορά υγραερίων χύδην Πυροσβεστικά μέσα που χρησιμοποιούνται για την κατάσβεση πυρκαγιών αερίου Λειτουργίες σταθερών συστημάτων αφρού πυρόσβεσης Λειτουργίες κινητού συστήματος αφρού πυρόσβεσης Λειτουργίες σταθερού ξηρού χημικού συστήματος Βασική γνώση περιορισμού υπερχειλίσεως σε σχέση με τις εργασίες πυρόσβεσης	Πρακτικές ασκήσεις και οδηγίες διεξάγονται υπό εγχειρίσματα και πραγματικά ρεαλιστικές συνθήκες εκπαίδευσης (π.χ. συνθήκες προσομοίωσης στο πλοίο) και όποτε είναι εφικτό και πρακτικό σε κατάσταση σκότους	Αρχικές και συνεχόμενες ενέργειες στην γνώση έκτακτης ανάγκης συμμορφώνονται με τις θεσπισμένες πρακτικές και διαδικασίες Ενέργειες που γίνονται για την αναγνώριση σημάτων κλήσης είναι κατάλληλες με την ενδεχόμενη έκτακτη ανάγκη και συμμορφώνονται με τις θεσπισμένες διαδικασίες Ιματισμός και εξοπλισμός είναι κατάλληλα με τη φύση των εργασιών πυρόσβεσης Ο συγχρονισμός και η ακολουθία των ατομικών ενεργειών είναι κατάλληλα για τις επικρατούσες συνθήκες και καταστάσεις Κατάσβεση πυρκαγιάς επιτυγχάνεται με την χρήση κατάλληλων διαδικασιών, τεχνικών και μέσων πυρόσβεσης
Αναπόκριση σε έκτακτες ανάγκες	Βασική γνώση διαδικασιών έκτακτης ανάγκης, περιλαμβανομένων διακοπής έκτακτης ανάγκης	Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Ο τύπος και η επίπτωση έκτακτης ανάγκης αναγνωρίζεται ορθώς και οι ενέργειες αναπόκρισης συμμορφώνονται με τις διαδικασίες έκτακτης ανάγκης και τα σχέδια ανάγκης
Λήψη προφυλάξεων πρόληψης ρύπανσης περιβάλλοντος από την απελευθέρωση υγραερίων	Βασική γνώση αποτελεσμάτων ρύπανσης στην ανθρώπινη και θαλάσσια ζωή Βασική γνώση διαδικασιών στο πλοίο πρόληψης ρύπανσης Βασική γνώση μέτρων που λαμβάνονται σε περίπτωση υπερχειλίσεως, περιλαμβάνοντας την ανάγκη: .1 αναφοράς σχετικών πληροφοριών στα αρμόδια άτομα .2 υποστήριξης εφαρμογής στο πλοίο διαδικασιών περιορισμού υπερχειλίσεως .3 πρόληψη ραγίσματος	Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Διαδικασίες που είναι σχεδιασμένες για την προστασία του περιβάλλοντος τηρούνται άρκεως

Καθορισμός ελάχιστου προτύπου ικανότητας σε προχωρημένη εκπαίδευση για εργασίες φορτίου σε υγραεροφόρα δεξαμενόπλοια

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδο επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Ικανότητα ασφαλούς παρακολούθησης όλων των εργασιών φορτίου</p>	<p><i>Σχεδιασμός και χαρακτηρισικά υγραεροφόρου δεξαμενόπλοιου</i></p> <p>Γνώση σχεδίων, συστημάτων και εξοπλισμού υγραεροφόρου δεξαμενόπλοιου, συμπεριλαμβανομένης:</p> <p>.1 τύπους υγραεροφόρων δεξαμενόπλοιων και τη κατασκευή δεξαμενών φορτίου</p> <p>.2 γενική ρύθμιση και κατασκευή</p> <p>.3 συστήματα αναχαίτησης φορτίου, συμπεριλαμβανομένης τα υλικά κατασκευής και μόνωσης</p> <p>.4 εξοπλισμός χαρτισμού φορτίου και ενοργάνωση:</p> <p>.1 αντλίες φορτίου και διατάξεις αντλιών</p> <p>.2 αντλίες φορτίου και βαλβίδες</p> <p>.3 συσκευές επέκτασης</p> <p>.4 παραπετάσματα φωπιάς</p> <p>.5 συστήματα παρακολούθησης θερμοκρασίας</p> <p>.6 συστήματα μέτρησης επιπέδου δεξαμενής φορτίου</p> <p>.7 παρακολούθησης πίεσης δεξαμενής και συστήματα ελέγχου</p> <p>5. σύστημα διατήρησης θερμοκρασίας</p> <p>.6 συστήματα ελέγχου ατμόσφαιρας δεξαμενών (αδρανές αέριο, άζωτο) συμπεριλαμβανομένων συστημάτων στα βασίδια, παραγωγής και διανομής</p> <p>.7 συστήματα θέρμανσης στεγανού παραφράγματος</p> <p>.8 συστήματα ανίχνευσης αερίου</p> <p>.9 σύστημα ερμασμού</p> <p>.10 συστήματα βρασμού</p> <p>.11 συστήματα επανυγροποίησης</p> <p>.12 Σύστημα Διακοπής Έκτακτης Ανάγκης (ESD)</p> <p>.13 φροντίδα συστήματος μεταφοράς</p>	<p>Εξέταση και αξιολόγηση αποδεικτικών στα χείρων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαιδευτικό πρόγραμμα</p>	<p>Οι επικοινωνίες είναι σαφείς, κατανοητές και επιτυχείς</p> <p>Οι εργασίες φορτίου διεξάγονται με ασφαλή τρόπο, λαμβάνοντας υπόψη τα σχέδια, τα συστήματα και τον εξοπλισμό υγραεροφόρου δεξαμενόπλοιου</p> <p>Εργασίες άντλησης διεξάγονται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες και είναι σχετικές με τον τύπο φορτίου</p> <p>Οι εργασίες φορτίου είναι σχεδιασμένες, ο κίνδυνος διαχειρίζεται και διεξάγεται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες για την εξασφάλιση ασφάλειας εργασιών και την αποφυγή ρύπανσης του θαλάσσιου περιβάλλοντος</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ικανότητα ασφαλούς παρακολούθησης όλων των εργασιών φορτίου (συνέχεια)	<p>Γνώση θεωρίας αντλίας και χαρακτηριστικών, συμπεριλαμβανομένων των τύπων αντλιών φορτίου και την ασφαλή λειτουργία τους</p> <p>Φόρτωση, εκφόρτωση, μέριμνα και χειρισμός φορτίου</p> <p>Γνώση επίπτωσης ισοβάθειας, ευστάθειας και δομικής ακεραιότητας υγρών φορτίων χύδην</p> <p>Επάρκεια όσον αφορά την αγωγή ασφάλειας και την εφαρμογή των απαιτήσεων διαχείρισης ασφάλειας</p> <p>Επάρκεια εφαρμογής ασφαλών προεπιμασιών, διαδικασιών και λιστών ελέγχου για όλες τις εργασίες φορτίου, συμπεριλαμβανομένης:</p> <p>.1 Θέση ελλειμμένου και φόρτωσης:</p> <p>.1 επιθεώρηση δεξαμενής</p> <p>.2 αδράνεα (μείωση Οξυγόνου, μείωση σημείου κόρου)</p> <p>.3 εφοδιασμός με καύσιμα</p> <p>.4 ψύξη</p> <p>.5 φόρτωση</p> <p>.6 αφερισμός</p> <p>.7 δαγματοληψία, συμπεριλαμβανομένης δαγματοληψίας κλαστής θυρίδας</p> <p>.2 θαλάσσια δίοδος:</p> <p>.1 ψύξη</p> <p>.2 τήρηση θερμοκρασίας</p> <p>.3 εξάτμιση</p> <p>.4 παρεμπόδιση</p> <p>.3 εκφόρτωση:</p> <p>.1 εκφόρτωση</p> <p>.2 ερματισμός</p> <p>.3 συστήματα αποσύνθεσης και καθαρισμού</p> <p>.4 συστήματα απελευθέρωσης υγρού από τη δεξαμενή</p>		<p>Σωστή φόρτωση, σταβασία και εκφόρτωση φορτίων υγραερίου διασφαλίσει ότι οι συνθήκες ευστάθειας και πίεσης παραμένουν σε ασφαλή όρια διαρκώς</p> <p>Πιθανή μη συμμόρφωση με τις διαδικασίες φορτίου αναγνωρίζεται και διορθώνεται</p> <p>Μέτρα που λαμβάνονται και διαδικασίες που ακολουθούνται αναγνωρίζουν σωστά και χρησιμοποιούν τον καταλληλό εξοπλισμό πλοίου</p> <p>Βαθμονόμηση και χρήση εξοπλισμού παρακολούθησης και ανίχνευσης αερίου είναι συνεπής με ασφαλείς επιχειρησιακές πρακτικές και διαδικασίες</p> <p>Διαδικασίες για συστήματα ασφάλειας και παρακολούθησης διασφαλίζουν ότι όλα τα συναγεμολογημένα ταχέως και ενεργούν σύμφωνα με θεσπισμένες αρχές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Ικανότητα ασφαλούς παρακολούθησης όλων των εργασιών φορτίου (συνέχεια)</p>	<p>.4 προετοιμασία προ ελλειμσμού:</p> <ul style="list-style-type: none"> .1 θέρμανση .2 αδράνα .3 απελευθέρωση αερίου .5 μεταφορά από πλοίο σε πλοίο <p>Επάρκεια εκτέλεσης μετρήσεων φορτίου και υπολογισμών, συμπεριλαμβάνοντας:</p> <ul style="list-style-type: none"> .1 φάση υγρού .2 φάση αερίου .3 Ποσότητα Στο πλοίο (OBQ) .4 Υπολαβόμενα στο Πλοίο (ROB) .5 υπολογισμοί βρασμού φορτίου <p>Επάρκεια διαχείρισης και επίβλεψης προσωπικού με ευθύνες φορτίου</p>		<p>Ανάθεση καθηκόντων στο προσωπικό και ενημέρωση σχετικά με τις διαδικασίες και τα πρότυπα εργασίας που ακολουθούνται, σε τρόπο κατάλληλο για τα άτομα που εμπλέκονται και σύμφωνα με τις ασφαλείς επιχειρησιακές πρακτικές</p>
<p>Εξοκείωση με τις φυσικές και χημικές ιδιότητες φορτίων υγραερίου</p>	<p>Γνώση και κατανόηση βασικής χημείας και φυσικής και των σχετικών ορισμών που αφορούν την ασφαλή μεταφορά υγραερίων χύδην με πλοία, συμπεριλαμβάνοντας:</p> <ul style="list-style-type: none"> .1 τη χημική δομή των αερίων .2 τις ιδιότητες και τα χαρακτηριστικά υγραερίων (περιλαμβανομένου του CO₂) και των ατμών τους, συμπεριλαμβάνοντας: <ul style="list-style-type: none"> .1 τους νόμους απλού αερίου .2 κατάσταση .3 πυκνότητες υγρού και ατμού .4 διάχυση και ανάμιξη αερίων .5 συμπίεση αερίων .6 επανυγροποίηση και ψύξη αερίων .7 ορακή θερμοκρασία αερίων και πίεση .8 σημείο ανάφλεξης, ανώτερα και κατώτερα όρια έκρηξης, θερμοκρασία αυτόματης ανάφλεξης .9 συμβατότητα, αντιδραστικότητα και θετικός διαχωρισμός αερίων .10 πολυμερισμός 	<p>Εξέταση και αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Αποτελεσματική χρήση επιτυγχάνεται από πηγές πληροφοριών για αναγνώριση ιδιοτήτων και χαρακτηριστικών υγραερίων και την επίπτωσή τους στην ασφάλεια, προστασία περιβάλλοντος και λειτουργία του πλοίου</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εξακείωση με τις φυσικές και χημικές ιδιότητες φορτίων υγραερίου (συνέχεια)	<ul style="list-style-type: none"> .11 πίεση κορεσμένου ατμού/ πίεση αναφοράς .12 σημείο κόρου και σημείο φουσαλίδων .13 λίπανση συμπιεστή .14 σύσταση ενυδάτωσης .3 α ιδιότητες απλών υγρών .4 η φύση και οι ιδιότητες διαλυτών .5 μονάδες θερμοδυναμικής .6 νόμα και διαγράμματα βασικής θερμοδυναμικής .7 ιδιότητες υλικών .8 επίπτωση χαμηλής θερμοκρασίας – ράγισμα <p>Κατανόηση πληροφοριών που περιέχονται στο Φύλλο Δεδομένων Υλικών Ασφάλειας (MSDS)</p>		
Λήψη μέτρων προφύλαξης αποφυγής κινδύνων	<p>Γνώση και κατανόηση των κινδύνων και των μέτρων ελέγχου που έχουν σχέση με τις εργασίες φορτίου υγραεριοφόρων δεξαμενοπλοίων, συμπεριλαμβανόμενες:</p> <ul style="list-style-type: none"> 1. αναφλεξιμότητα 2. έκρηξη 3. τοξικότητα 4. ανπιδραστικότητα 5. διαβρωσιμότητα 6. κίνδυνα υγείας 7. σύνθεση αδρανούς αερίου 8. ηλεκτροστατικοί κίνδυνοι 9. πολυμερισμένα φορτία <p>Επάρκεια βαθμονόμησης και χρήση συστημάτων, οργάνων και εξοπλισμού παρακολούθησης και ανίχνευσης αερίου</p> <p>Γνώση και κατανόηση των κινδύνων μη συμμόρφωσης με τους σχετικούς κανόνες/ κανονισμούς</p>	<p>Εξέταση και αξιολόγηση αποδοτικών σταθίων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <ul style="list-style-type: none"> .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα 	<p>Σχετικοί κίνδυνοι που σχετίζονται με το φορτίο για το πλοίο και το προσωπικό που έχει σχέση με εργασίες φορτίου υγραεριοφόρου δεξαμενοπλοίου αναγνωρίζονται σωστά και λαμβάνονται κατάλληλα μέτρα ελέγχου</p> <p>Η χρήση συσκευών ανίχνευσης αερίου είναι σύμφωνη με τα εγχαρίδια και την καλή πρακτική</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Εφαρμογή επαγγελματικής υγιεινής και λήψη μέτρων ασφάλειας	<p>Γνώση και κατανόηση των ασφαλών πρακτικών εργασίας, συμπεριλαμβανομένων αξιολόγησης κινδύνου και προσωπικής ασφάλειας στο πλοίο που έχουν σχέση με υγραεροφόρα δεξαμενόπλοια, συμπεριλαμβανόμενα:</p> <p>.1 μέτρα προφύλαξης που λαμβάνονται κατά την είσοδο σε κλειστούς χώρους (χώρος συμπιεστή), περιλαμβανομένης της ορθής χρήσης διαφορετικών τύπων αναπνευστικών συσκευών</p> <p>.2 μέτρα προφύλαξης που λαμβάνονται πριν και κατά τη διάρκεια εργασιών επισκευής και συντήρησης, συμπεριλαμβανομένων εργασιών στα συστήματα αντλών, σωληνώσεων, ηλεκτρικών και συστημάτων ελέγχου</p> <p>.3 μέτρα προφύλαξης για θερμές και ψυχρές εργασίες</p> <p>.4 μέτρα προφύλαξης για ηλεκτρική ασφάλεια</p> <p>.5 χρήση κατάλληλου Προσωπικού Προστατευτικού Εξοπλισμού (PPE)</p> <p>.6 μέτρα προφύλαξης για κρυοπαγήματα εγκαυμάτων από κρύο</p> <p>.7 σωστή χρήση ατομικού εξοπλισμού παρακολούθησης τοξικότητας</p>	<p>Αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαίδευτικό πρόγραμμα</p>	<p>Διαδικασίες που είναι σχεδιασμένες για την προστασία του προσωπικού και του πλοίου τηρούνται διαρκώς</p> <p>Πρακτικές ασφαλών εργασιών τηρούνται και χρησιμοποιείται σωστά κατάλληλος εξοπλισμός προστασίας και ασφάλειας</p> <p>Πρακτικές εργασίας είναι σύμφωνες με τις νομοθετικές απαιτήσεις, κώδικες πρακτικής, άδειες εργασίας και περιβαλλοντικές ανησυχίες</p> <p>Ορθή χρήση αναπνευστικών συσκευών</p>
Ανταπόκριση σε έκτακτες ανάγκες	<p>Γνώση και κατανόηση διαδικασιών έκτακτης ανάγκης υγραεροφόρων δεξαμενοπλοίων, συμπεριλαμβανόμενα:</p> <p>1. σχέδια ανταπόκρισης πλοίου σε έκτακτη ανάγκη</p> <p>2. διαδικασία διακοπής εργασιών φορτίου σε έκτακτη ανάγκη</p> <p>3. λειτουργίες βαλβίδων φορτίου σε έκτακτη ανάγκη</p> <p>4. μέτρα που λαμβάνονται σε περίπτωση αποτυχίας των συστημάτων ή υπηρεσιών που είναι σημαντικές για τις εργασίες φορτίου</p> <p>5. πυρόσβεση σε υγραεροφόρα δεξαμενόπλοια</p> <p>6. ρίψη φορτίου</p> <p>7. διάσωση σε κλειστούς χώρους</p>	<p>Αξιολόγηση αποδοτικών σταχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα:</p> <p>.1 εγκεκριμένη υπηρεσία σε πλοίο</p> <p>.2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου</p> <p>.3 εγκεκριμένη εκπαίδευση σε προσομοιωτή</p> <p>.4 εγκεκριμένο εκπαίδευτικό πρόγραμμα</p>	<p>Τύπος και επίπτωση έκτακτης ανάγκης αναγνωρίζεται ταχέως και οι ενέργειες ανταπόκρισης συμμορφώνονται με τις θεσπισμένες διαδικασίες και σχέδια έκτακτης ανάγκης</p> <p>Ο βαθμός προτεραιότητας και τα επίπεδα και τα χρονικά αγράμματα σύνταξης αναφορών και ενημέρωσης προσωπικού στο πλοίο είναι σχετικές με τη φύση της έκτακτης ανάγκης και αντανακλά το επείγον του προβλήματος</p> <p>Εκκένωση, διακοπή έκτακτης ανάγκης και απομόνωση είναι κατάλληλες με τη φύση της έκτακτης ανάγκης και εφαρμόζονται ταχέως</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ανταπόκριση σε έκτακτες ανάγκες (συνέχεια)	Μέτρα που λαμβάνονται σε συνέχεια σύγκρουσης, προσάραξης ή υπερχειλίσσης και περικύκλωση του πλοίου σε τοξικά ή εύφλεκτους ατμούς Γνώση και κατανόηση διαδικασιών πρώτων βοηθειών και ανιδότην σε υγραεραφόρα δεξαμενόπλοια, με αναφορά στον Ιατρικό Οδηγό Πρώτων Βοηθειών που Χρησιμοποιείται για Ατυχήματα που αφορούν Επικίνδυνα Αγαθά (MFAG)		Η αναγνώριση και τα μέτρα που λαμβάνονται σε περίπτωση ιατρικής έκτακτης ανάγκης είναι σύμφωνες με την υπάρχουσα ανγνωρισμένη πρακτική πρώτων βοηθειών και τις διεθνείς οδηγίες
Λήψη μέτρων προφύλαξης πρόληψης ρύπανσης περιβάλλοντος	Κατανόηση διαδικασιών πρόληψης ρύπανσης περιβάλλοντος	Αξιολόγηση αποδεικτικών στοιχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Εργασίες διεξάγονται σύμφωνα με τις αποδεκτές αρχές και διαδικασίες πρόληψης ρύπανσης περιβάλλοντος
Παρολοούθηση και έλεγχος της συμμόρφωσης με τις νομοθετικές απαιτήσεις	Γνώση και κατανόηση σχετικών διατάξεων της Διεθνούς Σύμβασης για Πρόληψη Ρύπανσης από Πλοία (MARPOL) και άλλων σχετικών οργάνων IMO κατευθυντήριων οδηγιών βιομηχανίας και κανονισμών λιμένα όπως κατά γενικό κανόνα εφαρμόζονται Επάρκεια στην χρήση των Κωδικών IBC και IGC και σχετικών εγγράφων	Αξιολόγηση αποδεικτικών στοιχείων που αποκτώνται από ένα ή περισσότερα από τα ακόλουθα: .1 εγκεκριμένη υπηρεσία σε πλοίο .2 εγκεκριμένη εμπειρία εκπαίδευσης επί πλοίου .3 εγκεκριμένη εκπαίδευση σε προσομοιωτή .4 εγκεκριμένο εκπαιδευτικό πρόγραμμα	Ο χαρακτηρισμός φορτίων υγραερίων συμμορφώνεται με τα σχετικά όργανα IMO και τα θεσπισμένα βιομηχανικά πρότυπα και κώδικες πρακτικών ασφαλούς εργασίας

Τμήμα Α - V/2

Υποχρεωτικές ελάχιστες απαιτήσεις για την εκπαίδευση και προσόντα πλοιάρχων, αξιωματικών, μελών πληρώματος και λοιπού προσωπικού επιβατηγών πλοίων

Εκπαίδευση & αχείρισης πλήθους

1 Η εκπαίδευση διαχείρισης πλήθους που απαιτείται από τον κανονισμό V/2 παράγραφος 4 για προσωπικό που ορίζεται σε πίνακες συγκέντρωσης να βοηθά τους επιβάτες σε καταστάσεις έκτακτης ανάγκης θα περιλαμβάνει, αλλά δεν θα περιορίζεται αναγκαστικά σε:

.1 επίγνωση συσκευών διάσωσης και σχεδίων ελέγχου, συμπεριλαμβανομένου:

.1.1 γνώση πινάκων συγκέντρωσης και οδηγιών κατάστασης έκτακτης ανάγκης,

.1.2 γνώση εξόδων κινδύνου, και

.1.3 περιορισμοί στην χρήση ανελκυστήρων,

2 ικανότητα παροχής βοήθειας στους επιβάτες καθ' οδόν προς τους σταθμούς συγκέντρωσης και επιβίβασης συμπεριλαμβανομένων:

.2.1 της ικανότητας να δίνει σαφείς καθησυχαστικές εντολές,

.2.2 του ελέγχου των επιβατών στους διαδρόμους, κλίμακες και διόδους επιβατών,

.2.3 της διατήρησης οδών διαφυγής ελευθέρων από εμπόδια,

.2.4 των μεθόδων που είναι διαθέσιμες για εκκένωση αναπήρων και ατόμων που χρειάζονται ειδική βοήθεια, και

.2.5 ερεύνης στους χώρους ενδιάμεσης,

3 διαδικασίες συγκέντρωσης συμπεριλαμβανομένων:

.3.1 της σημασίας διατήρησης της τάξης,

.3.2 της ικανότητας χρήσης διαδικασιών μείωσης και αποφυγής πανικού,

.3.3 της ικανότητας χρήσης, όπου απαιτείται, καταλόγων επιβατών για απαρίθμηση εκκένωσης,

.3.4 της ικανότητας να εξασφαλίζει ότι οι επιβάτες είναι κατάλληλα ενδεδυμένοι και έχουν φορέσει τα σωσίβιά τους σωστά.

Εκπαίδευση ασφαλείας για προσωπικό που παρέχει απ' ευθείας υπηρεσίες σε επιβάτες σε χώρους επιβατών

2 Η πρόσθετη εκπαίδευση ασφαλείας που απαιτείται από τον κανονισμό V/2 παράγραφος 5 θα εξασφαλίζει τουλάχιστον απόκτηση των ικανοτήτων ως ακολούθως:

Επικοινωνία

.1 Ικανότητα επικοινωνίας με τους επιβάτες στη διάρκεια επείγουσας ανάγκης, λαμβάνοντας υπ' όψη:

.1.1 τη κατάλληλη γλώσσα ή γλώσσες για τις κύριες εθνικότητες επιβατών που μεταφέρονται στο συγκεκριμένο πλοίο,

.1.2 τη πιθανότητα ότι η ικανότητα χρήσης βασικού λεξιλογίου Αγγλικής για βασικές οδηγίες μπορεί να παρέχει μέσω επικοινωνίας με επιβάτη που χρειάζεται βοήθεια είτε ο επιβάτης και το μέλος πληρώματος μιλούν την ίδια γλώσσα είτε όχι,

.1.3 τη πιθανή ανάγκη επικοινωνίας στη διάρκεια έκτακτης ανάγκης με κάποια άλλα μέσα, όπως μέσω επίδειξης, νοημάτων με τα χέρια, ή προκαλώντας τη προσοχή στο σημείο οδηγιών,

σε σταθμούς συγκέντρωσης, σωστικές συσκευές ή οδούς εκκένωσης, όταν η προφορική επικοινωνία είναι πρακτικά αδύνατη,

.1.4 το βαθμό στον οποίο έχουν παρασχεθεί στους επιβάτες πλήρεις οδηγίες ασφαλείας στη μητρική τους γλώσσα ή γλώσσες, και

.1.5 τις γλώσσες στις οποίες μπορούν να μεταδίδονται ανακινώσιμες έκτακτης ανάγκης κατά τη διάρκεια επείγουσας ανάγκης ή άσκησης για τη διαβίβαση οδηγιών κρίσιμης σημασίας σε επιβάτες για τη διευκόλυνση των μελών πληρώματος να συνδράμουν επιβάτες.

Σωστικές συσκευές

.2 Ικανότητα επίδειξης σε επιβάτες της χρήσης προσωπικών σωστικών συσκευών

Διαδικασίες επιβίβασης

.3 Επιβίβαση και αποβίβαση επιβατών, με ιδιαίτερη προσοχή σε ανάπηρα άτομα και άτομα που χρήζουν βοήθειας.

Εκπαίδευση διαχείρισης κρίσεων και ανθρώπινης συμπεριφοράς

3 Πλοίαρχα, πρώτοι μηχανικοί, υποπλοίαρχα, δεύτεροι μηχανικοί και οποιοδήποτε άτομο έχει ευθύνη ασφαλείας επιβατών σε καταστάσεις έκτακτης ανάγκης θα:

.1 έχει ολοκληρώσει επιτυχώς την εγκεκριμένη εκπαίδευση διαχείρισης κρίσεων και ανθρώπινης συμπεριφοράς που απαιτείται από τον κανονισμό V/2, παράγραφος 6, σύμφωνα με την ειδικότητα τους, τα καθήκοντα και τις ευθύνες τους όπως καθορίζονται στον πίνακα A-V/2, και

.2 απαιτείται να παρέχει στοιχεία ότι το απαιτούμενο πρότυπο ικανότητας έχει επιτευχθεί σύμφωνα με τις μεθόδους και τα κριτήρια αξιολόγησης ικανότητας που αναφέρονται στις στήλες 3 και 4 του πίνακα A-V/2.

Εκπαίδευση ασφάλειας επιβατών, ασφάλειας φορτίου και ακεραιότητας σκάφους

4 Η εκπαίδευση ασφάλειας επιβατών, ασφάλειας φορτίου και ακεραιότητας σκάφους που απαιτείται από τον κανονισμό V/2 παράγραφος 7, για πλοίαρχους, υποπλοίαρχους, πρώτους μηχανικούς, δεύτερους μηχανικούς και πρόσωπα που έχουν αναλάβει άμεση ευθύνη για την επιβίβαση και αποβίβαση επιβατών, για φόρτωση, εκφόρτωση ή ασφάλιση φορτίου ή για κλείσιμο ανοιγμάτων στο σκάφος επί επιβατηγών πλοίων go-go θα εξασφαλίζουν τουλάχιστον απόκτηση των ικανοτήτων που είναι κατάλληλες για τα καθήκοντα και τις ευθύνες τους ως ακολούθως:

Διαδικασίες φόρτωσης και επιβίβασης

.1 Ικανότητα κατάλληλης εφαρμογής των θεσπισμένων διαδικασιών για το πλοίο ως ακολούθως:

.1.1 φόρτωση και εκφόρτωση οχημάτων, βαγονιών και άλλων μονάδων μεταφοράς φορτίου, συμπεριλαμβανομένων συναφών επικοινωνιών,

.1.2 καθαίρεση και ανύψωση ράμπας,

.1.3 τοποθέτηση και σταβασία αφαιρούμενων/ αναδιπλούμενων καταστροφμάτων οχημάτων,

.1.4 επιβίβαση και αποβίβαση επιβατών, με ιδιαίτερη προσοχή σε ανάπηρα άτομα και άτομα που χρήζουν βοήθειας.

Μεταφορά επικίνδυνων προϊόντων

.2 Ικανότητα εφαρμογής οποιωνδήποτε προφυλάξεων, διαδικασιών και απαιτήσεων σχετικά με τη μεταφορά επικίνδυνων προϊόντων σε επιβατηγά πλοία go-go.

Ασφάλιση φορτίων

.3 Ικανότητα:

1.1 Ορθής εφαρμογής των διατάξεων του Κώδικα Ασφαλούς Πρακτικής για Σταβάσια και Ασφάλιση Φορτίου σε οχήματα, βαγόνια και άλλες μονάδες μεταφοράς φορτίου που μεταφέρονται, και

1.2 Κατάλληλης χρήσης του εξοπλισμού ασφάλισης φορτίου και των παρεχόμενων υλικών, λαμβάνοντας υπ' όψη τους περιορισμούς τους.

Υπολογισμοί ευστάθειας, διαγωγής και πιέσεων

.4 Ικανότητα:

.4.1 κατάλληλης χρήσης των παρεχόμενων πληροφοριών για την ευστάθεια και τις πιέσεις,

.4.2 υπολογισμού ευστάθειας και διαγωγής για διαφορετικές συνθήκες φόρτωσης, με χρήση υπολογιστών ευστάθειας ή των προγραμμάτων υπολογισμού, που παρέχονται,

.4.3 υπολογισμού συντελεστών φόρτωσης καταστρωμάτων, και

.4.4 υπολογισμού του αντίκτυπου μεταφοράς έρματος και καυσίμων στην ευστάθεια, διαγωγή και πιέσεις.

Άνοιγμα, κλείσιμο και ασφάλιση ανοιγμάτων στο σκάφος

.5 Ικανότητα:

5.1 κατάλληλης εφαρμογής θεσπισμένων διαδικασιών για το πλοίο σχετικά με το άνοιγμα, κλείσιμο και ασφάλιση πλήρους και πρύμνης και πλευρικών θυρών και ραμπών και σωστής λειτουργίας σχετικών συστημάτων, και

5.2 διεξαγωγής επιθεώρησης για κατάλληλη στεγανοποίηση.

Ατμόσφαιρα στο κατάστρωμα Ro-Ro

.6 Ικανότητα

.6.1 χρήσης, αν υπάρχει, εξοπλισμού παρακολούθησης της ατμόσφαιρας στους χώρους φορτίου Ro-Ro, και

.6.2 σωστής εφαρμογής των διαδικασιών που έχουν καθιερωθεί για το πλοίο, για τον αερισμό των χώρων φορτίου Ro-Ro κατά την διάρκεια φόρτωσης και εκφόρτωσης οχημάτων, εν πλώ και σε καταστάσεις έκτακτης ανάγκης.

Πίνακας Α-Υ/2

Ορισμός ελάχιστων προτύπων ικανότητας διαχείρισης κρίσεων και ανθρώπινης συμπεριφοράς

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδο επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Οργάνωση στο πλοίο διαδικασιών έκτακτης ανάγκης	<p>Γνώση:</p> <p>.1 γενικού σχεδίου και σχεδιαγράμματος πλοίου</p> <p>.2 κανονισμοί ασφαλείας</p> <p>.3 σχέδια έκτακτης ανάγκης και διαδικασίες</p> <p>Η σημασία των αρχών για την ανάπτυξη των διαδικασιών έκτακτης ανάγκης του συγκεκριμένου πλοίου, συμπεριλαμβάνοντας:</p> <p>.1 την ανάγκη προσχεδιασμού και ασκήσεων διαδικασιών έκτακτης ανάγκης πλοίου</p> <p>.2 την ανάγκη για όλο το προσωπικό να ενημερώνεται και να τηρεί τις προσχεδιασμένες διαδικασίες έκτακτης ανάγκης όσο πιο προσεκτικά είναι δυνατό σε περίπτωση κατάστασης έκτακτης ανάγκης</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτώνται από εγκεκριμένη εκπαίδευση, ασκήσεως με ένα ή περισσότερα προετοιμασμένα σχέδια έκτακτης ανάγκης και πρακτική επίδειξη	Οι διαδικασίες έκτακτης ανάγκης στο πλοίο διασφαλίζουν μια κατάσταση ετοιμότητας για να ανταποκριθεί σε καταστάσεις έκτακτης ανάγκης
Βελτιστοποίηση χρήσης πόρων	<p>Ικανότητα βελτιστοποίησης χρήσης πόρων, λαμβάνοντας υπόψη:</p> <p>.1 την πιθανότητα ότι οι διαθέσιμοι πόροι έκτακτης ανάγκης μπορεί να είναι περιορισμένα</p> <p>.2 την ανάγκη πλήρους χρησιμοποίησης του προσωπικού και του εξοπλισμού που είναι άμεσα διαθέσιμο, και αν κρίνεται απαραίτητο, να αυτοσχεδιάσει</p> <p>Ικανότητα να οργανώνει πραγματικές ασκήσεις για να διατηρήσει μια κατάσταση ετοιμότητας, λαμβάνοντας υπόψη τα μαθήματα που έχουν διδαχθεί από προηγούμενα ατυχήματα επιβατηγών πλοίων, και των απολογισμών μετά από ασκήσεις</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτώνται από εγκεκριμένη εκπαίδευση, πρακτική επίδειξη και εκπαίδευση στο πλοίο και ασκήσεως διαδικασιών έκτακτης ανάγκης	<p>Σχέδια ανάγκης βελτιστοποιούν την χρήση διαθέσιμων πόρων</p> <p>Ανάθεση καθηκόντων και ευθυνών αντανακλά την ικανότητα γνώσης των ατόμων</p> <p>Ρόλοι και ευθύνες των ομάδων και των ατόμων καθορίζονται με σαφήνεια</p>
Ανταπόκριση ελέγχου σε έκτακτες ανάγκες	<p>Ικανότητα να κάνει μια αρχική αξιολόγηση και να ανταποκρίνεται αποτελεσματικά σε καταστάσεις έκτακτης ανάγκης σύμφωνα με θεσπισμένες διαδικασίες έκτακτης ανάγκης</p> <p><i>Ικανότητες ηγεσίας</i></p> <p>Ικανότητα να δει και να καθοδηγήσει τους άλλους σε καταστάσεις έκτακτης ανάγκης, συμπεριλαμβανομένης της ανάγκης:</p> <p>.1 παραδογμισμού κατά τη διάρκεια καταστάσεων έκτακτης ανάγκης</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτώνται από εγκεκριμένη εκπαίδευση, πρακτική επίδειξη και εκπαίδευση στο πλοίο και ασκήσεως διαδικασιών έκτακτης ανάγκης	<p>Διαδικασίες και ενέργειες είναι σύμφωνες με τις θεσπισμένες αρχές και σχέδια για διαχείριση κρίσεων στο πλοίο</p> <p>Ανακαμενικοί σκοποί και στρατηγική είναι κατάλληλες στη φύση της έκτακτης ανάγκης, λαμβάνοντας υπόψη τις έκτακτες ανάγκες και κανονισμούς βέλτιστη χρήση των διαθέσιμων πόρων</p> <p>Ενέργειες των μελών του πληρώματος συνσφύρουν στη διατήρηση τάξης και ελέγχου</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδο επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ανταπόκριση ελέγχου σε έκτακτες ανάγκες (συνέχεια)	<p>.2 να επικεντρώνεται στη λήψη απόφασης, δεδομένης της ανάγκης άμεσας ενέργειας σε περίπτωση έκτακτης ανάγκης</p> <p>.3 κινήτοποίησης, ενθάρρυνσης και εξασφάλισης επιβατών και άλλου προσωπικού</p> <p><i>Διαχείριση άγχους</i></p> <p>Ικανότητα να αναγνωρίζει την ανάπτυξη συμπτωμάτων υπερβολικού ατομικού άγχους και των άλλων μελών της ομάδας έκτακτης ανάγκης του πλοίου</p> <p>Κατανόηση ότι το άγχος που προκαλείται από καταστάσεις έκτακτης ανάγκης μπορεί να επηρεάσει την αποτελεσματικότητα των ατόμων καθώς και την ικανότητά τους να ενεργήσουν σύμφωνα με οδηγίες και να ακολουθήσουν διαδικασίες</p>		
Έλεγχος επιβατών και άλλου προσωπικού κατά τη διάρκεια συνθηκών έκτακτης ανάγκης	<p>Ανθρώπινη συμπεριφορά και ανταποκρίσεις</p> <p>Ικανότητα ελέγχου επιβατών και άλλου προσωπικού σε καταστάσεις έκτακτης ανάγκης, συμπεριλαμβανομένων:</p> <p>.1 επίγνωση των γενικών σχεδίων αντίδρασης επιβατών και άλλου προσωπικού σε καταστάσεις έκτακτης ανάγκης, συμπεριλαμβανομένης της πιθανότητας ότι:</p> <p>.1.1 γενικά χρειάζεται κάποιος χρόνος πριν α άνθρωποι αποδεχτούν το γεγονός ότι υφίσταται έκτακτη ανάγκη</p> <p>.1.2 μερικοί άνθρωποι μπορεί να πανικοβληθούν και να μην συμπεριφέροντα λογικά, και ότι η αντίληψη τους να κατανοούν μπορεί να παρεμποδίζεται και μπορεί να μην ανταποκρίνονται στις οδηγίες όπως όταν βρίσκονταν σε καταστάσεις μη έκτακτης ανάγκης</p> <p>2. επίγνωση ότι α επιβάτες και άλλο προσωπικό μπορεί μεταξύ άλλων να:</p> <p>.2.1 αρχίζουν να ψάχνουν για συγγενείς, φίλους και / ή τα πράγματά τους ως πρώτη αντίδραση όταν κάτι πηγαίνει λάθος</p> <p>.2.2 ψάχνουν για ασφάλεια στις καμπίνες τους ή σε άλλα μέρη του πλοίου όπου νομίζουν ότι μπορεί να διαφύγουν τον κίνδυνο</p>	Αξιολόγηση αποδοτικών σταθίων που αποκτώνται από εγκεκριμένη εκπαίδευση, πρακτική επίδειξη και εκπαίδευση στο πλοίο και ασκήσεις διασκαίων έκτακτης ανάγκης	Ενέργειες μελών του πληρώματος συνασφύρουν στη διατήρηση τάξης και ελέγχου

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης και ικανότητας	Κριτήρια αξιολόγησης και ικανότητας
Έλεγχος επιβατών και άλλου προσωπικού κατά τη διάρκεια συνθηκών έκτακτης ανάγκης (συνέχεια)	.2.3 τείνουν να μετακινούνται προς την άνω πλευρά όταν το πλοίο παίρνει κλίση .3 εκτίμηση πιθανού προβλήματος πανικού που είναι αποτέλεσμα χωρισμού οικογένειας		
Δημιουργία και τήρηση αποτελεσματικών επικοινωνιών	Ικανότητα να δημιουργεί και να τηρεί αποτελεσματική επικοινωνία, συμπεριλαμβάνοντας : .1 την ανάγκη σαφών και συνοπτικών οδηγιών και αναφορών .2 την ανάγκη ενθάρρυνσης ανταλλαγής πληροφοριών με την ανταποδότηση των επιβατών και του άλλου προσωπικού Ικανότητα να παρέχει σχετικές πληροφορίες στους επιβάτες και στο άλλο προσωπικό κατά τη διάρκεια έκτακτης ανάγκης, καθώς και να τους κρατά ενημέρους της γενικής κατάστασης καθώς και να κοινοποιεί όσα ελαττώματα ή απειλές τους ενδέχεται να λαμβάνονται υπόψη: .1 τη γλώσσα ή τις γλώσσες κατάλληλες των βασικών εθνικοτήτων τους και του άλλου προσωπικού που αξιολογεί τον συγκεκριμένο πλοίο .2 την πιθανή ανάγκη επικοινωνίας κατά τη διάρκεια έκτακτης ανάγκης με άλλα μέσα, όπως με επίδειξη, ή με σήματα χειρών ή να ζητήσει την προσοχή στον χώρο οδηγών, στους σταθμούς συγκέντρωσης, στις σωστικές συσκευές ή στους χώρους διαφυγής, όταν προφορική επικοινωνία δεν είναι πρακτική .3 την γλώσσα στην οποία ανακανώσεις έκτακτης ανάγκης μπορεί να μεταδοθούν κατά τη διάρκεια έκτακτης ανάγκης ή άσκησης για να διαβίβασε σημαντική καθοδήγηση στους επιβάτες και να διευκολύνει τα μέλη πληρώματος να βοηθήσουν τους επιβάτες	Αξιολόγηση αποδοτικών σταχείων που αποκτώνται από εγκεκριμένη εκπαίδευση, άσκησης και πρακτική επίδειξη	Πληροφορίες από όλους τους διαθέσιμους πόρους αποκτώνται, εκπνώνονται και επιβεβαιώνονται όσο το δυνατόν γρήγορα και επανεξετάζονται μέσα από την έκτακτη ανάγκη Πληροφορίες που δίνονται στα άτομα, ομάδες ανταπόκρισης έκτακτης ανάγκης και επιβάτες είναι ακριβείς, σχετικές και έγκαιρες Πληροφορίες κρατούν τους επιβάτες ενημέρους όσον αφορά τη φύση της έκτακτης ανάγκης και τις δράσεις τους απαιτούμενες ενέργειες

ΚΕΦΑΛΑΙΟ VI

Πρότυπα σχετικά με κατάσταση ανάγκης, εργασιακή ασφάλεια, ασφάλεια (security), ιατρική μέριμνα και καθήκοντα επιβίωσης

Τμήμα Α - VI/1

Υποχρεωτικές ελάχιστες απαιτήσεις εξοικείωσης ασφαλείας (safety), βασική εκπαίδευση και οδηγίες για όλους τους ναυτικούς

Εκπαίδευση εξοικείωσης ασφαλείας (safety)

1 Πριν αναλάβουν καθήκοντα στο πλοίο, όλα τα άτομα που εργάζονται ή απασχολούνται σε ποντοπόρο πλοίο, πλην επιβατών, θα λαμβάνουν εγκεκριμένη εκπαίδευση εξοικείωσης σε τεχνικές προσωπικής επιβίωσης ή θα λαμβάνουν επαρκείς πληροφορίες και οδηγίες, λαμβάνοντας υπόψη τις οδηγίες που δίνονται στο τμήμα Β, για να είναι σε θέση να:

- .1 επικοινωνούν με άλλα άτομα επί του πλοίου για στοιχειώδη θέματα ασφαλείας (safety) και να κατανοούν τα σύμβολα πληροφοριών ασφαλείας, πινακίδες και σήματα συναγερμού,
- .2 να γνωρίζουν τι να κάνουν αν:
 - .2.1 άτομο πέσει στη θάλασσα,
 - .2.2 ανιχνευθεί φωτιά ή καπνός, ή
 - .2.3 ηχησει συναγερμός πυρκαγιάς ή εγκατάλειψης πλοίου,
- .3 εντοπίσουν σταθμούς συγκέντρωσης και επιβίβασης και οδούς διαφυγής σε περίπτωση ανάγκης,
- .4 εντοπίσουν και φορέσουν ατομικά σωσίβια,
- .5 θέσουν σε λειτουργία τον συναγερμό και να έχουν βασικές γνώσεις χρήσης φορητών πυροσβεστήρων,
- .6 να λάβουν άμεσα ενέργειες όταν έλθουν ανημέτωπα με ατύχημα ή άλλη κατάσταση ιατρικής ανάγκης πριν αναζητήσουν στο πλοίο περαιτέρω ιατρική βοήθεια, και
- .7 να ανοίγουν και κλείνουν τις καροστεγείς, υδατοστεγείς και θύρες πυρκαγιάς που υπάρχουν στο συγκεκριμένο πλοίο, πλην όσων είναι ανοίγματα στο σκελετό του πλοίου.

Βασική Εκπαίδευση*

2 Ναυτικοί που εργάζονται ή απασχολούνται με οποιαδήποτε ειδικότητα σε πλοίο στις εμπορικές δραστηριότητες αυτού ως μέλη πληρώματός του, με καθορισμένα καθήκοντα ασφαλείας ή πρόληψης ρύπανσης κατά την λειτουργία του πλοίου, πριν αναλάβουν οποιαδήποτε καθήκοντα στο πλοίο θα:

- .1 λαμβάνουν κατάλληλη εγκεκριμένη βασική εκπαίδευση ή οδηγίες σε :
 - .1.1 τεχνικές προσωπικής επιβίωσης όπως ορίζονται στον πίνακα A-VI/1-1,
 - .1.2 πρόληψη πυρκαγιάς και πυρόσβεση όπως ορίζεται στον πίνακα A-VI/1-2,
 - .1.3 στοιχειώδεις πρώτες βοήθειες όπως ορίζονται στον πίνακα A-VI/1-3, και
 - .1.4 προσωπική ασφάλεια και κοινωνικές ευθύνες όπως ορίζονται στον πίνακα A-VI/1-4,
- .2 απαιτείται να παρέχουν αποδεικτικά στοιχεία ότι έχουν επιτύχει το απαιτούμενο πρότυπο ικανότητας για να αναλάβουν τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 των πινάκων A - VI/1-1, A - VI/1-2, A - VI/1-3 και A - VI/1-4 με:

* Οι σχετικές πρότυπες σφαίρες εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαίδευστων.

.2.1 επίδειξη ικανότητας σύμφωνα με τις μεθόδους και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 αυτών των πινάκων, και

.2.2 εξέταση ή συνεχή αξιολόγηση ως μέρος εγκεκριμένου προγράμματος εκπαίδευσης στα θέματα που παρατίθενται στην στήλη 2 αυτών των πινάκων.

3 Ναυτικοί, που πληρούν τις προϋποθέσεις στη βασική εκπαίδευση σύμφωνα με τη παράγραφο 2 θα απαιτείται, κάθε πέντε έτη, να παρέχουν αποδεικτικά στοιχεία ότι έχουν διατηρήσει το απαιτούμενο πρότυπο ικανότητας για την ανάληψη των εργασιών, καθηκόντων και ευθυνών που παρατίθενται στη στήλη 1 των πινάκων A-VI/1-1 και A-VI/1-2.

4 Τα Μέρη μπορεί να αποδέχονται επί του πλοίου εκπαίδευση και εμπειρία για τη διατήρηση του απαιτούμενου προτύπου ικανότητας στους εξής τομείς:

.1 τεχνικές προσωπικής επιβίωσης όπως καθορίζονται στον πίνακα A-VI/1-1:

.1.1 εφαρμογή ατομικού σωσίβιου,

.1.2 επιβίβαση σε σκάφος επιβίωσης από το πλοίο, φορώντας ατομικό σωσίβιο,

.1.3 να αναλαμβάνουν αρχικές ενέργειες κατά την επιβίβαση σε σωσίβια λέμβο για την αύξηση πιθανοτήτων επιβίωσης,

.1.4 χρήση βοηθητικής σωσίβιας λέμβου ή άγκυρας

.1.5 λειτουργία εξοπλισμού σκάφους επιβίωσης,

.1.6 λειτουργία συσκευών εντοπισμού συμπεριλαμβανομένου εξοπλισμού ραδιοεπικοινωνιών,

.2 πρόληψη πυρκαγιάς και πυρόσβεση όπως καθορίζονται στον πίνακα A-VI/1-2:

.2.1 χρήση αυτόνομου αναπνευστικού εξοπλισμού, και

.2.2 πραγματοποίηση διάσωσης σε χώρο πλήρη καπνού, με χρήση εγκεκριμένης συσκευής δημιουργίας καπνού, φορώντας αναπνευστικό εξοπλισμό.

Εξαιρέσεις

5 Η Αρχή μπορεί όσον αφορά πλοία πλην επιβατηγών πλοίων άνω των 500 ο.χ. που εκτελούν διεθνείς πλόες και δεξαμενόπλοια, αν θεωρεί ότι το μέγεθος του πλοίου και η διάρκεια ή η φύση του πλου του είναι τέτοια ώστε να καθιστούν την εφαρμογή των πλήρων απαιτήσεων αυτού του μέρους παράλογη ή μη πρακτικά δυνατή, να εξαιρούν στο βαθμό αυτό τους ναυτικούς τέτοιου πλοίου ή κατηγορίας πλοίων από κάποιες από τις απαιτήσεις λαμβάνοντας υπ' όψη την ασφάλεια των επιβαίνόντων, του πλοίου και της περιουσίας και την προστασία του θαλάσσιου περιβάλλοντος.

Πίνακας Α-VI/1-1

Καθορισμός του ελάχιστου προτύπου ικανότητας σε τεχνικές ατομικής επιβίωσης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Επιβίωση στην θάλασσα σε περίπτωση εγκατάλειψης πλοίου	<p>Τύπος καταστάσεων έκτακτης ανάγκης που μπορεί να συμβούν όπως σύγκρουση, πυρκαγιά, βύθιση</p> <p>Τύπος συσκευών διάσωσης που συνήθως υπάρχουν στα πλοία</p> <p>Εξοπλισμός σε σκάφη επιβίωσης</p> <p>Χώρος ατομικών συσκευών διάσωσης</p> <p>Αρχές που αφορούν την επιβίωση συμπεριλαμβανομένων:</p> <p>.1 αξίας εκπαίδευσης και γυμνασίων</p> <p>.2 ατομικού ιμπισμού προστασίας και εξοπλισμού</p> <p>.3 ανάγκης ετοιμότητας για οποιαδήποτε έκτακτη ανάγκη</p> <p>.4 ενεργιών που πρέπει να γίνονται όταν γίνεται κλήση στους σταθμούς σκαφών επιβίωσης</p> <p>.5 ενεργιών που πρέπει να γίνονται όταν απαιτείται να γίνει εγκατάλειψη του πλοίου</p> <p>.6 ενεργιών που πρέπει να γίνονται όταν κάποιος βρίσκεται στο νερό</p> <p>.7 μέτρων που πρέπει να λαμβάνονται πάνω σε σκάφος επιβίωσης</p> <p>.8 κύριων κινδύνων για τους επιβιώσαντες</p>	<p>Αξιολόγηση των αποδοτικών σταχείων που λαμβάνονται από εγκεκριμένη εκπαίδευση ή κατά την άσκηση παρακολούθησης εγκεκριμένου κύκλου σπουδών ή εγκεκριμένη εμπειρία κατά την υπηρεσία συμπεριλαμβανομένης πρακτικής επίδειξης ικανότητας σε:</p> <p>.1 εφαρμογή ατομικού σωσίβιου</p> <p>.2 εφαρμογή και χρήση στολής εμβάπτισης</p> <p>.3 ασφαλές άλμα από ύψος στο νερό</p> <p>.4 επαναφορά ανεστραμμένης πνευστής σχεδίας ενώ φέρει το ατομικό σωσίβιο</p> <p>.5 κολύμβηση ενώ φέρει ατομικό σωσίβιο</p> <p>.6 να επιπλέει χωρίς να φέρει το ατομικό σωσίβιο</p> <p>.7 να επιβιβαστεί σε σκάφος επιβίωσης από πλοίο και από το νερό ενώ φέρει το ατομικό σωσίβιο</p> <p>.8 να λάβει αρχικά μέτρα μετά την επιβίωση σε σκάφος επιβίωσης για να αυξηθεί η πιθανότητα επιβίωσης</p> <p>.9 χρήση βοηθητικού ή πλωτής άγκυρας</p> <p>.10 να χαρίζεται τον εξοπλισμό σκάφους επιβίωσης</p> <p>.11 να χαρίζεται συσκευές εντοπισμού, συμπεριλαμβανομένου ραδιοεξοπλισμού</p>	<p>Τα μέτρα που λαμβάνονται όταν αναγνωρισθούν σήματα συγκέντρωσης είναι τα κατάλληλα προς την αναφερόμενη έκτακτη ανάγκη και συμμορφώνονται με τις καθιερωμένες διαδικασίες</p> <p>Η ρύθμιση του χρόνου και η αλληλουχία των εξομοιωμένων ενεργιών αρμόζουν στις επικρατούσες καταστάσεις και συνθήκες και ελαχιστοποιούν τους ενδεχόμενους κινδύνους και απειλές στην επιβίωση</p> <p>Η μέθοδος επιβίωσης σε σκάφη επιβίωσης είναι η κατάλληλη και αποφεύγονται κίνδυνοι για άλλους διασωθέντες</p> <p>Οι αρχικές ενέργειες μετά την εγκατάλειψη από το πλοίο και αδιάκοπες και ενέργειες στο νερό ελαχιστοποιούν τις απειλές για επιβίωση</p>

Πίνακας Α-VI/1-2

Καθορισμός του ελάχιστου προτύπου ικανότητας για την πρόληψη πυρκαγιάς και πυρόσβεσης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ελαχιστοποίηση του κινδύνου πυρκαγιάς και διατήρηση κατάστασης εταμότητας για να ανταποκρίνεται σε καταστάσεις έκτακτης ανάγκης που σχετίζονται με πυρκαγιά	<p>Οργάνωση πυρόσβεσης στο πλοίο</p> <p>Εντοπισμός των συσκευών πυρόσβεσης και οδοί διαφυγής σε κατάσταση έκτακτης ανάγκης</p> <p>Τα στα χείρα πυρκαγιάς και έκρηξης (το τρίγωνο πυρκαγιάς)</p> <p>Τύπα και πηγές ανάφλεξης</p> <p>Εύφλεκτα υλικά, κίνδυνο πυρκαγιάς και εξάπλωση πυρκαγιάς</p> <p>Η ανάγκη για συνεχήπαγρύπνωση</p> <p>Μέτρα που πρέπει να λαμβάνονται στο πλοίο</p> <p>Συστήματα ανίχνευσης πυρκαγιάς και καπνού και αυτόματου συναγερμού</p> <p>Κατάταξη πυρκαγιών και χρησιμοποιούμενα υλικά πυρόσβεσης</p>	<p>Αξιολόγηση των αποδοτικών στα χείρων που λαμβάνονται από εγκεκριμένη εκπαίδευση ή παρακολούθηση εκπαιδευμένου ή παρακολούθηση εκπαιδευμένου κύκλου σπουδών</p>	<p>Οι αρχικές ενέργειες προκαμένου να γίνει αντιληπτή η κατάσταση έκτακτης ανάγκης συμμορφώνονται με αποδεκτές πρακτικές και διαδικασίες</p> <p>Οι ενέργειες που γίνονται για να αναγνωρισθούν τα σήματα συγκέντρωσης είναι κατάλληλες στην συγκεκριμένη κατάσταση έκτακτης ανάγκης και σύμφωνα με τις καθιερωμένες διαδικασίες</p>
Καταπολέμηση και κατάσβεση πυρκαγιών	<p>Εξοπλισμός πυρόσβεσης και η θέση του επί του πλοίου</p> <p>Εκπαίδευση σε:</p> <ol style="list-style-type: none"> 1. μόνιμες εγκαταστάσεις 2. στολές πυρόσβεσης 3. ατομικός εξοπλισμός 4. συσκευές πυρόσβεσης και εξοπλισμός 5. μέθοδοι πυρόσβεσης 6. μέσα πυρόσβεσης 7. διαδικασίες πυρόσβεσης 8. χρήση αναπνευστικών συσκευών για πυρόσβεση και πραγματοποίηση διασώσεων 	<p>Αξιολόγηση των αποδοτικών στα χείρων που λαμβάνονται από εγκεκριμένη εκπαίδευση ή κατά την διάρκεια παρακολούθησης εγκεκριμένου κύκλου σπουδών συμπεριλαμβανομένης πρακτικής επίδειξης σε χώρους που παρέχουν πραγματικά ρεαλιστικές συνθήκες εκπαίδευσης (π.χ. προσομοίωση συνθηκών επί του πλοίου) και όποτε είναι δυνατόν και πρακτικό, σε συνθήκες σκότους, της ικανότητας να:</p> <ol style="list-style-type: none"> 1. χρησιμοποιεί διάφορους τύπους φορητών πυροσβεστήρων 2. χρήση αυτόνομης αναπνευστικής συσκευής 3. κατάσβεση μικρότερων πυρκαγιών, π.χ. ηλεκτρικές πυρκαγιές, πυρκαγιές πετρελαίου και προπανίου 4. κατάσβεση εκτεταμένων πυρκαγιών με νερό χρησιμοποιώντας ακροφύσια εκτόξευσης και ψεκασμού 5. κατάσβεση πυρκαγιών με αφρό, σκόνη ή με οποιαδήποτε άλλο κατάλληλο χημικό μέσο 	<p>Οι μαθησιακοί και εξοπλισμοί είναι κατάλληλα για τη φύση των επιχειρήσεων πυρόσβεσης</p> <p>Η ρύθμιση χρόνου και η αλληλουχία μεμονομένων ενεργειών είναι κατάλληλες για τις επικρατούσες καταστάσεις και συνθήκες</p> <p>Η πυρόσβεση επιτυγχάνεται χρησιμοποιώντας τις κατάλληλες διαδικασίες, τεχνικές και υλικά πυρόσβεσης</p> <p>Διαδικασίες αναπνευστικών συσκευών και τεχνικών συμμορφώνονται με αποδεκτές πρακτικές και διαδικασίες</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδοξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Καταπολέμηση και κατάσβεση πυρκαγιών (συνέχεια)		<p>.6 είσοδος και αέλευση με στολή διάσωσης αλλά χωρίς αναπνευστική συσκευή σε άμεσο κενό που έχει εκχυθεί αφρός υψηλής εκτόνωσης</p> <p>.7 καταπολέμηση πυρκαγιάς σε περικλειστούς χώρους που έχουν γεμίσει καπνό, φέροντας αυτόνομη αναπνευστική συσκευή</p> <p>.8 κατάσβεση με ομίχλη νερού, ή οποιαδήποτε άλλο κατάλληλο πυροσβεστικό μέσο σε χώρο ενδίαιτησης ή προσομαωμένο μηχανοστάσιο με φωτιά και πυκνό καπνό</p> <p>.9 κατάσβεση πυρκαγιάς πετρελαίου με συσκευές ομίχλης και ακροφύσια ψεκασμού ξηρής χημικής σκόνης ή συσκευές εκτόξευσης αφρού</p> <p>.10 πραγματοποίηση διάσωσης σε χώρο που είναι γεμάτος από καπνό φέροντας αναπνευστική συσκευή</p>	

Πίνακας A-VI/1-3

Καθορισμός ελάχ του προτύπου ικανότητας βασικών πρώτων βοηθειών

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Λήψη άμεσων ενεργειών όταν προκύψει ατύχημα ή άλλη ιατρική κατάσταση έκτακτης ανάγκης	<p>Αξιολόγηση των αναγκών των θυμάτων και απειλή στην ατομική ασφάλεια</p> <p>Αξιολόγηση της δομής και λειτουργίας του σώματος</p> <p>Κατανόηση των άμεσων μέτρων που πρέπει να λαμβάνονται σε περίπτωση έκτακτης ανάγκης συμπεριλαμβανομένης της ανάγκης να:</p> <ol style="list-style-type: none"> .1 τοποθετήσω τον τραυματία .2 εφαρμόζω τεχνικές ανάνηψης .3 ελέγξω την αιμορραγία .4 εφαρμόζω τα κατάλληλα μέτρα βασικής διαχείρισης ηλεκτροπληξίας .5 εφαρμόζω τα κατάλληλα μέτρα σε περιπτώσεις εγκαυμάτων συμπεριλαμβανομένων ατυχημάτων που προκαλούνται από ηλεκτρικό ρεύμα .6 διασωσω και μεταφέρω τραυματία .7 αυτοσχεδιάσσω με γάζες και άλλα υλικά που υπάρχουν σε κυτίο έκτακτης ανάγκης 	Αξιολόγηση των αποδοκίων στα χέρια που λαμβάνονται από συγκεκριμένη εκπαίδευση ή κατά την παρακολούθηση εγκεκριμένου κύκλου σπουδών	<p>Ο τρόπος και χρόνος έναρξης συναγερμού είναι ο κατάλληλος ως προς τις συνθήκες του ατυχήματος ή τις ιατρικές καταστάσεις έκτακτης ανάγκης</p> <p>Ο εντοπισμός του πιθανού αιτίου, φύσης και έκτασης των τραυματισμών είναι άμεσος και πλήρης και η πρωτερότητα και αλληλουχία των ενεργειών είναι ανάλογες ως προς τον οποιαδήποτε επικείμενο κίνδυνο της ζωής</p> <p>Ο κίνδυνος περαιτέρω αυτοτραυματισμού ή ατυχημάτων ελαχιστοποιείται σε κάθε περίπτωση</p>

Πίνακας Α-VI/1-4

Καθορισμός ελάχιστου προτύπου ικανότητας στην προσωπική ασφάλεια και κοινωνικές ευθύνες

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και εμπάρκα	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμμόρφωση με διατάξεις έκτακτης ανάγκης	<p>Τύπα καταστάσεων έκτακτης ανάγκης που μπορεί να συμβούν, όπως σύγκρουση, πυρκαγιά και βύθιση</p> <p>Γνώση των σχεδίων ανάγκης του πλοίου για ανταπόκριση σε έκτακτες ανάγκες</p> <p>Σήματα έκτακτης ανάγκης και συγκεκριμένα καθήκοντα που καθορίζονται σε μέλη του πληρώματος σε καταλόγους συγκέντρωσης, σωστή χρήση του προσωπικού εξοπλισμού ασφαλείας</p> <p>Μέτρα που πρέπει να ληφθούν όταν ανακαλυφθεί επικείμενη κατάσταση έκτακτης ανάγκης, συμπεριλαμβανομένης της πυρκαγιάς, σύγκρουσης, βύθισης και εισροής νερού στο πλοίο</p> <p>Μέτρα που πρέπει να ληφθούν σε ηχηρικά σήματα συναγερμού έκτακτης ανάγκης</p> <p>Αξία εκπαίδευσης και γυμνασίων</p> <p>Γνώση των οδών διαφυγής και των εσωτερικών συστημάτων επικοινωνιών και συναγερμού</p>	Αξιολόγηση των αποδοκίων στα χείων που λαμβάνονται από εγκεκριμένα εκπαιδευση ή κατά την διάρκεια παρακολούθησης εγκεκριμένου κύκλου σπουδών	<p>Οι αρχικές ενέργειες προκαμένου να γίνει αναληπτή η κατάσταση έκτακτης ανάγκης συμμορφώνονται με αποδεδειγμένες πρακτικές και διατάξεις</p> <p>Οι πληροφορίες που δίνονται όταν εγερθή συναγερμός είναι άμεσες, ακριβείς, πλήρεις και σαφείς</p>
Λήψη προληπτικών μέτρων για την αποφυγή ρύπανσης του θαλάσσιου περιβάλλοντος	<p>Βασική γνώση των επιπτώσεων της ναυπλίας στο θαλάσσιο περιβάλλον και αποτελέσματα της επιχειρησιακής ή τυχαίας ρύπανσης σε αυτό</p> <p>Βασικές διατάξεις περιβαλλοντικής προστασίας</p> <p>Βασική γνώση της πολυπλοκότητας και παρομορφίας του θαλάσσιου περιβάλλοντος</p>	Αξιολόγηση των αποδοκίων στα χείων που λαμβάνονται από εγκεκριμένα εκπαιδευση ή κατά την διάρκεια παρακολούθησης εγκεκριμένου κύκλου σπουδών	Οι οργανωτικές διατάξεις που έχουν σχεδιαστεί για να προστατεύουν το θαλάσσιο περιβάλλον τηρούνται σε κάθε περίπτωση
Τήρηση ασφαλών πρακτικών εργασίας	<p>Σημασία της συνεχούς τήρησης των ασφαλών πρακτικών εργασίας</p> <p>Συσκευές ασφαλείας και προστασίας που είναι διαθέσιμες για προστασία από ενδεχόμενους κινδύνους στο πλοίο</p> <p>Προληπτικά μέτρα που πρέπει να λαμβάνονται προτού γίνει είσοδος σε περικόλο στους χώρους</p> <p>Εξακείωση με τα διεθνή μέτρα που αφορούν την πρόληψη ατυχημάτων και την εργασιακή υγεία*</p>	Αξιολόγηση των αποδοκίων στα χείων που λαμβάνονται από εγκεκριμένα εκπαιδευση ή κατά την διάρκεια παρακολούθησης εγκεκριμένου κύκλου σπουδών	Οι ασφαλείς πρακτικές εργασίας τηρούνται και είναι κατάλληλες για την ασφάλεια και χρησιμότητα εξοπλισμός προστασίας σε κάθε περίπτωση

* Ο Κώδικας Πρακτικής του ILO «Πρόληψη ατυχήματος επί του πλοίου στη θάλασσα και στο λιμάνι» μπορεί να βοηθά στην προστασία των εκπαιδευμένων

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή στην αποτελεσματική επικοινωνία επί του πλοίου	Κατανόηση των αρχών και των εμποδίων αποτελεσματικής επικοινωνίας μεταξύ ατόμων και ομάδων εντός του πλοίου Ικανότητα καθέρωσης και διατήρησης αποτελεσματικής επικοινωνίας	Αξιολόγηση των αποδοτικών στα χείων που λαμβάνονται από εγκεκριμένα εκπαιδευση ή κατά την διάρκεια παρακολούθησης εγκεκριμένου κύκλου σπουδών	Οι επικοινωνίες είναι πάντα σαφείς και αποτελεσματικές
Συμβολή των αποτελεσματικών ανθρωπίνων σχέσεων στο πλοίο	Σημασία διατήρησης καλών ανθρωπίνων και εργασιακών σχέσεων στο πλοίο Βασικές αρχές και πρακτικές συνεργασίας στο πλαίσιο ομάδας, συμπεριλαμβανομένου επίλυσης συγκρούσεων Κανονικές ευθύνες, συνθήκες εργασίας, ατομικά δικαιώματα και υποχρεώσεις, κίνδυνα από κατάχρηση ανοπνεύματος και ναρκωτικών.	Αξιολόγηση των αποδοτικών στα χείων που λαμβάνονται από εγκεκριμένα εκπαιδευση ή κατά την διάρκεια παρακολούθησης εγκεκριμένου κύκλου σπουδών	Τα αναμενόμενα πρότυπα εργασίας και συμπεριφοράς τηρούνται σε κάθε περίπτωση
Κατανόηση και λήψη απαραίτητων μέτρων για τον έλεγχο της κόπωσης	Σημασία απόκτησης απαραίτητης ανάπαυσης Επιπτώσεις του ύπνου, των προγραμμάτων και του ημερήσιου ρυθμού της κόπωσης Επιπτώσεις της σωματικής πίεσης στους ναυτικούς Επιπτώσεις των περιβαλλοντικών πιέσεων εντός και εκτός του πλοίου και η επίδρασή τους στους ναυτικούς Επιπτώσεις των αλλαγών προγράμματος στην κόπωση του ναυτικού	Αξιολόγηση των αποδοτικών στα χείων που λαμβάνονται από εγκεκριμένα εκπαιδευση ή κατά την διάρκεια παρακολούθησης εγκεκριμένου κύκλου σπουδών	Τηρούνται πρακτικές διαχείρισης κόπωσης και χρησιμοποιούνται κατάλληλα μέτρα σε κάθε περίπτωση

Τμήμα Α - VI/2

Υποχρεωτικές ελάχιστες απαιτήσεις για την έκδοση πιστοποιητικών επάρκειας σε σκάφη επιβίωσης, λέμβους διάσωσης και ταχύπλοες λέμβους διάσωσης

ΕΠΑΡΚΕΙΑ ΣΕ ΣΚΑΦΗ ΕΠΙΒΙΩΣΗΣ ΚΑΙ ΛΕΜΒΟΥΣ ΔΙΑΣΩΣΗΣ ΕΚΤΟΣ ΤΩΝ ΤΑΧΥΠΛΟΩΝ ΛΕΜΒΩΝ ΔΙΑΣΩΣΗΣ

Πρότυποι κανόντητας

1 Κάθε υποψήφιος για πιστοποιητικό επάρκειας σε σκάφη επιβίωσης και λέμβους διάσωσης εκτός των ταχύπλων λέμβων διάσωσης θα απαιτείται να επιδείξουν ικανότητα ανάληψης των εργασιών, καθηκόντων και ευθυνών που παρατίθενται στην στήλη 1 του πίνακα Α-VI/2-1.

2 Το επίπεδο γνώσεων στα θέματα που παρατίθενται στην στήλη 2 του πίνακα Α-VI/2-1 θα είναι επαρκές για να είναι σε θέση ο υποψήφιος να καθαρήσει και να αναλάβει την ευθύνη σκάφους επιβίωσης ή λέμβου διάσωσης σε κατάσταση έκτακτης ανάγκης*.

3 Η εκπαίδευση και η εμπειρία για να επιτευχθεί το απαραίτητο επίπεδο θεωρητικών γνώσεων, κατανόησης και επάρκειας, θα πρέπει να λαμβάνει υπόψη τις οδηγίες που δίνονται στο μέρος Β αυτού του κώδικα.

4 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει αποδοκμικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας με:

.1 επίδειξη ικανότητας να αναλάβει εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα Α-VI/2-1 σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 εκείνου του πίνακα, και

.2 εξέταση ή συνεχή αξιολόγηση ως τμήμα εγκεκριμένου προγράμματος εκπαίδευσης που καλύπτει την ύλη που παρατίθεται στην στήλη 2 του πίνακα Α-VI/2-1.

5 Ναυτικοί που πληρούν τις προϋποθέσεις σύμφωνα με την παράγραφο 4 σε σκάφη επιβίωσης και λέμβους διάσωσης εκτός των ταχύπλων λέμβων διάσωσης, θα απαιτείται, κάθε πέντε έτη, να παρέχουν αποδοκμικά στοιχεία διατήρησης των απαιτούμενων προτύπων ικανότητας να αναλάβουν εργασίες, καθήκοντα και ευθύνες που παραθέτονται στην στήλη 1 του πίνακα Α-VI/2-1.

6 Τα Μέρη μπορεί να αποδεχτούν εκπαίδευση και εμπειρία επί του πλοίου για την τήρηση απαιτούμενων προτύπων ικανότητας του πίνακα Α-VI/2-1 στις ακόλουθες περιοχές:

.1 την ανάληψη ευθύνης σκάφους επιβίωσης ή λέμβου διάσωσης κατά τη διάρκεια και μετά την καθέλκυση:

.1.1 ερμηνεία των ενδείξεων στο σκάφος επιβίωσης όσον αφορά στον αριθμό των ατόμων που μεταφέρουν,

.1.2 σωστές εντολές για καθέλκυση και επιβίβαση σε σκάφη επιβίωσης, εκκένωση πλοίου και χαρακτηρισμός και αποβίβαση ατόμων από το σκάφος επιβίωσης,

.1.3 την προετοιμασία και την ασφαλή καθέλκυση σκάφους επιβίωσης και γρήγορη απομάκρυνση από την πλευρά του πλοίου, και

.1.4 ασφαλής ανάκτηση σκάφους επιβίωσης και λέμβων διάσωσης,

.2 διαχείριση επιζώντων και σκάφους επιβίωσης μετά την εγκατάλειψη πλοίου:

.2.1 οδήγηση της λέμβου κωπηλατώντας και πηδαλιούχοντας και με τη χρήση πυξίδας,

.2.2 χρήση εξοπλισμού ατομικών ανικαμένων των σκαφών επιβίωσης, εκτός πυροτεχνημάτων, και

.2.3 χρήση συσκευών για βοήθεια εντοπισμού,

* Ο σχεπές πρότυπος σπρές εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαιδύσεων

.3 χρήση συσκευών εντοπισμού, περιλαμβανομένων συσκευών επικοινωνίας και σηματοδότησης:

.3.1 χρήση φορητού εξοπλισμού ασυρμάτου σκάφους επιβίωσης, και

.4 εφαρμογή πρώτων βοηθειών σε επιζώντες.

ΕΠΑΡΚΕΙΑ ΣΕ ΤΑΧΥΠΛΟΕΣ ΛΕΜΒΟΥΣ ΔΙΑΣΩΣΗΣ

Πρότυποι ικανότητας

7 Κάθε υποψήφιος για το πιστοποιητικό επάρκειας σε ταχύπλοες λέμβους διάσωσης θα απαιτείται να επιδείξει ικανότητα να αναλάβει τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα A-VI/2-2.

8 Το επίπεδο γνώσεων των θεμάτων που παρατίθενται στην στήλη 2 του πίνακα A-VI/2-2 θα είναι επαρκές για να είναι σε θέση ο υποψήφιος να καθαρήσει και να αναλάβει ταχύπλοες λέμβους διάσωσης σε καταστάσεις έκτακτης ανάγκης*.

9 Η εκπαίδευση και εμπειρία για να επιτευχθεί το απαραίτητο επίπεδο θεωρητικών γνώσεων, κατανόησης και επάρκειας πρέπει να λάβει υπόψη τις οδηγίες που δίνονται στο μέρος B αυτού του κώδικα.

10 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας με:

.1 επίδειξη ικανότητας να αναλάβει εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα A-VI/2-2 σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 αυτού του πίνακα, και

.2 εξέταση ή συνεχής αξιολόγηση ως τμήμα εγκεκριμένου προγράμματος εκπαίδευσης που καλύπτει την ύλη που παρατίθεται στην στήλη 2 του πίνακα A-VI/2-2.

11 Ναυτικοί που πληρούν τις προϋποθέσεις σύμφωνα με την παράγραφο 10 σε ταχύπλοες λέμβους διάσωσης θα απαιτείται, κάθε πέντε έτη, να προσκομίζουν αποδεικτικά στοιχεία διατήρησης των απαιτούμενων προτύπων ικανότητας για να αναλάβουν εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα A-VI/2-2.

12 Τα Μέρη μπορεί να αποδέχονται εκπαίδευση και εμπειρία επί του πλοίου για τήρηση των απαιτούμενων προτύπων ικανότητας του πίνακα A-VI/2-2, στις ακόλουθες περιοχές:

.1 Ανάληψη ευθύνης σε ταχύπλοη λέμβο διάσωσης κατά τη διάρκεια και μετά την κατέλκυση:

.1.1 έλεγχος ασφαλούς κατέλκυσης και ανάκτησης ταχύπλοης λέμβου διάσωσης,

.1.2 χειρισμός ταχύπλοης λέμβου διάσωσης σε υφιστάμενες καιρικές και θαλάσσιες συνθήκες,

.1.3 χρήση εξοπλισμού επικοινωνιών και σηματοδότησης ανάμεσα στην ταχύπλοη λέμβο διάσωσης και σε ένα ελικόπτερο και σε ένα πλοίο,

.1.4 χρήση εξοπλισμού έκτακτης ανάγκης που μεταφέρεται, και

.1.5 διεξαγωγή έρευνας, λαμβάνοντας υπόψη περιβαλλοντικούς παράγοντες.

* Οι σχετικές προτύπες σερές εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαιδύσεων

Καθορισμός του ελάχιστου προτύπου ικανότητας σε σκάφη επιβίωσης και λέμβους διάσωσης εκτός των ταχύπλοων λέμβων διάσωσης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδα επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ανάληψη διοίκησης σε σκάφος επιβίωσης και λέμβο διάσωσης κατά και μετά την καθέλκυση	<p>Κατασκευή και εξοπλισμός σκαφών επιβίωσης και λέμβων διάσωσης και εξοπλισμένα αντικείμενα του εξοπλισμού τους</p> <p>Ιδιαίτερα χαρακτηριστικά και ευκολίες των σκαφών επιβίωσης και λέμβων διάσωσης</p> <p>Διάφορα τύπα συσκευής που χρησιμοποιείται για την καθέλκυση σκαφών επιβίωσης και λέμβων διάσωσης</p> <p>Μέθοδα καθέλκυσης σκαφών επιβίωσης σε παραγμένη θάλασσα</p> <p>Μέθοδα ανάκτησης σκαφών επιβίωσης</p> <p>Μέτρα που πρέπει να λαμβάνονται ύστερα από την εγκατάληψη του πλοίου</p> <p>Μέθοδα καθέλκυσης και ανάκτησης λέμβων διάσωσης σε παραγμένη θάλασσα</p> <p>Κίνδυνα που σχετίζονται με τη χρήση συσκευών απελευθέρωσης φορτίου</p> <p>Γνώση των διαδικασιών συντήρησης</p>	<p>Αξιολόγηση των αποδοκικών σταχείων που λήφθηκαν από πρακτική επίδειξη της ικανότητας να:</p> <p>.1 επαναφέρα πνευστή σχέδια που έχα ανατραπεί ενώ φέρα το ατομικό σωσίβιο</p> <p>.2 ερμηνεύα τα σήματα που υπάρχουν σε σκάφος επιβίωσης όσον αφορά τον αριθμό των ατόμων που έχα κατασκευασθεί να μεταφέρα</p> <p>.3 δίνα σωστές εντολές για την καθέλκυση και επιβίωση σε σκάφος επιβίωσης, απομάκρυνση από το πλοίο και την διαχείριση και αποβίβαση ατόμων από το σκάφος επιβίωσης</p> <p>.4 προεταμάσα και καθελκύσα με ασφάλεια σκάφος επιβίωσης και να απομακρυνθεί γρήγορα από την πλευρά του πλοίου και να χαρίζετα συσκευές απελευθέρωσης φορτίου</p> <p>.5 ασφαλής ανάκτηση σκαφών επιβίωσης και λέμβων διάσωσης, συμπεριλαμβανομένου της κατάλληλης επαναφοράς συσκευών απελευθέρωσης φορτίου</p> <p>Χρησιμοποιώντας: πνευστή σχέδια και ανακτή ή κλαστή σωσίβια λέμβος με μηχανή ή εγκεκριμένα εκπαιδευση σε προσομοιωτή, όπου απαιτείται</p>	<p>Η προεταμάσια, επιβίωση και καθέλκυση σκαφών επιβίωσης είναι εντός των περιστατικών ορίων του εξοπλισμού και καθιστά ασφαλή την απομάκρυνση από το πλοίο του σκάφους επιβίωσης</p> <p>Αρχικές ενέργειες μετά την εγκατάληψη του πλοίου ελαχιστοποιούν τους κινδύνους στην επιβίωση</p> <p>Η ανάκτηση σκαφών επιβίωσης και λέμβων διάσωσης είναι εντός των περιστατικών ορίων του εξοπλισμού</p> <p>Ο εξοπλισμός χρησιμοποιείται σύμφωνα με τις οδηγίες του κατασκευαστή για την απελευθέρωση και την απαναφορά</p>
Χαρισμός μηχανής σκάφους επιβίωσης	Μέθοδα εκκίνησης και λειτουργίας μηχανής σκάφους επιβίωσης και των προσαρτημάτων του, με την χρήση της υπάρχουσας συσκευής πυρόσβεσης	Αξιολόγηση των αποδοκικών σταχείων που λαμβάνονται από πρακτική επίδειξη ικανότητας να εκκινήσα και λειτουργήσα την μηχανή που υπάρχει σε ανακτή ή κλαστή πνευστή σχέδια	Η πρόωση είναι διαθέσιμη και απαιτείται όπως απαιτείται για εκτέλεση ελιγμών

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Διαχείριση επιβιώσαντων και σκάφους επιβίωσης ύστερα από την εγκατάληψη του πλοίου</p>	<p>Χαραμός σκάφους επιβίωσης σε δυσμενείς καιρικές συνθήκες</p> <p>Χρησιμοποίηση ρυμούλκου, άγκυρας και όλου του υπόλοιπου εξοπλισμού</p> <p>Κατανομή των τροφίμων και νερού σε σκάφος επιβίωσης</p> <p>Μέτρα που λαμβάνονται για να μεγιστοποιηθεί η ικανότητα εντοπισμού και θέσης του σκάφους επιβίωσης</p> <p>Μέθοδος διάσωσης από ελικόπτερο</p> <p>Επιπτώσεις της υποθερμίας και η πρόληψή της, χρήση προστατευτικών καλυμμάτων και ρούχων συμπεριλαμβανομένων των στολών εμφύσησης και θερμικών προστατευτικών βοηθημάτων</p> <p>Χρήση λέμβων διάσωσης και μηχανοκίνητων σωσίβιων λέμβων για την καθοδήγηση σωσίβιων σχεδίων και διάσωση επιζώντων και ατόμων στην θάλασσα</p> <p>Προσέγγιση ακτής σκαφών επιβίωσης</p>	<p>Αξιολόγηση των αποδοτικών σταχείων που λήφθηκαν από πρακτική επίδειξη της ικανότητας να:</p> <p>.1 κωπηλατήσα και πηδαλιούχηση λέμβο με χρήση πυξίδας</p> <p>.2 χρήση εξατομικευμένων αντικειμένων εξοπλισμού του σκάφους επιβίωσης</p> <p>.3 κατασκευές για να διευκολυνθεί ο εντοπισμός</p>	<p>Η διαχείριση επιβίωσης είναι αρμόζουσα σύμφωνα με τις επικρατούσες συνθήκες και καταστάσεις</p>
<p>Χρήση συσκευών εντοπισμού, συμπεριλαμβανομένου συσκευών επικοινωνίας και σημάτων και πυροτεχνημάτων</p>	<p>Συσκευές διάσωσης ραδιοεπικοινωνιών που φέρονται σε σκάφη επιβίωσης, συμπεριλαμβανομένων των δορυφορικών EPIRB και SART</p> <p>Σήματα ανάγκης με πυροτεχνήματα</p>	<p>Αξιολόγηση των αποδοτικών σταχείων που λήφθηκαν από πρακτική επίδειξη της ικανότητας να:</p> <p>.1 χρησιμοποιήσει φορητό εξοπλισμό ραδιοεπικοινωνιών σκαφών επιβίωσης</p> <p>.2 χρησιμοποιήσει εξοπλισμό σημάτων συμπεριλαμβανομένων των πυροτεχνημάτων</p>	<p>Η χρήση και επιλογή εξοπλισμού επικοινωνιών και σημάτων είναι κατάλληλη προς τις επικρατούσες συνθήκες και καταστάσεις</p>
<p>Παροχή πρώτων βοηθειών σε επιζώντες</p>	<p>Χρήση του κυτίου πρώτων βοηθειών και τεχνικών ανάνηψης</p> <p>Περιθαλιψη τραυματιών, συμπεριλαμβανομένου του ελέγχου αιμορραγίας και ηλεκτροπληξίας</p>	<p>Αξιολόγηση των αποδοτικών σταχείων που λήφθηκαν από πρακτική επίδειξη της ικανότητας χάρισμού των τραυματιών τόσο κατά την διάρκεια όσο και μετά την εγκατάληψη, χρησιμοποιώντας το κυτίο πρώτων βοηθειών και τεχνικών ανάνηψης</p>	<p>Ο εντοπισμός του πιθανού αιτίου, φύσης και έκτασης και κατάστασης των τραυματιών διαπιστώνονται άμεσα και με ακρίβεια</p> <p>Η προτεραιότητα και η αλληλουχία στην θεραπεία ελαχιστοποιεί οπααδήποτε απειλή στην ζωή</p>

Καθορισμός ελάχ στου προτύπου ικανότητας για ταχύπλοες λέμβους διάσωσης

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδο επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Κατανόηση της κατασκευής, συντήρησης επισκευής και εξοπλισμού ταχύπλοων λέμβων διάσωσης	Κατασκευή και εξοπλισμός ταχύπλοων λέμβων διάσωσης και ιδιαίτερα αντικείμενα του εξοπλισμού τους Γνώση συντήρησης και επισκευών έκτακτης ανάγκης ταχύπλοων λέμβων διάσωσης και του κανονικού φουσκώματος και ξεφουσκώματος των διαμερισμάτων που εξασφαλίζουν την πλευστότητα των φουσκωτών ταχύπλοων λέμβων διάσωσης	Αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από πρακτική καθοδήγηση	Η μέθοδος εξαγωγής συνήθους συντήρησης και επισκευών έκτακτης ανάγκης Ο προσδιορισμός των επιμέρους εξαρτημάτων και του απαιτούμενου εξοπλισμού των ταχύπλοων λέμβων διάσωσης
Ανάληψη ευθυνών του εξοπλισμού καθέλκυσης και συσκευής όπως κατά γενικό κανόνα εφαρμόζεται, κατά τη διάρκεια καθέλκυσης και ανάκτησης	Αξιολόγηση εταμότητας εξοπλισμού καθέλκυσης και συσκευής καθέλκυσης ταχύπλοων λέμβων διάσωσης για άμεση καθέλκυση και λειτουργία Κατανόηση λειτουργίας και περιορισμών βαρούλκου, φρένων, μειωτήρων, σκαμνών και παλαμαριών, των μηχανισμών ανίστασης κίνησης και υπόλοιπου εξοπλισμού όπως είναι τοποθετημένα κατά γενικό κανόνα Προφυλάξεις ασφάλειας κατά τη διάρκεια καθέλκυσης και ανάκτησης της ταχύπλοης λέμβου διάσωσης Καθέλκυση και ανάκτηση μιας ταχύπλοης λέμβου διάσωσης σε υψιστάμενες και δυσμενείς καιρικές και θαλάσσιες συνθήκες	Αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από πρακτική επίδειξη ικανότητας ελέγχου ασφαλούς καθέλκυσης και ανάκτησης ταχύπλοης λέμβου διάσωσης, με τον εξοπλισμό που είναι εγκατεστημένος	Ικανότητα να προετοιμάσει και αναλάβει ευθύνη εξοπλισμού και συσκευών καθέλκυσης κατά τη διάρκεια καθέλκυσης και ανάκτησης ταχύπλοης λέμβου διάσωσης
Ανάληψη ευθυνών ταχύπλοης λέμβου διάσωσης όπως είναι εγκατεστημένες κατά γενικό κανόνα κατά τη διάρκεια καθέλκυσης και ανάκτησης	Αξιολόγηση εταμότητας ταχύπλοων λέμβων διάσωσης και σχετικού εξοπλισμού για άμεση καθέλκυση και λειτουργία Προφυλάξεις ασφάλειας κατά τη διάρκεια καθέλκυσης και ανάκτησης ταχύπλοης λέμβου διάσωσης Καθέλκυση και ανάκτηση ταχύπλοης λέμβου διάσωσης σε υψιστάμενες και δυσμενείς καιρικές και θαλάσσιες συνθήκες	Αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από πρακτική επίδειξη ικανότητας εξαγωγής ασφαλούς καθέλκυσης και ανάκτησης ταχύπλοης λέμβου διάσωσης, με εξοπλισμό όπως είναι εγκατεστημένος	Ικανότητα ανάληψης ευθύνης ταχύπλοης λέμβου διάσωσης κατά τη διάρκεια καθέλκυσης και ανάκτησης
Ανάληψη ευθύνης ταχύπλοης λέμβου διάσωσης μετά την καθέλκυση	Ιδιαίτερα χαρακτηρισικά, εγκατάσταση και περιορισμοί ταχύπλοων λέμβων διάσωσης Διαδικασίες για την ανόρθωση μιας αναποδογυρισμένης ταχύπλοης λέμβου διάσωσης Τρόπος χειρισμού μιας ταχύπλοης λέμβου διάσωσης σε υψιστάμενες και δυσμενείς καιρικές και θαλάσσιες συνθήκες Εξοπλισμός πιλοήγησης και ασφάλειας που διαθέτουμε σε ταχύπλοη λέμβο διάσωσης	Αξιολόγηση αποδοκικών σταχείων που λαμβάνονται από πρακτική επίδειξη ικανότητας για : .1 την επαναφορά αναποδογυρισμένης ταχύπλοης λέμβου διάσωσης .2 τον χειρισμό ταχύπλοης λέμβου διάσωσης σε υψιστάμενες καιρικές και θαλάσσιες συνθήκες .3 την κολύμβηση με ειδικό εξοπλισμό	Επίδειξη λειτουργίας ταχύπλοων λέμβων διάσωσης στα πλαίσια των περιορισμών εξοπλισμού στις υψιστάμενες καιρικές συνθήκες

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ανάληψη ευθύνης ταχύπλοου λέμβου διάσωσης μετά την κατέλκυση (συνέχεια)	Μέθοδοι έρευνας και περιβαλλοντικοί παράγοντες που επηρεάζουν την εκτέλεση	.4 χρήση εξοπλισμού επικοινωνιών και σηματοδότησης ανάμεσα στην ταχύπλοο λέμβο διάσωσης και σε ένα ελικόπτερο και ένα πλοίο .5 χρήση του φερόμενου εξοπλισμού έκτακτης ανάγκης .6 περισυλλογή τραυματία από το νερό και την μεταφορά του με ελικόπτερο διάσωσης ή με πλοίο σε ασφαλές μέρος .7 εξαγωγή μεθόδων έρευνας, λαμβάνοντας υπόψη περιβαλλοντικούς παράγοντες	
Λειτουργία μηχανής ταχύπλοου λέμβου διάσωσης	Μέθοδοι εκκίνησης και χειρισμού μηχανής ταχύπλοου λέμβου διάσωσης και του εξοπλισμού της	Αξιολόγηση αποδοτικών σταχείων που λαμβάνονται από πρακτική επίδειξη ικανότητας εκκίνησης και λειτουργίας μηχανής ταχύπλοου λέμβου διάσωσης	Εκκίνηση μηχανής και χειρισμός όπως απαιτείται για πραγματοποίηση ελιγμών

Τμήμα Α - VI/3

Υποχρεωτική ελάχιστη εκπαίδευση σε πυρόσβεση προχωρημένου επιπέδου

Πρότυποι κανότητας

1 Ναυτικοί που έχουν καθορισθεί να εκτελούν εργασίες πυρόσβεσης θα έχουν επιτυχώς ολοκληρώσει προχωρημένη εκπαίδευση σε τεχνικές πυρόσβεσης, με ιδιαίτερη έμφαση στην οργάνωση, τακτική και διοίκηση και θα απαιτείται να επιδείξουν ικανότητα ανάληψης εργασιών, καθηκόντων και ευθυνών που παρατίθενται στην στήλη 1 του πίνακα Α-VI/3.

2 Το επίπεδο γνώσεων και κατανόησης των θεμάτων που παρατίθενται στη στήλη 2 του πίνακα Α-VI/3 θα είναι επαρκές για τον αποτελεσματικό έλεγχο των εργασιών πυρόσβεσης στο πλοίο.

3 Η εκπαίδευση και εμπειρία για να επιτευχθεί το απαραίτητο επίπεδο θεωρητικών γνώσεων, κατανόησης και επάρκειας θα λαμβάνει υπόψη τις οδηγίες που δίνονται στο τμήμα Β αυτού του Κώδικα.

4 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας, σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα Α-VI/3.

5 Ναυτικοί που πληρούν τις προϋποθέσεις σύμφωνα με την παράγραφο 4 στην προχωρημένη πυρόσβεση θα απαιτείται, κάθε πέντε χρόνια, να παρέχει τα αποδεικτικά στοιχεία ότι έχει συνεχίζει να πληροί τα απαιτούμενα πρότυπα ικανότητας για να αναλάβει καθήκοντα, ευθύνες που παρατίθενται στην στήλη 1 του πίνακα Α-VI/3.

6 Τα Μέρη μπορεί να αποδεχτούν εκπαίδευση και εμπειρία εν πλω οπ διατηρούν τα απαιτούμενα πρότυπα ικανότητας του πίνακα Α-VI/3, στις ακόλουθες περιοχές:

.1 Έλεγχος επιχειρήσεων πυρόσβεσης στο πλοίο:

- .1.1 διαδικασίες πυρόσβεσης στη θάλασσα και στο λιμένα, με ιδιαίτερη έμφαση στην οργάνωση, τακτική και διοίκηση,
- .1.2 επικοινωνία και συντονισμός κατά τη διάρκεια επιχειρήσεων πυρόσβεσης,
- .1.3 έλεγχος εξαερισμού, συμπεριλαμβανομένου εξαγωγέα καπνού,
- .1.4 έλεγχος καυσίμων και ηλεκτρικών συστημάτων,
- .1.5 κίνδυνα επεξεργασίας πυρόσβεσης (ξηρά απόσταξη, χημικές ανηδράσεις, λήψη λεβήτων, φωπές),
- .1.6 προληπτικά μέτρα και κίνδυνα πυρός που έχουν σχέση με την αποθήκευση και τον χειρισμό υλικών,
- .1.7 διοίκηση και έλεγχος τραυματιών, και
- .1.8 διαδικασίες συντονισμού με πυροσβέστες στην ξηρά.

Πίνακας Α-VI/3

Καθορισμός ελάχ στο πρότυποι κανότητας σε πυρόσβεση προχωρημένου επιπέδου

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Ελεγχος εργασιών πυρόσβεσης στα πλοία	<p>Διαδικασίες πυρόσβεσης στη θάλασσα και στο λιμάνι με ιδιαίτερη έμφαση στην οργάνωση, τακτική και διοίκηση</p> <p>Χρήση νερού για πυρόσβεση, η επίπτωση στην ευστάθεια του πλοίου, προληπτικά μέτρα και διεργασίες διάσωσης</p> <p>Επικοινωνίες και συντονισμός κατά την διάρκεια εργασιών πυρόσβεσης</p> <p>Έλεγχος εξαερισμού, συμπεριλαμβανομένου του εξαγωγέα καπνού</p> <p>Έλεγχος συστημάτων καυσίμων και ηλεκτρισμού</p> <p>Κίνδυνα κατά την διαδικασία πυρόσβεσης (ξηρά απόσταση, χημικές αντιδράσεις, λήψη λεβήτων, φωτιές κλπ)</p> <p>Πυρόσβεση επικινδύνων αγαθών</p> <p>Μέτρα πυροπροστασίας και κίνδυνα που σχετίζονται με την αποθήκευση και χειρισμό υλικών (χρώματα κλπ)</p> <p>Διοίκηση και έλεγχος τραυματιών</p> <p>Διαδικασίες συντονισμού με πυροσβέστες στην ξηρά</p>	<p>Πρακτικές ασκήσεις και εκπαίδευση που αξιολογείται σε συγκεκριμένες και πλήρως ρεαλιστικές συνθήκες εκπαίδευσης (πχ. προσομοιωμένες συνθήκες πλοίου) και όπου είναι αυτό δυνατό και πρακτικό σε σκότους</p>	<p>Τα μέτρα που λαμβάνονται για τον έλεγχο πυρκαγιών βασίζονται σε ολοκληρωμένη και ακριβή αξιολόγηση του περιστατικού χρησιμοποιώντας όλες τις διαθέσιμες πηγές πληροφοριών</p> <p>Η σειρά προτεραιοτήτων, το χρονοδιάγραμμα και αλληλουχία των ενεργειών είναι κατάλληλες για τις γενικές απαιτήσεις του περιστατικού και ελαχιστοποιούν την ζημιά και ενδεχόμενη ζημιά στο πλοίο, τραυματισμούς στο προσωπικό και αρνητική επίπτωση στην επιχειρησιακή αποτελεσματικότητα του πλοίου</p> <p>Η εκπομπή πληροφοριών είναι άμεση, ακριβής, πλήρης και σαφής</p> <p>Διαφυλάσσεται πάντοτε η προσωπική ασφάλεια κατά την διάρκεια των εργασιών ελέγχου πυρκαγιάς</p>
Οργάνωση και εκπαίδευση ομάδων πυρόσβεσης	<p>Προετοιμασία σχεδίων ανάγκης</p> <p>Συγκρότηση και τοποθέτηση προσωπικού σε ομάδες πυρόσβεσης</p> <p>Στρατηγικές και τακτικές για τον έλεγχο πυρκαγιών σε διάφορα μέρη του πλοίου</p>	<p>Πραγματοποιούνται πρακτικές ασκήσεις και εκπαίδευση σε συγκεκριμένες και ρεαλιστικές συνθήκες εκπαίδευσης πχ. προσομοιωμένες συνθήκες πλοίου</p>	<p>Η συγκρότηση και οργάνωση των ομάδων ελέγχου πυρκαγιάς εξασφαλίζει την γρήγορη και αποτελεσματική εφαρμογή των σχεδίων και διαδικασιών ανάγκης</p>
Επιθεώρηση και συντήρηση συστημάτων και εξοπλισμού ανίχνευσης και πυρόσβεσης	<p>Τα συστήματα ανίχνευσης πυρκαγιάς, σταθερά συστήματα πυρόσβεσης, φορητός και κινητός πυροσβεστικός εξοπλισμός συμπεριλαμβανομένων των συσκευών αντήρων και διάσωσης, διάσωση, υποστήριξης της ζωής, εξοπλισμός ατομικής προστασίας και εξοπλισμός επικοινωνιών</p> <p>Νομοθετικές απαιτήσεις και επιθεώρηση νηογνώμονα</p>	<p>Πρακτικές ασκήσεις χρησιμοποιώντας συγκεκριμένο εξοπλισμό και συστήματα σε ρεαλιστικό εκπαιδευτικό περιβάλλον</p>	<p>Η επιχειρησιακή αποτελεσματικότητα όλων των συστημάτων ανίχνευσης και πυρόσβεσης και του εξοπλισμού διατηρείται πάντοτε σύμφωνα με τις προδιαγραφές λειτουργίας και τις νομοθετικές απαιτήσεις</p>
Έρευνα περιστατικού και σύνταξη αναφοράς σε περιστατικά πυρκαγιάς	<p>Αξιολόγηση της αιτίας των περιστατικών πυρκαγιάς</p>	<p>Πρακτικές ασκήσεις σε ρεαλιστικό εκπαιδευτικό περιβάλλον</p>	<p>Τα αίτια πυρκαγιάς εντοπίζονται και η αποτελεσματικότητα των μέτρων καταπολέμησης αξιολογείται</p>

Τμήμα Α - VI/4

Υποχρεωτικές ελάχιστες απαιτήσεις σε ιατρικές πρώτες βοήθειες και ιατρική μέριμνα

Πρότυπο ικανότητας για ναυτικούς που έχουν ορισθεί να παρέχουν ιατρικές πρώτες βοήθειες στο πλοίο

1 Κάθε ναυτικός, που έχει ορισθεί να παρέχει ιατρικές πρώτες βοήθειες στο πλοίο θα απαιτείται να επιδείξει την ικανότητα να αναλάβει εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα Α - VI/4-1.

2 Το επίπεδο γνώσεων των θεμάτων που παρατίθενται στην στήλη 2 του πίνακα Α - VI/4-1 θα είναι επαρκές για να είναι σε θέση ο ναυτικός που του έχει ανατεθεί να λάβει άμεση και αποτελεσματική ενέργεια σε περίπτωση ατυχημάτων ή ασθενείας που ενδέχεται να συμβεί στο πλοίο*.

3 Κάθε υποψήφιος για πιστοποίηση σύμφωνα με τις διατάξεις του κανονισμού VI/4, παράγραφος 1 θα απαιτείται να παρέχει αποδεικτικά στοιχεία ότι το απαιτούμενο πρότυπο ικανότητας έχει επιτευχθεί σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα Α - VI/4-1.

Πρότυποι ικανότητας για ναυτικούς που έχουν ορισθεί να παρέχουν ιατρική μέριμνα στο πλοίο

4 Κάθε ναυτικός που του έχουν ανατεθεί καθήκοντα ιατρικής μέριμνας στο πλοίο θα απαιτείται να επιδείξει την ικανότητα να αναλάβει τις εργασίες, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα Α - VI/4-2.

5 Το επίπεδο γνώσεων των θεμάτων της στήλης 2 του πίνακα Α-VI/4-2 θα είναι επαρκές ώστε να επιτρέψει στον ορισμένο ναυτικό να αναλάβει άμεση και αποτελεσματική δράση σε περίπτωση ατυχήματος ή ασθενείας που συνήθως συμβαίνουν στο πλοίο*.

6 Κάθε υποψήφιος για πιστοποίηση σύμφωνα με τις διατάξεις του κανονισμού VI/4 παράγραφος 2 θα απαιτείται να παρουσιάσει αποδεικτικά στοιχεία ότι διαθέτει το απαιτούμενο επίπεδο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης που περιέχονται στις στήλες 3 και 4 του πίνακα Α-VI/4-2.

* Οι σχετικές πρότυπες σαφείς εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαδύσεων

Πίνακας A-VI/4-1

Καθορισμός ελάχιστου προτύπου ικανότητας παροχής πρώτων βοηθειών

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Παροχή άμεσων πρώτων βοηθειών σε περίπτωση ατυχήματος ή ασθενειών στο πλοίο</p>	<p>Κουτί πρώτων βοηθειών</p> <p>Δομή και λειτουργία του σώματος</p> <p>Τοξολογικοί κίνδυνοι στο πλοίο, περιλαμβανομένης της χρήσης του Οδηγού Πρώτων Βοηθειών για Χρήση σε ατυχήματα που εμπλέκονται επικίνδυνα φορτία (MFAG) ή του εθνικού ισοδύναμου</p> <p>Εξέταση τραυματία ή ασθενή</p> <p>Τραυματισμοί σπονδυλικής στήλης</p> <p>Εγκαύματα, καψήματα και αποτελέσματα της θερμότητας και του κρύου</p> <p>Κατάγματα, εξαρθρώσεις και μικροί τραυματισμοί</p> <p>Ιατρική μέριμνα ασθενώντων απόρων</p> <p>Ραδιοιατρικές συμβουλές</p> <p>Φαρμακολογία</p> <p>Αποστείρωση</p> <p>Καρδιακή ανακοπή, πνιγμός και ασφυξία</p>	<p>Αξιολόγηση των αποδεικτικών στα χείρων που λαμβάνονται από πρακτική εκπαίδευση</p>	<p>Ο εντοπισμός πιθανών απόντων φύσης και έκτασης των τραυμάτων είναι άμεσος, πλήρης και συμμορφώνεται με την τρέχουσα πρακτική πρώτων βοηθειών</p> <p>Ο κίνδυνος αυτότραυματισμού και τραυματισμού άλλων ελαχιστοποιείται πάντοτε</p> <p>Η θεραπεία των τραυμάτων και η κατάσταση των ασθενών είναι η κατάλληλη και συμμορφώνεται με αναγνωρισμένη πρακτική πρώτων βοηθειών και με τις διεθνείς κατευθυντήριες οδηγίες</p>

Καθορισμός ελάχιου προτύπου ικανότητας ιατρικής μέριμνας

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Παροχή ιατρικής μέριμνας σε ασθενείς και τραυματίες ενώ παραμένουν στο πλοίο	<p>Φροντίδα τραυματία που περιλαμβάνουν:</p> <ol style="list-style-type: none"> .1 τραυματισμούς κεφαλής και σπονδυλικής στήλης .2 τραυματισμούς αυτιών, μύτης, λάρυγγα και μασών .3 εξωτερική και εσωτερική αμφοραγία .4 εγκαύματα, καψήματα και κρουπαγήματα .5 κατάγματα, εξάρθρωσεις και μιικά τραύματα .6 πληγές, θεραπεία πληγών και μόλυνση .7 ανακούφιση από πόνο .8 τεχνικές ραφής και νάρθηκα .9 αχείριση οξέων και αλκάλων καταστάσεων .10 μακρής κλίμακας χειρουργική θεραπεία .11 γάζες και μπαντάρισμα <p>Θέματα νοσηλείας:</p> <ol style="list-style-type: none"> .1 γενικές αρχές .2 φροντίδα περιθαλψής <p>Ασθενείς περιλαμβανομένων:</p> <ol style="list-style-type: none"> .1 ιατρικών συνθηκών και καταστάσεων έκτακτης ανάγκης .2 αφροδησίων νοσημάτων .3 τροπικών και μολυσματικών ασθενών <p>Κατάχρηση ναρκωτικών και ανοπνεύματος</p> <p>Οδοντιατρική φροντίδα</p> <p>Γυνακολογία, εγκυμοσύνη και τοκετός</p> <p>Ιατρική μέριμνα ασθενώντων ατόμων</p> <p>Θάνατος στη θάλασσα</p> <p>Υγιεινή</p>	<p>Αξιολόγηση των αποδοτικών στοιχείων που λαμβάνονται από πρακτική εκπαίδευση και επίδειξη</p> <p>Όπου είναι πρακτικά δυνατόν, εγκεκριμένη πρακτική εμπειρία σε νοσοκομείο ή παρόμοιο ίδρυμα</p>	<p>Η εξακρίβωση των συμπτωμάτων βασίζεται στις έννοιες της κλινικής εξέτασης και ιατρικού ιστορικού</p> <p>Η προστασία κατά της μόλυνσης και εξάπλωσης των ασθενών είναι πλήρης και αποτελεσματική</p> <p>Η προσωπική αντίδραση είναι ήρεμη με αυτοπεποίθηση και καθυσχηστική</p> <p>Η θεραπεία των τραυμάτων ή της κατάστασης είναι κατάλληλη και συμμορφώνεται με την αποδεκτή ιατρική πρακτική και σχετικούς εθνικούς και διεθνείς ιατρικούς οδηγούς</p> <p>Η δοσολογία και παροχή φαρμάκων και φαρμακευτικής αγωγής συμμορφώνεται με τις συστάσεις των κατασκευαστών και την αποδεκτή ιατρική πρακτική</p> <p>Η σημασία των αλλαγών στην κατάσταση του ασθενούς αναγνωρίζεται άμεσα</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδο επίδοξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Παροχή ιατρικής μέριμνας σε ασθενείς και τραυματίες ενώ παραμένουν στο πλοίο (συνέχεια)	<p>Πρόληψη ασθενών περιλαμβανομένων:</p> <ul style="list-style-type: none"> .1 απολύμανση, απεντόμηση, μυοκτονία .2 εμβολιασμοί <p>Τήρηση αρχείου και αντιγράφων των κανονισμών που ισχύουν:</p> <ul style="list-style-type: none"> .1 τήρηση ιατρικού αρχείου .2 διεθνών και εθνικών ναυτικών ιατρικών κανονισμών 		
Συμμετοχή σε συντονισμένα προγράμματα ιατρικής βοήθειας στα πλοία	<p>Εξωτερική βοήθεια συμπεριλαμβανομένων:</p> <ul style="list-style-type: none"> .1 ραδιοιατρικών συμβουλών .2 μεταφορά του αρρώστου και τραυματία συμπεριλαμβανομένης της μεταφοράς με ελκώπτερα .3 Ιατρική φροντίδα αρρώστων ναυτικών που περιλαμβάνει συνεργασία με λιμενικές ιατρικές υπηρεσίες ή μονάδες εξωτερικών ιατρών στο λιμάνι 		<p>Οι διαδικασίες κλινικής εξέτασης είναι πλήρες και συμμορφώνονται με τις οδηγίες που λήφθηκαν</p> <p>Η μέθοδος και προετοιμασία μεταφοράς είναι σύμφωνα με ανεγνωρισμένες διαδικασίες και είναι σχεδιασμένες για να μεγιστοποιείται η καλή μεταχείριση του αρρώστου</p> <p>Οι διαδικασίες αναζήτησης ραδιοιατρικών συμβουλών συμμορφώνονται με την καθιερωμένη πρακτική και συστάσεις</p>

Τμήμα A-VI/5

Υποχρεωτικές ελάχιστες απαιτήσεις για την έκδοση πιστοποιητικών επάρκειας αξιωματικών ασφάλειας πλοίου

Πρότυποι ικανότητας

- 1 Κάθε υποψήφιος για πιστοποιητικό ικανότητας αξιωματικού ασφάλειας πλοίου θα απαιτείται να επιδείξει ικανότητα να αναλάβει έργα, καθήκοντα και ευθύνες που παρατίθενται στην στήλη 1 του πίνακα A-VI/5.
- 2 Το επίπεδο γνώσης των θεμάτων που παρατίθενται στην στήλη 2 του πίνακα A-VI/5 θα είναι επαρκές για να καθιστά ικανό τον υποψήφιο να ενεργήσει ως ορισμένος Αξιωματικός Ασφάλειας Πλοίου.
- 3 Η Εκπαίδευση και εμπειρία ώστε να επίτευχθεί το απαραίτητο επίπεδο θεωρητικής γνώσης, κατανόησης και επάρκειας θα λαμβάνει υπόψη την καθοδήγηση του τμήματος B-VI/5 αυτού του Κώδικα.
- 4 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει αποδεικτικά στοιχεία ότι έχει επιτύχει το απαιτούμενο πρότυπο ικανότητας σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα A-VI/5.

Πίνακας A-VI/5

Καθορισμός ελάχιστου προτύπου ικανότητας για αξιωματικούς ασφαλείας πλοίου

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Διατήρηση και επίβλεψη εφαρμογής του σχεδίου ασφαλείας πλοίου	<p>Γνώση διεθνούς ναυπηγικής πολιτικής ασφαλείας και των ευθύνων των Κυβερνήσεων, εταιριών και ορισμένων ατόμων, συμπεριλαμβανομένων σταχείων που μπορεί να αφορούν παρατεία και ένοπλη ληστεία</p> <p>Γνώση του σκοπού και των σταχείων που αποτελούν το σχέδιο ασφαλείας πλοίου, των σχετικών διατάξεων και τήρηση αρχείων, συμπεριλαμβανομένων εκείνων που μπορεί να αφορούν παρατεία και ένοπλη ληστεία</p> <p>Γνώση διαδικασίας που πρέπει να ακολουθούνται στην εφαρμογή σχεδίου ασφαλείας πλοίου και αναφορά περιστατικών ασφαλείας.</p> <p>Γνώση επιπέδων ναυπηγικής ασφαλείας και συνεπαγόμενων μέτρων και διαδικασιών ασφαλείας πάνω στο πλοίο και στο περιβάλλον του λιμένα</p> <p>Γνώση απαιτήσεων και διαδικασιών διεξαγωγής εσωτερικών ελέγχων, επιθεωρήσεων, ελέγχου σε συγκεκριμένο σημείο ελέγχου και παρακολούθησης δραστηριοτήτων ασφαλείας που προβλέπονται στο σχέδιο ασφαλείας πλοίου</p> <p>Γνώση απαιτήσεων και διαδικασιών αναφοράς στον υπεύθυνο ασφαλείας της εταιρίας για όποιες ανεπάρκειες και μη συμμορφώσεις που διαπιστώνονται κατά τη διάρκεια εσωτερικών ελέγχων, περιθωρικών αναθεωρήσεων και επιθεωρήσεων ασφαλείας</p> <p>Γνώση των μεθόδων και διαδικασιών που χρησιμοποιούνται για την τροποποίηση του σχεδίου ασφαλείας πλοίου</p> <p>Γνώση σχεδίου ασφαλείας έκτακτης ανάγκης και διαδικασίες ανταπόκρισης σε απειλές ασφαλείας ή παραβίασης ασφαλείας, συμπεριλαμβανομένων διατάξεων για διατήρηση κρίσιμων λειτουργιών διασυνδεσης πλοίου/λιμένα, συμπεριλαμβανομένων επίσης σταχείων που μπορεί να αφορούν παρατεία και ένοπλη ληστεία</p> <p>Εργασιακή γνώση των όρων και ορισμών ναυπηγικής ασφαλείας, συμπεριλαμβανομένων σταχείων που μπορεί να αφορούν παρατεία και ένοπλη ληστεία</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτήθηκαν από εγκεκριμένη εκπαίδευση ή εξέταση	<p>Διαδικασίες και ενέργειες είναι σύμφωνες με τις αρχές που έχουν θεσπιστεί από τον ISPS Κώδικα και την SOLAS 1974, όπως τροποποιήθηκε</p> <p>Νομοθετικές απαιτήσεις που αφορούν την ασφαλεία (security) αναγνωρίζονται ορθώς</p> <p>Οι διαδικασίες επιτυγχάνουν επίπεδο ετοιμότητας ώστε να ανταποκρίνονται στις αλλαγές στα ναυπηγικά επίπεδα ασφαλείας</p> <p>Επικοινωνίες στην περιοχή ευθύνης του αξιωματικού ασφαλείας πλοίου είναι σαφείς και κατανοητές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Αξιολόγηση της ασφαλείας (security) από κίνδυνο, απειλής και τρωτότητας	<p>Γνώση αξιολόγησης κινδύνου και εργαλεία αξιολόγησης</p> <p>Γνώση εγγράφων αξιολόγησης ασφαλείας, περιλαμβανομένης της Διακήρυξης Ασφάλειας</p> <p>Γνώση τεχνικών που χρησιμοποιούνται για την καταστρατήγηση μέτρων ασφαλείας, συμπεριλαμβανομένων εκείνων που χρησιμοποιούνται από παρατέες και ένοπλους ληστές</p> <p>Γνώση που καθιστά δυνατή την αναγνώριση, σε μη διακριτική βάση, ατόμων που θέτουν σε πιθανούς κινδύνους την ασφάλεια</p> <p>Γνώση που καθιστά δυνατή την αναγνώριση όπλων, επικίνδυνων ουσιών και συσκευών και επίγνωση της ζημιάς που μπορεί να προκαλέσουν</p> <p>Γνώση τεχνικών διαχείρισης και ελέγχου πλήθους, όπου απαιτείται</p> <p>Γνώση διαχείρισης ευαίσθητων πληροφοριών που αφορούν την ασφάλεια και επικοινωνιών σχετιζόμενων με την ασφάλεια</p> <p>Γνώση εφαρμογής και συντονισμού ερευνών</p> <p>Γνώση μεθόδων σωματικών ελέγχων και διακριτικών επιθεωρήσεων</p>	<p>Αξιολόγηση αποδοκικών σταθίων από εγκεκριμένη εκπαίδευση, ή εγκεκριμένη εμπειρία και εξέταση, περιλαμβανομένης πρακτικής επίδειξης ικανότητας σε:</p> <ol style="list-style-type: none"> 1. διεξαγωγή φυσικών ερευνών 2. διεξαγωγή μη ενοχλητικών ερευνών 	<p>Διαδικασίες και ενέργειες είναι σύμφωνες με τις αρχές που θεσπίζει ο ISPS Κώδικας και η SOLAS, 1974, όπως τροποποιήθηκε</p> <p>Διαδικασίες που επιτυγχάνουν εταιμότητα ανταπόκρισης σε αλλαγές σε επίπεδα ναυτικής ασφαλείας</p> <p>Επικοινωνίες στα πλαίσια αρμοδιότητας αξιωματικού ασφαλείας είναι σαφείς και κατανοητές</p>
Ανάληψη τακτικών επιθεωρήσεων πλοίου για την εξασφάλιση ότι κατάλληλα μέτρα ασφαλείας (security) εφαρμόζονται και τηρούνται	<p>Γνώση των απαιτήσεων ορισμού και παρακολούθησης απαγορευμένων περιοχών</p> <p>Γνώση ελέγχου πρόσβασης στο πλοίο και στις απαγορευμένες περιοχές στο πλαίσιο</p> <p>Γνώση των θεμάτων ασφαλείας (security) που σχετίζονται με το χειρισμό του φορτίου και των εφοδίων του πλοίου, μαζί με άλλο προσωπικό του πλοίου και των υπευθύνων ασφαλείας (security) του λιμένα</p> <p>Γνώση μεθόδων ελέγχου επιβίβασης, αποβίβασης και πρόσβασης ατόμων που είναι στο πλοίο και των επιπτώσεών τους</p>	<p>Αξιολόγηση αποδοκικών σταθίων που αποκτήθηκαν από εγκεκριμένη εκπαίδευση ή εξέταση</p>	<p>Διαδικασίες και ενέργειες είναι σύμφωνες με τις αρχές που θεσπίζονται από τον ISPS Κώδικα και την SOLAS 1974, όπως τροποποιήθηκε</p> <p>Διαδικασίες επιτυγχάνουν επίπεδο εταιμότητα ώστε να ανταποκρίνονται στις αλλαγές στα ναυπλοικά επίπεδα ασφαλείας (security)</p> <p>Επικοινωνίες στα πλαίσια αρμοδιότητας αξιωματικού ασφαλείας είναι σαφείς και κατανοητές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
<p>Διασφάλιση ότι ο εξοπλισμός και τα συστήματα ασφαλείας, εάν υπάρχουν, λειτουργούν ορθώς, δοκιμάζονται και ρυθμίζονται σωστά</p>	<p>Γνώση διάφορων τύπων εξοπλισμού και συστημάτων ασφαλείας (security) και περιορισμών τους, συμπεριλαμβανομένων εκείνων που μπορεί να χρησιμοποιηθούν σε περιπτώσεις επιθέσεων από παραιτές και ένοπλους ληστές</p> <p>Γνώση διαδικασιών, και οδηγιών στην χρήση συστημάτων συναγερμού ασφαλείας (security) του πλοίου</p> <p>Γνώση μεθόδων δοκιμής, μέτρησης και τήρησης συστημάτων και εξοπλισμού ασφαλείας (security) ιδιαίτερα εν πλω</p>	<p>Αξιολόγηση αποδοκικών σταχείων από εγκεκριμένη εκπαίδευση ή εξέταση</p>	<p>Διαδικασίες και ενέργειες είναι σύμφωνες με τις αρχές που θεσπίζονται από τον ISPS Κώδικα και την SOLAS 1974, όπως τροποποιήθηκε</p>
<p>Ενθάρρυνση της ενημέρωσης και εγρήγορης για την ασφαλεία (security)</p>	<p>Γνώση απαιτήσεων εκπαίδευσης, γυμνασίων και ασκήσεων σύμφωνα με σχετικές συμβάσεις, κώδικες και εγκύκλιους του ΙΜΟ, συμπεριλαμβανομένων εκείνων που αφορούν ενάντια στην παραιτία και τις ένοπλες ληστείες</p> <p>Γνώση μεθόδων ενίσχυσης και τήρησης ασφαλείας (security) στο πλοίο</p> <p>Γνώση μεθόδων αξιολόγησης αποτελεσματικότητας γυμνασίων και ασκήσεων</p>	<p>Αξιολόγηση αποδοκικών σταχείων από εγκεκριμένη εκπαίδευση ή εξέταση</p>	<p>Διαδικασίες και ενέργειες είναι σύμφωνες με τις αρχές που θεσπίζονται από τον ISPS Κώδικα και την SOLAS 1974, όπως τροποποιήθηκε</p> <p>Επικοινωνίες στα πλαίσια αρμοδιότητας αξιωματικού ασφαλείας (security) είναι σαφείς και κατανοητές.</p>

Τμήμα A-VI/6

Υποχρεωτικές ελάχιστες απαιτήσεις για εκπαίδευση και οδηγίες σχετικές με την ασφάλεια (security) για όλους τους ναυτικούς

Πρότυποι κανότητας για εκπαίδευση εξαικείωσης με την ασφάλεια (security)

1 Πριν τον ορισμό καθηκόντων στο πλοίο, όλα τα άτομα που ασχολούνται ή εργάζονται σε πλοία ποντοπόρα που απαιτείται να συμμορφώνεται με τις διατάξεις του ISPS Κώδικα, πέραν των επιβατών, θα λαμβάνουν εγκεκριμένη εκπαίδευση εξαικείωσης με την ασφάλεια (security), λαμβάνοντας υπόψη τις οδηγίες που παρατίθενται στο τμήμα Β, ώστε να είναι ικανοί να:

- .1 αναφέρουν περιστατικό ασφάλειας (security), συμπεριλαμβανομένης απειλής ή επίθεσης πειρατείας ή ένοπλης ληστείας,
- .2 γνωρίζουν τις διαδικασίες που ακολουθούν όταν αναγνωρίζουν απειλή ασφάλειας (security), και
- .3 λαμβάνουν μέρος στις διαδικασίες έκτακτης ανάγκης και επείγουσας επέμβασης που έχει σχέση με την ασφάλεια (security).

2 Ναυτικοί με ορισμένα καθήκοντα ασφάλειας που εργάζονται σε ποντοπόρα πλοία, πριν την ανάθεση καθηκόντων, θα λαμβάνουν εκπαίδευση εξαικείωσης με θέματα ασφάλειας (security) στα καθορισμένα καθήκοντα και αρμοδιότητες, λαμβάνοντας υπόψη τις οδηγίες που παρατίθενται στο μέρος Β.

3 Η εκπαίδευση εξαικείωσης με θέματα ασφάλειας (security) θα διεξάγεται από τον αξιωματικό ασφάλειας πλοίου ή από ένα εξίσου προσοντούχο άτομο.

Πρότυποι κανότητας εκπαίδευσης γνώσης ασφάλειας

4 Ναυτικοί που εργάζονται ή απασχολούνται σε πλοίο οποιασδήποτε χωρητικότητας που απαιτείται να συμμορφώνεται με τις διατάξεις του ISPS Κώδικα για τις ανάγκες του εν λόγω πλοίου, στο πλαίσιο του συμπληρώματος του πλοίου χωρίς καθορισμένα καθήκοντα, πριν την ανάθεση καθηκόντων στο πλοίο, θα:

- .1 λαμβάνει κατάλληλη εγκεκριμένη εκπαίδευση ή οδηγίες σχετικά με την γνώση ασφάλειας (security), όπως παρατίθεται στον πίνακα A-VI/6-1,
- .2 απαιτείται να παρέχει αποδοκικά στοιχεία επίτευξης απαιτούμενου προτύπου ικανότητας ανάληψης καθηκόντων και ευθυνών που παρατίθενται στην στήλη 1 του πίνακα A-VI/6-1:
 - .2.1 με επίδειξη ικανότητας, σύμφωνα με τις μεθόδους και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 του πίνακα A-VI/6-1, και
 - .2.2 με εξέταση ή συνεχής αξιολόγηση ως μέρος εγκεκριμένου προγράμματος εκπαίδευσης στα θέματα που παρατίθενται στην στήλη 2 του πίνακα A-VI/6-1.

Μεταβατικές διατάξεις

5 Έως την 1^η Ιανουαρίου 2014, ναυτικοί που άρχισαν εγκεκριμένη θαλάσσια υπηρεσία πριν την ημερομηνία ένταξης σε ισχύ αυτού του τμήματος θα είναι ικανοί να τεκμηριώνουν ότι πληρούν τις απαιτήσεις της παράγραφου 4 με:

- .1 εγκεκριμένη θαλάσσια υπηρεσία ως προσωπικό πλοίου, για περίοδο τουλάχιστον έξι μηνών συνολικά κατά τη διάρκεια των τριών προηγούμενων ετών, ή
- .2 εκτέλεση καθηκόντων ασφάλειας (security) που θεωρούνται ισοπίμα με τη θαλάσσια υπηρεσία που απαιτείται στην παράγραφο 5.1, ή
- .3 επιτυχία σε εγκεκριμένη εξέταση, ή
- .4 ολοκλήρωση με επιτυχία εγκεκριμένης εκπαίδευσης.

Πρότυποι κανότητας για ναυπηγούς με καθορισμένα καθήκοντα ασφάλειας (security)

6 Κάθε ναυπηγός που είναι ορισμένος να εκτελεί καθήκοντα ασφάλειας (security), συμπεριλαμβανομένων δραστηριοτήτων κατά της πειρατείας και της ένοπλης ληστείας, θα απαιτείται να επιδείξει ικανότητα ανάληψης εργασιών, καθηκόντων και ευθυνών που παρατίθενται στην στήλη 1 του πίνακα A-VI/6-2.

7 Το επίπεδο γνώσης θεμάτων στην στήλη 2 του πίνακα A-VI/6-2 θα είναι επαρκές για να καθιστά ικανό κάθε υποψήφιο να εκτελεί καθορισμένα καθήκοντα ασφάλειας (security) στο πλοίο, συμπεριλαμβανομένων δραστηριοτήτων κατά της πειρατείας και της ένοπλης ληστείας.

8 Κάθε υποψήφιος για πιστοποίηση θα απαιτείται να παρέχει αποδεικτικά στοιχεία ότι έχει επιτευχθεί το απαιτούμενο πρότυπο ικανότητας με:

.1 επίδειξη ικανότητας ανάληψης εργασιών, καθηκόντων και ευθυνών που παρατίθενται στην στήλη 1 του πίνακα A-VI/6-2, σύμφωνα με τις μεθόδους επίδειξης ικανότητας και τα κριτήρια αξιολόγησης ικανότητας που παρατίθενται στις στήλες 3 και 4 αυτού του πίνακα, και

.2 εξέταση ή συνεχή αξιολόγηση ως μέρος εγκεκριμένου εκπαιδευτικού προγράμματος που καλύπτει την ύλη που παρατίθεται στην στήλη 2 του πίνακα A-VI/6-2.

Μεταβατικές διατάξεις

9 Έως την 1^η Ιανουαρίου 2014, ναυπηγοί που άρχισαν εγκεκριμένη θαλάσσια υπηρεσία πριν την ημερομηνία ένταξης σε ισχύ αυτού του τμήματος θα είναι ικανοί να επιδείξουν ικανότητα ανάληψης εργασιών, καθηκόντων και ευθυνών που παρατίθενται στην στήλη 1 του πίνακα A-VI/6-2:

.1 εγκεκριμένη θαλάσσια υπηρεσία ως προσωπικό πλοίου με ορισμένα καθήκοντα ασφάλειας (security), για περίοδο τουλάχιστον έξι μηνών συνολικά κατά τη διάρκεια των τριών προηγούμενων ετών, ή

.2 εκτέλεση καθηκόντων ασφάλειας (security) που θεωρούνται ισοπύμα με τη θαλάσσια υπηρεσία που απαιτείται στην παράγραφο 5.1, ή

.3 επιτυχία σε εγκεκριμένη εξέταση, ή

.4 ολοκλήρωση με επιτυχία εγκεκριμένης εκπαίδευσης.

Καθορισμός ελάχ στο προτύπου κανότητας επίγνωσης ασφάλειας (security)

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδοξων ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Συμβολή στην ενίσχυση της ναυτικής ασφάλειας μέσω αυξημένης επίγνωσης	<p>Βασική εργασιακή γνώση των όρων και ορισμών ναυτικής ασφάλειας (security), συμπεριλαμβανομένων των σταχείων που μπορεί να έχουν σχέση με την παρατεία και την ένοπλη ληστεία</p> <p>Βασική γνώση της διεθνούς ναυτικής πολιτικής για την ασφάλεια και των ευθυνών των Κυβερνήσεων, Εταιριών και προσώπων</p> <p>Βασική γνώση επιπέδων ναυτικής ασφάλειας και της επίπλωσής τους στα μέτρα ασφάλειας (security) και στις διαδικασίες στο πλοίο και στις εγκαταστάσεις λιμένα</p> <p>Βασική γνώση διαδικασιών αναφοράς ασφάλειας (security)</p> <p>Βασική γνώση σχεδίων έκτακτης ανάγκης που έχουν σχέση με την ασφάλεια</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτούνται από εγκεκριμένη εκπαίδευση ή κατά τη διάρκεια παρακολούθησης εγκεκριμένου προγράμματος σπουδών	Απατήσεις που σχετίζονται με την ενισχυμένη ναυτική ασφάλεια (security) αναγνωρίζονται ορθώς
Αναγνώριση απειλών ασφάλειας (security)	<p>Βασική γνώση τεχνικών που χρησιμοποιούνται για την παράκαμψη μέτρων ασφάλειας (security)</p> <p>Βασική γνώση που καθιστά δυνατή την αναγνώριση πιθανών απειλών ασφάλειας (security), συμπεριλαμβανομένων σταχείων που μπορεί να έχουν σχέση με την παρατεία και την ένοπλη ληστεία</p> <p>Βασική γνώση που καθιστά εφικτή αναγνώριση όπλων, επικινδυνών ουσιών και συσκευών και επίγνωση της ζημίας που μπορεί να προκληθεί</p> <p>Βασική γνώση διαχείρισης πληροφοριών που έχουν σχέση με την ασφάλεια και την ασφάλεια επικοινωνιών</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτούνται από εγκεκριμένη εκπαίδευση ή κατά τη διάρκεια παρακολούθησης εγκεκριμένου προγράμματος σπουδών	Απειλές ναυτικής ασφάλειας (security) αναγνωρίζονται ορθώς
Κατανόηση ανάγκης και μεθόδων διατήρησης γνώσης και επαγρύπνησης ασφάλειας (security)	Βασική γνώση απαιτήσεων εκπαίδευσης, γυμνασίων και ασκήσεων σύμφωνα με τις σχετικές συμβάσεις, κώδικες και εγκυκλίους του ΙΜΟ, συμπεριλαμβανομένων εκείνων που αναφέρονται κατά της παρατείας και της ένοπλης ληστείας	Αξιολόγηση αποδοτικών σταχείων που αποκτήθηκαν από εγκεκριμένη εκπαίδευση ή κατά τη διάρκεια παρακολούθησης εγκεκριμένου προγράμματος σπουδών	Απατήσεις που σχετίζονται με την ενισχυμένη ναυτική ασφάλεια (security) αναγνωρίζονται ορθώς

Πίνακας A-VI/6.2

Καθορισμός ελάττωστος προτύπου κανότητας ναυτικών με
ορισμένα καθήκοντα ασφάλειας (security)

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Τήρηση όρων που παρατίθενται στο σχέδιο ασφάλειας (security) πλοίου	<p>Γνώση εργασίας όρων και ορισμών ναυτικής ασφάλειας (security), συμπεριλαμβανομένων στα χείρων που μπορεί να έχουν σχέση με την παρατεία και την ένοπλη ληστεία</p> <p>Γνώση διεθνούς ναυτικής πολιτικής ασφαλείας (security) και ευθυνών των Κυβερνήσεων, των εταιριών και ατόμων, συμπεριλαμβανομένης της εργασιακής γνώσης των σταχείων που μπορεί να έχουν σχέση με την παρατεία και την ένοπλη ληστεία.</p> <p>Γνώση των επιπέδων ναυτικής ασφάλειας (security) και η επίπτωσή τους στα μέτρα ασφάλειας (security) και στις διαδικασίες στο πλοίο και στις εγκαταστάσεις λιμένα</p> <p>Γνώση διαδικασιών αναφοράς ασφάλειας (security)</p> <p>Γνώση διαδικασιών και απαιτήσεων για γυμνάσια και ασκήσεις σύμφωνα με τις σχετικές συμβάσεις, κώδικες και εγκυκλίους του IMO, συμπεριλαμβανομένης της εργασιακής γνώσης εκείνων που μπορεί να έχουν σχέση με την παρατεία και την ένοπλη ληστεία</p> <p>Γνώση διαδικασιών διεξαγωγής επιθεωρήσεων και ελέγχου και καταγραφής δραστηριοτήτων ασφάλειας (security) που καθορίζονται στο σχέδιο ασφάλειας του πλοίου</p> <p>Γνώση σχεδίων έκτακτης ανάγκης που έχουν σχέση με την ασφάλεια (security) και διαδικασιών ανταπόκρισης στις απειλές ασφάλειας (security) ή παραβίασης ασφάλειας (security), συμπεριλαμβανομένων των διαδικασιών για τη διατήρηση κρίσιμων λειτουργιών διασυνδεδεμένων σταχείων πλοίου / λιμένα, και συμπεριλαμβανομένης επίσης εργασιακής γνώσης εκείνων που μπορεί να έχουν σχέση με την παρατεία και την ένοπλη ληστεία</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτήθηκαν από εγκεκριμένη εκπαίδευση ή κατά τη διάρκεια παρακολούθησης εγκεκριμένου προγράμματος σπουδών	<p>Διαδικασίες και ενέργειες είναι σύμφωνες με τις αρχές που θεσπίζονται από τον ISPS Κώδικα και την SOLAS 1974, όπως τροποποιήθηκε</p> <p>Νομοθετικές απαιτήσεις που σχετίζονται με την ασφάλεια (security) αναγνωρίζονται ορθώς</p> <p>Επικοινωνίες στα πλαίσια ευθυνών είναι σαφείς και κατανοητές</p>

Στήλη 1	Στήλη 2	Στήλη 3	Στήλη 4
Ικανότητα	Γνώση, κατανόηση και επάρκεια	Μέθοδοι επίδειξης ικανότητας	Κριτήρια αξιολόγησης ικανότητας
Αναγνώριση κινδύνων και αιτιών ασφάλειας (security)	<p>Γνώση εγγράφων αξιολόγησης ασφάλειας, περιλαμβανομένης της Διακήρυξης Ασφάλειας</p> <p>Γνώση τεχνικών που χρησιμοποιούνται για να παραβιάσουν τα μέτρα ασφάλειας (security), συμπεριλαμβανομένων εκείνων που χρησιμοποιούνται από παραιτές και ένοπλους ληστές</p> <p>Γνώση που καθιστούν εφικτή την αναγνώριση πιθανών αιτιών ασφάλειας (security)</p> <p>Γνώση που καθιστούν ικανή την αναγνώριση όπλων, επικίνδυνων ουσιών και συσκευιών και επίγνωση της ζημίας που μπορεί να προκαλέσουν</p> <p>Γνώση διαχείρισης πλήθους και τεχνικών ελέγχου, όπου απαιτείται</p> <p>Γνώση χωρισμού πληροφοριών που έχουν σχέση με την ασφάλεια (security) και την ασφάλεια (security) επικοινωνιών</p> <p>Γνώση μεθόδων σωματικών ελέγχων και διακριτικών επιθεωρήσεων</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτήθηκαν από εγκεκριμένη εκπαίδευση ή κατά τη διάρκεια παρακολούθησης εγκεκριμένου προγράμματος σπουδών	Διαδικασίες και ενέργειες σύμφωνα με τις αρχές που θεσπίζονται από τον ISPS Κώδικα και την SOLAS, 1974, όπως τροποποιήθηκε
Ανάληψη τακτικών επιθεωρήσεων ασφάλειας (security) πλοίου	<p>Γνώση τεχνικών παρακολούθησης απαγορευμένων περιοχών</p> <p>Γνώση ελέγχου πρόσβασης στο πλοίο και στις απαγορευμένες περιοχές του πλοίου</p> <p>Γνώση μεθόδων αποτελεσματικής παρακολούθησης περιοχών καταστρώματος και περιοχών γύρω από το πλοίο</p> <p>Γνώση μεθόδων επιθεώρησης που έχουν σχέση με τις αποθήκες φορτίου πλοίου</p> <p>Γνώση μεθόδων ελέγχου επιβίβασης, αποβίβασης και πρόσβασης στο πλοίο ανθρώπων και αεπιπτώσεως τους</p>	Αξιολόγηση αποδοτικών σταχείων που αποκτήθηκαν από εγκεκριμένη εκπαίδευση ή κατά τη διάρκεια παρακολούθησης εγκεκριμένου προγράμματος σπουδών	Διαδικασίες και ενέργειες είναι σύμφωνα με τις αρχές που θεσπίζονται από τον ISPS Κώδικα και την Σύμβαση SOLAS, όπως τροποποιήθηκε
Κατάλληλη χρήση του εξοπλισμού και των συστημάτων ασφάλειας (security) εάν υπάρχουν	<p>Γενική γνώση διάφορων τύπων εξοπλισμού και συστημάτων ασφάλειας (security) συμπεριλαμβανομένων εκείνων που μπορεί να χρησιμοποιούνται σε περιπτώσεις επιθέσεων από παραιτές και ένοπλους ληστές, συμπεριλαμβανομένων και των περιορισμών τους</p> <p>Γνώση ανάγκης δοκιμής, υπολογισμού και τήρησης συστημάτων και εξοπλισμού ασφάλειας (security), ιδίαιτερα εν πλω</p>	Αξιολόγηση αποδοτικών σταχείων από εγκεκριμένη εκπαίδευση ή κατά τη διάρκεια παρακολούθησης εγκεκριμένου προγράμματος σπουδών	<p>Εξοπλισμός και συστήματα επιχαρήσεων αξιολογούνται σύμφωνα με τις θεσπισμένες οδηγίες λειτουργίας εξοπλισμού και λαμβάνοντας υπόψη τους περιορισμούς του εξοπλισμού και των συστημάτων</p> <p>Διαδικασίες και ενέργειες είναι σύμφωνα με τις αρχές που θεσπίζονται από τον ISPS Κώδικα και την SOLAS, 1974, όπως τροποποιήθηκε</p>

ΚΕΦΑΛΑΙΟ VII

Πρότυπα αναφοράς με την εναλλακτική πιστοποίηση

Τμήμα A-VIII

Έκδοση εναλλακτικών πιστοποιητικών

1 Κάθε υποψήφιος για πιστοποίηση σε επιχειρησιακό επίπεδο σύμφωνα με τις διατάξεις του κεφαλαίου VII του παραρτήματος της Σύμβασης θα απαιτείται να ολοκληρώσει τη σχετική εκπαίδευση και άσκηση και να ανταποκρίνεται στο πρότυπο ικανότητας για όλες τις αρμοδιότητες που μνημονεύονται είτε στον πίνακα A - II/1 ή στον πίνακα A - III/1. Οι δραστηριότητες που καθορίζονται στους πίνακες A - II/1 ή A - III/1 αντίστοιχα μπορεί να προστεθούν με την προϋπόθεση ότι ο υποψήφιος ολοκληρώνει, όπου απαιτείται, πρόσθετη σχετική επιμόρφωση και εκπαίδευση και ανταποκρίνεται στα πρότυπα ικανότητας που αναφέρονται σε αυτούς τους πίνακες για τις λειτουργίες που αφορούν.

2 Κάθε υποψήφιος για πιστοποίηση σε διακηρικό επίπεδο ως άτομο που έχει την διοίκηση σε πλοίο 500 ο.χ. και άνω, ή το άτομο στο οποίο θα περιέλθει η διοίκηση τέτοιου πλοίου σε περίπτωση ανικανότητας του ατόμου που έχει την διοίκηση, θα απαιτείται εκτός της συμμόρφωσης με το πρότυπο ικανότητας που καθορίζεται στον πίνακα A - II/1 να ολοκληρώσει την σχετική επιμόρφωση και εκπαίδευση και να ανταποκρίνεται στα πρότυπα ικανότητας για όλες τις δραστηριότητες που μνημονεύονται στον πίνακα A - II/2. Αρμοδιότητες που καθορίζονται στους πίνακες του κεφαλαίου III αυτού του μέρους μπορεί να προστεθούν με την προϋπόθεση ότι ο υποψήφιος ολοκληρώνει, όπως πρέπει, πρόσθετη σχετική εκπαίδευση και επιμόρφωση και ανταποκρίνεται στα πρότυπα ικανότητας που μνημονεύονται σε αυτούς τους πίνακες για τις αντίστοιχες αρμοδιότητες.

3 Κάθε υποψήφιος για πιστοποίηση σε διακηρικό επίπεδο ως το άτομο που θα είναι υπεύθυνο για την μηχανική πρόωση του πλοίου που η ισχύς της κύριας μηχανής πρόωσης είναι 750 KW και άνω ή το άτομο στο οποίο τέτοια ευθύνη θα περιέλθει σε περίπτωση ανικανότητας του ατόμου που είναι υπεύθυνο για την μηχανική πρόωση του πλοίου, θα απαιτείται, εκτός της συμμόρφωσης με το πρότυπο ικανότητας που καθορίζεται στον πίνακα A - III/1, να ολοκληρώσει σχετική εκπαίδευση και επιμόρφωση και να πληροί τα πρότυπα ικανότητας για όλες τις αρμοδιότητες που ορίζονται στον πίνακα A-III/2, όπως απαιτείται. Αρμοδιότητες που καθορίζονται στους πίνακες του κεφαλαίου II αυτού του μέρους μπορεί να προστεθούν με την προϋπόθεση ότι ο υποψήφιος ολοκληρώνει, όπως πρέπει, πρόσθετη σχετική εκπαίδευση και επιμόρφωση και πληροί τα πρότυπα ικανότητας που μνημονεύονται σε αυτούς τους πίνακες για τις αντίστοιχες αρμοδιότητες.

4 Κάθε υποψήφιος για πιστοποίηση σε επίπεδο υποστήριξης:

.1 στην ναυσιπλοία ή στην ναυπική μηχανολογία θα απαιτείται να ολοκληρώνουν σχετική εκπαίδευση και να πληρούν το πρότυπο ικανότητας για αρμοδιότητα που καθορίζεται στον πίνακα A - II/4 ή A - III/4. Αρμοδιότητες που καθορίζονται στον πίνακα A-III/4 ή A-II/4 αντίστοιχα μπορεί να προστεθούν με την προϋπόθεση ότι ο υποψήφιος ολοκληρώνει, όπως απαιτείται, επιπρόσθετη σχετική εκπαίδευση και πληροί τα πρότυπα ικανότητας που καθορίζονται σε αυτούς τους πίνακες για τις σχετικές αρμοδιότητες.

.2 ως ειδικευμένος ναυπικός καταστρώματος θα απαιτείται, επιπροσθέτως της συμμόρφωσης με το πρότυπο ικανότητας που καθορίζεται στον πίνακα A-II/4, να ολοκληρώσει σχετική εκπαίδευση και να πληροί το πρότυπο ικανότητας για όλες τις αρμοδιότητες που καθορίζονται στον πίνακα A-II/5. Αρμοδιότητες που καθορίζονται στον πίνακα A-III/4 ή A-III/5 μπορεί να προστεθούν με την προϋπόθεση ότι ο υποψήφιος ολοκληρώνει, όπως χρειάζεται, επιπρόσθετη σχετική εκπαίδευση και πληροί το πρότυπο ικανότητας που καθορίζεται σε εκείνους τους πίνακες για τις σχετικές αρμοδιότητες, και

.3 ως ειδικευμένος ναυπικός μηχανής θα απαιτείται, επιπροσθέτως της συμμόρφωσης με το πρότυπο ικανότητας που καθορίζεται στον πίνακα A-III/4, να ολοκληρώσει σχετική εκπαίδευση και να πληροί το πρότυπο ικανότητας για όλες τις αρμοδιότητες που καθορίζονται στον πίνακα A-III/5. Αρμοδιότητες που καθορίζονται στον πίνακα A-II/4 ή A-II/5 μπορεί να προστεθούν με την προϋπόθεση ότι ο υποψήφιος ολοκληρώνει, όπως απαιτείται, επιπρόσθετη σχετική εκπαίδευση και πληροί τα πρότυπα ικανότητας που καθορίζονται σε εκείνους τους πίνακες για σχετικές αρμοδιότητες.

Τμήμα A - VII/2

Πιστοποίηση ναυτικών

1 Σύμφωνα με τις απαιτήσεις του κανονισμού VII/1, παράγραφος 1.3, κάθε υποψήφιος για πιστοποίηση σύμφωνα με τις διατάξεις του κεφαλαίου VII σε επιχειρησιακό επίπεδο σε αρμοδιότητες που καθορίζονται στους πίνακες A-II/1 και A-III/1:

.1 θα έχει εγκεκριμένη θαλάσσια υπηρεσία τουλάχιστον 12 μηνών, στην οποία υπηρεσία θα συμπεριλαμβάνεται περίοδος τουλάχιστον έξι μηνών κατά την οποία θα έχει εκτελέσει καθήκοντα μηχανοστασίου υπό την επίβλεψη προσοντούχου αξωμαπικού μηχανής και, όπου απαιτείται η αρμοδιότητα ναυσιπλοΐας, περίοδος τουλάχιστον έξι μηνών κατά την οποία θα έχει εκτελέσει καθήκοντα τήρησης φυλακής γεφύρας υπό την επίβλεψη προσοντούχου αξωμαπικού φυλακής γεφύρας, και

.2 θα έχει ολοκληρώσει, κατά την διάρκεια της υπηρεσίας αυτής, εγκεκριμένο πρόγραμμα εκπαίδευσης στο πλοίο, που πληροί τις σχετικές απαιτήσεις των τμημάτων A-II/1 και A-III/1 και έχει τεκμηριωθεί σε εγκεκριμένο βιβλίο εγγραφών εκπαίδευσης.

2 Κάθε υποψήφιος για πιστοποίηση σύμφωνα με τις διατάξεις του κεφαλαίου VII σε δικηπικό επίπεδο σε συνδυασμό με αρμοδιότητες που καθορίζονται στους πίνακες A-II/2 και A-III/2 θα διαθέτει εγκεκριμένη θαλάσσια υπηρεσία σχετική με τις αρμοδιότητες που θα παρατίθενται στην θεώρηση του πιστοποιητικού ως εξής:

.1 για άτομα, εκτός εκείνων που έχουν την διοίκηση ή ευθύνη για την μηχανική πρόωση ενός πλοίου - 12 μήνες εκτελώντας καθήκοντα σε επιχειρησιακό επίπεδο που είναι σχετικό με τον κανονισμό III/2 ή III/3 όπως απαιτείται και, όπου απαιτούνται καθήκοντα πλοήγησης σε δικηπικό επίπεδο, τουλάχιστον 12 μήνες εκτελώντας καθήκοντα τήρησης φυλακής γεφύρας σε επιχειρησιακό επίπεδο,

.2 για εκείνους που έχουν την διοίκηση ή την ευθύνη για την μηχανική πρόωση ενός πλοίου - τουλάχιστον 48 μήνες συμπεριλαμβανομένων των διατάξεων της παραγράφου 2.1 αυτού του τμήματος, εκτελώντας, ως αξωμαπικός κάτοχος πιστοποιητικού, καθήκοντα που είναι σχετικά με τις αρμοδιότητες που θα μνημονεύονται στην θεώρηση του πιστοποιητικού από την οποία 24 μήνες θα διανυθούν εκτελώντας αρμοδιότητες που παρατίθενται στον πίνακα A-III/1, και 24 μήνες θα διανυθούν εκτελώντας καθήκοντα που παρατίθενται στους πίνακες A-III/1 και A-III/2 .

3 Σύμφωνα με τις απαιτήσεις του κανονισμού VII/1, παράγραφος 1.3, κάθε υποψήφιος για πιστοποίηση σύμφωνα με τις διατάξεις του κεφαλαίου VII σε επίπεδο υποστήριξης σε αρμοδιότητες που καθορίζονται στους πίνακες A-II/4 και A-III/4 θα έχει ολοκληρώσει:

.1 εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη από 12 μήνες εμπειρίας, που αποτελείται από:

.1.1 όχι λιγότερη από 6 μήνες σχετική με τήρηση φυλακής ναυσιπλοΐας, και

.1.2 όχι λιγότερη από 6 μήνες σχετική με εκτέλεση καθηκόντων μηχανής, ή

.2 ειδική εκπαίδευση, είτε εκτός θάλασσας ή σε πλοίο, συμπεριλαμβανομένης εγκεκριμένης περιόδου θαλάσσιας υπηρεσίας που δεν θα είναι λιγότερη από 4 μήνες, αποτελούμενη από:

.2.1 όχι λιγότερη από 2 μήνες σχετική με καθήκοντα τήρησης φυλακής ναυσιπλοΐας, και

.2.2 όχι λιγότερη από 2 μήνες σχετική με καθήκοντα μηχανοστασίου,

.3 θαλάσσια υπηρεσία, εκπαίδευση και επιμόρφωση που απαιτείται από την παράγραφο 3.1 ή 3.2 θα εκτελείται κάω από την άμεση επίβλεψη ενός κατάλληλα προσοντούχου αξωμαπικού ή μέλους πληρώματος.

4 Σύμφωνα με τις απαιτήσεις του κανονισμού VII/1, παράγραφος 1.3, κάθε υποψήφιος για πιστοποίηση σύμφωνα με τις διατάξεις του κεφαλαίου VII σε επίπεδο υποστήριξης σε αρμοδιότητες που καθορίζονται στους πίνακες A-II/5 και A-III/5, ενώ είναι προσοντούχος να υπηρετεί ως μέλος πληρώματος τήρησης φυλακής ναυσιπλοΐας και μηχανοστασίου, θα πληροί τα πρότυπα ικανότητας που καθορίζονται στα τμήματα A-II/5 και A-III/5 του Κώδικα STCW και έχει ολοκληρώσει:

.1 εγκεκριμένη θαλάσσια υπηρεσία όχι λιγότερη από 30 μήνες, που αποτελείται από:

.1.1 όχι λιγότερη από 18 μήνες σχετική με καθήκοντα ειδικευμένου ναυτικού καταστώματος, και

.1.2 όχι λιγότερη από 12 μήνες σχετική με καθήκοντα ειδικευμένου ναυτικού μηχανής, ή

.2 ένα εγκεκριμένο εκπαιδευτικό πρόγραμμα όχι λιγότερο από 18 μήνες εγκεκριμένης θαλάσσιας υπηρεσίας, που αποτελείται από:

.2.1 όχι λιγότερη από 12 μήνες σχετική με καθήκοντα ειδικευμένου ναυτικού καταστρώματος, και

||.2.2 όχι λιγότερη από 6 μήνες σχετική με καθήκοντα ειδικευμένου ναυτικού μηχανής, ή

.3 ένα εγκεκριμένο ειδικό εννιαίο πρόγραμμα εκπαίδευσης καταστρώματος και μηχανής, συμπεριλαμβανομένης θαλάσσιας υπηρεσίας όχι λιγότερης από 12 μήνες σε ενιαίο τμήμα καταστρώματος και μηχανής, που αποτελείται από:

.3.1 όχι λιγότερη από 6 μήνες σχετική με καθήκοντα ειδικευμένου ναυτικού καταστρώματος, και

.3.2 όχι λιγότερη από 6 μήνες σχετική με καθήκοντα ειδικευμένου ναυτικού μηχανής.

Τμήμα Α -VII/3

Αρχές που διέπουν την έκδοση εναλλακτικών πιστοποιητικών

(Δεν υπάρχουν διατάξεις)

Πρότυπα τήρησης φυλακής

Τμήμα Α - VIII/1

Ικανότητα ανάληψης καθηκόντων

1 Διακρίσεις θα λαμβάνουν υπόψη τον κίνδυνο λόγω κόπωσης των ναυτικών, ειδικά εκείνων των οποίων τα καθήκοντα αφορούν την ασφάλεια και σίγουρη λειτουργία του πλοίου.

2 Όλα τα πρόσωπα στα οποία ανατίθενται καθήκοντα αξιωματικού υπεύθυνου φυλακής ή ως μέλος πληρώματος που αποτελεί τμήμα φυλακής και εκείνα των οποίων τα ανατεθειμένα καθήκοντα που αφορούν την ασφάλεια, την πρόληψη ρύπανσης και ασφάλειας θα τους διατίθεται περίοδος ανάπαυσης όχι λιγότερη από:

1. το ελάχιστο 10 ώρες ανάπαυση σε οποιαδήποτε περίοδο του 24ώρου, και

2 77ώρες σε περίοδο 7 ημερών

3 Οι ώρες ανάπαυσης είναι δυνατόν να διαιρούνται σε δύο το πολύ χρονικές περιόδους, μία εκ των οποίων θα είναι τουλάχιστον 6ώρου διάρκειας και τα διαλείμματα ανάμεσα σε διαδοχικές περιόδους ανάπαυσης δεν θα υπερβαίνουν τις 14 ώρες.

4 Οι απαιτήσεις για τις περιόδους ανάπαυσης που καθορίζονται στις παραγράφους 2 και 3 δεν είναι απαραίτητο να τηρούνται σε περίπτωση ανάγκης ή σε άλλες υπερισχύουσες επιχειρησιακές συνθήκες. Γυμνάσια συγκέντρωσης, πυρόσβεσης και σωστικών λέμβων, και γυμνάσια που καθορίζονται από την εθνική νομοθεσία και κανονισμούς και από εθνικά όργανα, θα διεξάγονται κατά τέτοιο τρόπο που ελαχιστοποιεί τη αναταραχή των περιόδων ανάπαυσης και δεν επιφέρει κόπωση.

5 Οι Διακρίσεις θα απαιτούν τα προγράμματα βάρδιας να αναρτώνται σε χώρο όπου είναι εύκολα προσβάσιμος. Τα προγράμματα θα θεσπίζονται σε έντυπο στην γλώσσα εργασίας ή στις γλώσσες του πλοίου και στην Αγγλική.

6 Όταν ο ναυτικός καλείται, όπως όταν ο χώρος του μηχανοστασίου δεν φυλάσσεται, ο ναυτικός θα έχει ως αντιστάθμισμα μια επαρκή περίοδο ανάπαυσης αν η κανονική περίοδος ανάπαυσης διακόπτεται από κλήσεις εργασίας.

7 Οι Διακρίσεις θα απαιτούν ότι τα ημερολόγια των ημερήσιων ωρών ανάπαυσης ναυτικών να τηρούνται σε τυποποιημένο έντυπο*, στη γλώσσα εργασίας ή στις γλώσσες εργασίας του πλοίου και στην Αγγλική, για να επιτρέψει καταγραφή και πιστοποίηση συμμερφωσης με τις διατάξεις αυτού του τμήματος. Οι ναυτικοί θα λαμβάνουν αντίγραφα των αρχείων που τους αφορούν, που θα θεωρείται από τον πλοίαρχο ή από ένα άτομο εξουσιοδοτημένο από τον πλοίαρχο και από τους ναυτικούς.

8 Τίποτα σε αυτό το τμήμα δεν θα εκπνέει ότι υποσκάπτεται το δικαίωμα του πλοίαρχου να απαιτήσει ο ναυτικός να εκτελέσει ώρες εργασίας απαραίτητες για την άμεση ασφάλεια του πλοίου, των ατόμων του πλοίου ή του φορτίου, ή για τον σκοπό προσφοράς βοήθειας σε άλλα πλοία ή άτομα σε κίνδυνο στη θάλασσα. Αναλόγως, ο πλοίαρχος μπορεί να αναστείλει τις ώρες ανάπαυσης και να απαιτεί ο ναυτικός να εκτελεί ώρες εργασίας απαραίτητες έως να επανέλθει η φυσιολογική κατάσταση, όσο είναι πρακτικό αφού επανέλθει η φυσιολογική κατάσταση, ο πλοίαρχος θα εξασφαλίζει ότι όποια ναυτικοί έχουν εκτελέσει εργασία σε προγραμματισμένη περίοδο ανάπαυσης τους παράχεται επαρκής περίοδος ανάπαυσης.

9 Τα Μέρη μπορούν να επιτρέπουν εξαιρέσεις από τις απαιτούμενες ώρες ανάπαυσης στις παραγράφους 2.2 και 3 ανωτέρω με την προϋπόθεση ότι η περίοδος ανάπαυσης δεν είναι λιγότερη από 70 ώρες σε οποιαδήποτε περίοδο 7 ημερών.

Εξαιρέσεις από την εβδομαδιαία ανάπαυση που προβλέπονται στην παράγραφο 2.2 δεν επιτρέπονται να είναι για περισσότερες από δυο διαδοχικές εβδομάδες. Τα διαλείμματα ανάμεσα στις δυο περιόδους εξαιρέσεως δεν θα είναι λιγότερα από δύο κατά τη διάρκεια της εξαιρέσεως.

* Οι Οδηγίες του IMO/ ILO για την ανάπτυξη πινάκων εργασιακών διευθετήσεων επί του πλοίου και οι τύποι των αρχείων των ωρών εργασίας και ανάπαυσης των ναυτικών, μπορεί να χρησιμοποιηθούν.

Οι ώρες ανάπαυσης που προβλέπονται στην παράγραφο 2.1 μπορεί να χωρίζονται σε όχι περισσότερες από τρεις περιόδους, μία από τις οποίες τουλάχιστον διάρκειας 6 ωρών και καμία από τις δυο άλλες περιόδους δεν θα είναι διάρκειας λιγότερο από μία ώρα. Τα διαλείμματα ανάμεσα στις διαδοχικές περιόδους ανάπαυσης δεν θα υπερβαίνουν τις 14 ώρες. Εξαιρέσεις δεν θα παρατείνονται πέρα από το 24ωρο σε οποιαδήποτε περίοδο 7 ημερών.

Οι εξαιρέσεις, όσο είναι δυνατό, θα λαμβάνουν υπόψη τις οδηγίες που έχουν σχέση με την πρόληψη κόπωσης στο τμήμα B- VIII/1.

10 Κάθε Διοίκηση θα θεσπίζει, για τον σκοπό πρόληψης κατάχρησης αλκοόλ, ένα όριο όχι ανώτερο από 0,05% επίπεδο αλκοόλ στο αίμα (BAC) ή 0,25 mg/l αλκοόλ στην αναπνοή ή ποσότητα αλκοόλ που οδηγεί σε τέτοια συγκέντρωση αλκοόλ για πλοίαρχους, αξιωματικούς και άλλους ναυτικούς ενώ εκτελούν ορισμένα καθήκοντα ασφάλειας, ασφάλειας (security) και θαλασσιού περιβάλλοντος.

Τμήμα A - VIII/2

Ρυθμίσεις τήρησης φυλακής και αρχές που πρέπει να τηρούνται

ΜΕΡΟΣ Ι - ΠΙΣΤΟΠΟΙΗΣΗ

1 Ο αξιωματικός που είναι υπεύθυνος φυλακής ναυσιπλοΐας ή φυλακής καταστρώματος θα έχει τα κατάλληλα προσόντα σύμφωνα με τις διατάξεις του κεφαλαίου II ή του κεφαλαίου VII που είναι σχετικά με τα καθήκοντα που αντιστοιχούν σε τήρηση φυλακής ναυσιπλοΐας ή καταστρώματος.

2 Ο αξιωματικός που είναι υπεύθυνος φυλακής μηχανής θα έχει τα αντίστοιχα προσόντα σύμφωνα με τις διατάξεις του κεφαλαίου III ή του κεφαλαίου VII που είναι σχετικά με τα καθήκοντα που αντιστοιχούν σε τήρηση φυλακής μηχανής.

ΜΕΡΟΣ 2 – ΠΡΟΓΡΑΜΜΑΤΙΣΜΟΣ ΤΑΞΙΔΙΟΥ

Γενικές απαιτήσεις

3 Το ταξίδι που πρόκειται να πραγματοποιηθεί θα σχεδιάζεται εκ των προτέρων λαμβάνοντας υπόψη όλες τις σχετικές πληροφορίες και οποιαδήποτε πορεία χαραχθεί θα ελέγχεται πριν από την έναρξη του πλου.

4 Ο πρώτος μηχανικός, σε συνεργασία με τον πλοίαρχο, θα καθορίζει εκ των προτέρων τις ανάγκες του πλου που πρόκειται να γίνει, λαμβάνοντας υπόψη τις απαιτήσεις σε καύσιμα, νερό, λιπαντικά, χημικά, αναλώσιμα και λοιπά ανταλλακτικά, εργαλεία, εφόδια και όποιες άλλες απαιτήσεις.

Προγραμματισμός πριν από κάθε ταξίδι

5 Πριν από κάθε ταξίδι, ο πλοίαρχος κάθε πλοίου θα εξασφαλίζει ότι η πορεία που πρόκειται να ακολουθηθεί από το λιμάνι απόπλου έως το πρώτο λιμάνι κατάπλου έχει σχεδιασθεί χρησιμοποιώντας επαρκείς και κατάλληλους χάρτες και άλλες ναυτικές εκδόσεις που είναι απαραίτητες για το ταξίδι που πρόκειται να πραγματοποιηθεί που περιέχουν ακριβείς, πλήρεις και ενημερωμένες πληροφορίες όσον αφορά εκείνους τους ναυσιπλοϊκούς περιορισμούς και κινδύνους που είναι μόνιμης ή προβλεπτομένης φύσης, και οι οποίοι είναι σχετικοί με την ασφαλή ναυσιπλοΐα του πλοίου.

Εξακρίβωση και έκθεση της προγραμματισθείσας πορείας

6 Όταν εξακριβωθεί ο σχεδιασμός της πορείας λαμβάνοντας υπόψη όλες τις σχετικές πληροφορίες η σχεδιασθείσα πορεία θα εκτεθεί με ευκρίνεια σε κατάλληλους χάρτες και θα είναι πάντοτε διαθέσιμη στον αξιωματικό φυλακής που θα εξακριβώνει κάθε πορεία που πρόκειται να ακολουθηθεί πριν αυτή χρησιμοποιηθεί κατά την διάρκεια του πλου.

Απόκλιση από την σχεδιασθείσα πορεία

7 Αν ληφθεί απόφαση κατά την διάρκεια του πλου να αλλάξει το επόμενο λιμάνι κατάπλου της προγραμματισθείσας πορείας, ή εάν είναι απαραίτητο να αποκλείνει σημαντικά το πλοίο από την προγραμματισθείσα πορεία για άλλους λόγους τότε θα προγραμματισθεί τροποποιηθείσα πορεία και αυτό θα γίνει πριν την πραγματοποίηση σημαντικής απόκλισης από την αρχικά προγραμματισθείσα πορεία.

ΜΕΡΟΣ 3 – ΑΡΧΕΣ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΓΕΝΙΚΑ

8 Οι φυλακές θα διεξάγονται με βάση τις ακόλουθες αρχές διαχείρισης πόρων γέφυρας και μηχανοστασίου:

- .1 κατάλληλες ρυθμίσεις για το προσωπικό τήρησης φυλακής θα εξασφαλίζονται σύμφωνα με τις καταστάσεις,
- .2 όποια περιορισμοί στα προσόντα ή στην καταλληλότητα των ατόμων θα λαμβάνονται υπόψη όταν αναφέρεται το προσωπικό τήρησης φυλακής,
- .3 κατανόηση του προσωπικού τήρησης φυλακής σχετικά με τους εξατομικευμένους ρόλους τους, ευθύνες και ομαδικούς ρόλους θα καθιερώνεται,
- .4 ο πλοίαρχος, ο πρώτος μηχανικός και ο υπεύθυνος αξιωματικός τήρησης φυλακής θα τηρεί κατάλληλη φυλακή, χρησιμοποιώντας όσο πιο αποτελεσματικά τις διαθέσιμες πηγές, όπως πληροφορίες, εγκαταστάσεις/ εξοπλισμός και άλλο προσωπικό,
- .5 το προσωπικό τήρησης φυλακής θα κατανοεί τις λειτουργίες και το χειρισμό των εγκαταστάσεων/ εξοπλισμού, και θα είναι εξαικειωμένο με τον χειρισμό τους,
- .6 το προσωπικό τήρησης φυλακής θα κατανοεί τις πληροφορίες και τον τρόπο ανταπόκρισης στις πληροφορίες από κάθε σταθμό/ εγκατάσταση/ εξοπλισμό,
- .7 πληροφορίες από σταθμό/ εγκαταστάσεις/ εξοπλισμό θα μοιράζονται κατάλληλα σε όλο το προσωπικό τήρησης φυλακής,
- .8 το προσωπικό τήρησης φυλακής θα διατηρεί ανταλλαγή επικανωνιών σε κάθε κατάσταση, και
- .9 το προσωπικό τήρησης φυλακής θα ενημερώνει τον πλοίαρχο/ πρώτο μηχανικό/ αξιωματικό τήρησης φυλακής χωρίς διαταγμό όταν αμφιβάλλουν σχετικά με την ενέργεια προς συμφέρον της ασφάλειας.

ΜΕΡΟΣ 4 – ΤΗΡΗΣΗ ΦΥΛΑΚΗΣ ΣΤΗ ΘΑΛΑΣΣΑ

Αρχές που εφαρμόζονται γενικά στην τήρηση φυλακής

9 Τα Μέρη θα κατευθύνουν την προσοχή των εταιριών, πλοιάρχων, πρώτων μηχανικών και προσωπικού τήρησης φυλακής στις ακόλουθες αρχές, που θα παρατηρούνται για τη διασφάλιση ότι τηρούνται συνεχώς ασφαλείς φυλακές.

10 Ο πλοίαρχος κάθε πλοίου υποχρεούται να διασφαλίζει ότι οι ρυθμίσεις τήρησης φυλακής είναι επαρκείς για την τήρηση φυλακής ασφαλούς ναυσιπλοΐας ή φορτίου. Σύμφωνα με την γενική κατεύθυνση του πλοιάρχου, οι αξιωματικοί φυλακής ναυσιπλοΐας είναι υπεύθυνοι για την ασφαλή ναυσιπλοΐα του πλοίου κατά τις χρονικές περιόδους ευθύνης τους και θα δείχνουν ιδιαίτερο ενδιαφέρον για την αποφυγή σύγκρουσης και προσάραξης.

11 Ο πρώτος μηχανικός κάθε πλοίου υποχρεούται, σε συνεργασία με τον πλοίαρχο, να εξασφαλίσει ότι οι ρυθμίσεις τήρησης φυλακής μηχανοστασίου είναι επαρκείς για να τηρηθεί ασφαλής φυλακή μηχανοστασίου.

Προστασία του θαλάσσιου περιβάλλοντος

12 Ο πλοίαρχος, αξιωματικοί και μέλη πληρώματος θα είναι ενήμερα των σοβαρών επιπτώσεων επιχειρησιακής ή τυχαίας ρύπανσης του θαλάσσιου περιβάλλοντος και θα λαμβάνουν όλα τα δυνατά προληπτικά μέτρα για να προληφθεί τέτοιου είδους ρύπανση, ιδιαίτερα εντός του πλαισίου των σχετικών διεθνών κανονισμών και κανονισμών λιμένα.

ΜΕΡΟΣ 4-1 - Αρχές που πρέπει να τηρούνται κατά την τήρηση φυλακής ναυσιπλοΐας

13 Ο αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας είναι ο εκπρόσωπος του πλοιάρχου και είναι κύρια υπεύθυνος πάντοτε για την ασφαλή ναυσιπλοΐα του πλοίου και για τη συμμόρφωση με τους Διεθνείς Κανονισμούς Πρόληψης συγκρούσεων στην Θάλασσα, 1972, όπως έχουν τροποποιηθεί.

Οπτήρας

14 Κατάλληλος οπτήρας θα τηρείται πάντα σε συμμόρφωση με τον κανονισμό 5 των Διεθνών Κανονισμών Πρόληψης Συγκρούσεων στην Θάλασσα, 1972, όπως έχει τροποποιηθεί και θα εξυπηρετεί τον σκοπό:

- .1 διατήρησης συνεχούς κατάστασης επαγρύπνησης οπτικής και ακουστικής καθώς επίσης και με όλα τα άλλα διαθέσιμα μέσα, αναφορικά με οποιασδήποτε σημαντικές αλλαγές στο επιχειρησιακό περιβάλλον,
- .2 πλήρους αξιολόγησης της κατάστασης και τον κίνδυνο σύγκρουσης, προσάραξης και άλλων κινδύνων στην ναυσιπλοΐα, και
- .3 εντοπισμού πλοίων ή αεροσκαφών σε κατάσταση κινδύνου, ναυαγίων, ναυαγείων, συντριμιών και άλλων κινδύνων της ασφαλούς ναυσιπλοΐας.

15 Ο οπτήρας πρέπει να είναι σε θέση να είναι πλήρως συγκεντρωμένος στα καθήκοντά του και δεν θα αναλαμβάνει άλλα καθήκοντα ούτε και θα του ανατίθενται, τα οποία μπορεί να του αποσπάσουν την προσοχή του από τα κύρια καθήκοντά του.

16 Τα καθήκοντα του οπτήρα και του πηδαλιούχου είναι ξεχωριστά και ο πηδαλιούχος δεν θα θεωρείται ότι είναι οπτήρας ενώ πηδαλιουχεί, με εξαίρεση τα μικρά πλοία όπου υπάρχει ανεμπόδιο οπτικό πεδίο κυκλικά από το σημείο που γίνεται η πηδαλιουχία και δεν υπάρχει μείωση της όρασης κατά τη νύχτα ή άλλο εμπόδιο ως προς την τήρηση κατάλληλου οπτήρα. Ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας μπορεί να είναι ο μόνος οπτήρας κατά την διάρκεια της ημέρας με την προϋπόθεση ότι σε αυτή την περίπτωση:

- .1 η κατάσταση έχει αξιολογηθεί προσεκτικά και έχει διαπιστωθεί χωρίς αμφιβολία ότι είναι ασφαλές να γίνει κάτι τέτοιο,
- .2 έχουν ληφθεί πλήρως υπόψη όλα οι σχετικοί παράγοντες στους οποίους περιλαμβάνονται αλλά δεν περιορίζονται στους εξής:
 - καιρικές συνθήκες,
 - ορατότητα,
 - πυκνότητα κυκλοφορίας,
 - εγγύτητα κινδύνων για την ναυσιπλοΐα, και
 - απαραίτητη προσοχή όταν πλέουν σε ή κοντά σε περιοχές διαχωρισμού κυκλοφορίας, και
- .3 είναι άμεσα διαθέσιμη βοήθεια που θα κληθεί στην γέφυρα όταν αυτό απαιτείται από οποιαδήποτε αλλαγή της κατάστασης.

17 Για να προσδιοριστεί ότι η σύσταση της φυλακής ναυσιπλοΐας είναι επαρκής για να εξασφαλιστεί ότι πάντοτε υπάρχει κατάλληλος οπτήρας, ο πλοίαρχος θα λάβει υπόψη όλους τους σχετικούς παράγοντες περιλαμβανομένων και αυτών που περιγράφονται σε αυτό το τμήμα του Κώδικα, καθώς επίσης και τους παρακάτω παράγοντες:

- .1 ορατότητα, κατάσταση καιρού και θάλασσας,
- .2 πυκνότητα κυκλοφορίας, και άλλες δραστηριότητες που λαμβάνουν χώρα στην περιοχή όπου το πλοίο ναυσιπλοεί,
- .3 η περίπτωση προσοχή όταν το πλοίο ναυσιπλοεί εντός ή κοντά σε περιοχές διαχωρισμού κυκλοφορίας ή όπου ισχύουν άλλα μέτρα όσον αφορά τις πορείες,
- .4 ο πρόσθετος φόρτος εργασίας που προκαλείται από την φύση των λειτουργιών του πλοίου, άμεσες επιχειρησιακές απαιτήσεις και προσδοκόμενα ελιγμοί,
- .5 η καταλληλότητα για εκτέλεση καθηκόντων για να αναλάβει υπηρεσία οποιοδήποτε εκ των μελών του πληρώματος που είναι σε ετοιμότητα, που έχουν ορισθεί ως μέλη τήρησης φυλακής,
- .6 γνώση και εμπιστοσύνη στην επαγγελματική ικανότητα των αξωματικών και του πληρώματος του πλοίου,
- .7 η εμπειρία κάθε αξωματικού φυλακής ναυσιπλοΐας, και η εξοκίωση αυτού του αξωματικού με τον εξοπλισμό του πλοίου, διαδικασίες και ικανότητα ελιγμών,

.8 δραστηριότητες που λαμβάνουν χώρα στο πλοίο σε οποιαδήποτε χρονικό διάστημα, συμπεριλαμβανομένων των δραστηριοτήτων ραδιοεπικοινωνιών και της διαθεσιμότητας βοήθειας που θα κληθεί άμεσα στην γέφυρα όταν αυτό είναι απαραίτητο,

.9 η επιχειρησιακή κατάσταση των οργάνων και διατάξεων ελέγχου της γεφύρας συμπεριλαμβανομένων των συστημάτων συναγερμού,

.10 έλεγχος πηδαλίου και έλικα και χαρακτηριστικά ελλειγμών πλοίου,

.11 το μέγεθος του πλοίου και το οπτικό πεδίο που είναι διαθέσιμο από την θέση πηδαλιουχίας,

.12 η διαμόρφωση της γέφυρας, στην έκταση που αυτή η διαμόρφωση μπορεί να εμποδίσει κάπταο μέλος της φυλακής να εντοπίσει βλέποντας ή ακούγοντας την οποιαδήποτε εξωτερική εξέλιξη, και

.13 οποιαδήποτε άλλο σχεπικό πρότυπο, διαδικασία ή οδηγία που είναι σχεπική με τις ρυθμίσεις τήρησης φυλακής και καταλληλότητας για εκτέλεση καθηκόντων που έχουν γίνει αποδεκτά από τον Οργανισμό.

Ρυθμίσεις φυλακής

18 Όταν αποφασισθεί η σύσταση της φυλακής της γεφύρας, που μπορεί να περιλαμβάνει κατάλληλα προσο-ντούχα μέλη του πληρώματος, μεταξύ των άλλων, οι παρακάτω παράγοντες θα λαμβάνονται υπόψη:

.1 ουδέποτε θα παραμένει η γέφυρα χωρίς προσωπικό,

.2 καιρικές συνθήκες, ορατότητα και κατά πόσον επικρατεί φως της ημέρας ή σκοτάδι,

.3 εγγύτητα κινδύνων της ναυσιπλοΐας που μπορεί να καταστήσουν απαραίτητο για τον αξωμαπικό που είναι υπεύθυνος φυλακής να αναλάβει πρόσθετα ναυσιπλοϊκά καθήκοντα,

.4 χρήση και επιχειρησιακή κατάσταση των βοηθημάτων ναυσιπλοΐας όπως το ECDIS, το ραντάρ η οι ηλεκτρονικές συσκευές προσδιορισμού στίγματος και όποιος άλλος εξοπλισμός που επιδρά στην ασφαλή ναυσιπλοΐα του πλοίου,

.5 κατά πόσον το πλοίο διαθέτει αυτόματο πλότο,

.6 κατά πόσον υπάρχουν καθήκοντα ραδιοεπικοινωνιών που πρέπει να εκτελεσθούν,

.7 έλεγχοι μη επανδρωμένου μηχανοστασίου, συναγερμοί και δείκτες που υπάρχουν στη γέφυρα, διαδικασίες για την χρήση τους και περιορισμοί τους, και

.8 όποιες ασυνήθιστες απαιτήσεις που αφορούν την φυλακή ναυσιπλοΐας που μπορεί να προκύψει ως αποτέλεσμα ειδικών επιχειρησιακών καταστάσεων.

Ανάληψη φυλακής

19 Ο αξωμαπικός φυλακής ναυσιπλοΐας δεν θα παραδώσει την φυλακή σε αντικαταστάτη αξωμαπικό εάν έχει λόγους να πιστεύει ότι αυτός δεν είναι σε θέση να εκτελέσει τα καθήκοντα τήρησης φυλακής αποτελεσμαπικά, και σε τέτοια περίπτωση θα ενημερωθεί ο πλοίαρχος.

20 Ο αντικαταστάτης αξωμαπικός θα εξασφαλίσει ότι τα μέλη της αναλαμβάνουσας φυλακής είναι πλήρως σε θέση να εκτελούν τα καθήκοντά τους, ιδιαίτερα όσον αφορά την προσαρμογή τους στην δυνατότητα όρασης κατά τη διάρκεια της νύχτας. Αντικαταστάτες αξωμαπικοί δεν θα αναλαμβάνουν τήρηση φυλακής έως ότου η όραση τους προσαρμοσθεί με τις καταστάσεις φωτισμού.

21 Προτού αναλάβουν φυλακή οι αντικαταστάτες αξωμαπικοί θα εξακριβώσουν οι ίδιοι το κατ' εκτίμηση ή το πραγμαπικό στίγμα του πλοίου και θα επιβεβαιώσουν την πορεία που πρόκειται να ακολουθηθεί, καθώς και την πορεία και ταχύτητα και τους ελέγχους μη επανδρωμένου μηχανοστασίου κατά περίπτωση και θα λάβουν υπόψη τους όποιους κινδύνους για την ναυσιπλοΐα που αναμένεται να αντιμετωπισθούν κατά την διάρκεια της φυλακής τους.

22 Οι αντικαταστάτες αξωμαπικοί αυτοπροσώπως θα εξακριβώνουν τα παρακάτω:

- .1 πς πάγιες διαταγές και άλλες ειδικές οδηγίες του πλαιάρχου που αφορούν στην ναυσιπλοΐα του πλοίου,
- .2 το στίγμα, πορεία, ταχύτητα και βύθισμα του πλοίου,
- .3 επικρατούσες και αναμενόμενες παλλήρρες, ρεύματα, καιρό, ορατότητα και οι επιπτώσεις αυτών των παραγόντων επί της πορείας και ταχύτητας,
- .4 διαδικασίες για την χρήση των κύριων μηχανών για ελιγμούς όταν οι κύριες μηχανές βρίσκονται υπό τον έλεγχο της γέφυρας,
- .5 ναυσιπλοϊκή κατάσταση, στην οποία περιλαμβάνονται αλλά δεν περιορίζονται :
 - .5.1 στην επιχειρησιακή κατάσταση όλου του εξοπλισμού ασφαλείας και ναυσιπλοΐας που χρησιμοποιείται ή ενδέχεται να χρησιμοποιηθεί κατά την διάρκεια της φυλακής,
 - .5.2 στα σφάλματα της γυροσκοπικής και μαγνητικής πυξίδας,
 - .5.3 στην παρουσία και κίνηση πλοίων που είναι ορατά ή είναι γνωστό ότι βρίσκονται στην περιοχή,
 - .5.4 στις συνθήκες και κινδύνους που ενδέχεται να αντιμετωπισθούν κατά την διάρκεια της φυλακής, και
 - .5.5 στις πιθανές επιπτώσεις της κλίσης, διαγωγής, πυκνότητας του νερού και στην αλλαγή διαγωγής λόγω της κίνησης του πλοίου στην απόσταση μεταξύ τρόπιδας και πυθμένα.

23 Εάν οποτεδήποτε πρόκειται να ανηκατασταθεί ο αξωματικός φυλακής ναυσιπλοΐας όταν γίνεται ελιγμός ή άλλη ενέργεια για να αποφευχθεί κάποιος κίνδυνος, η ανηκατάσταση αυτού του αξωματικού θα αναβληθεί έως ότου αυτής της φύσης οι ενέργειες έχουν ολοκληρωθεί.

Εκτέλεση φυλακής ναυσιπλοΐας

24 Ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας:

- .1 θα εκτελεί φυλακή στη γέφυρα,
- .2 ουδέποτε θα εγκαταλείπει την γέφυρα χωρίς να ανηκατασταθεί σωστά,
- .3 θα συνεχίζει να είναι υπεύθυνος για την ασφαλή ναυσιπλοΐα του πλοίου, παρά την παρουσία του πλαιάρχου στη γέφυρα, έως ότου ειδικά ενημερωθεί ότι ο πλοίαρχος έχει αναλάβει αυτήν την ευθύνη και αυτό έχει γίνει αμοιβαία κατανοητό.

25 Κατά την διάρκεια της φυλακής η πορεία που ακολουθείται, το στίγμα και η ταχύτητα θα ελέγχονται σε επαρκώς συχνά χρονικά διαστήματα, χρησιμοποιώντας τα όπλα ναυσιπλοϊκά βοηθήματα που είναι απαραίτητα και διαθέσιμα, για να εξασφαλισθεί ότι το πλοίο ακολουθεί την προγραμματισμένη πορεία.

26 Ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα διαθέτει πλήρεις γνώσεις όσον αφορά την θέση και λειτουργία όλου του εξοπλισμού ασφαλείας και ναυσιπλοΐας που υπάρχει στο πλοίο και θα γνωρίζει και θα λαμβάνει υπόψη τους επιχειρησιακούς περιορισμούς αυτού του εξοπλισμού.

27 Στον αξωματικό υπεύθυνο φυλακής ναυσιπλοΐας δεν θα ανατίθενται ούτε θα αναλαμβάνει άλλα καθήκοντα που ενδεχομένως θα επιδράσουν στην ασφαλή ναυσιπλοΐα του πλοίου.

28 Όταν χρησιμοποιεί το ραντάρ, ο αξωματικός φυλακής ναυσιπλοΐας θα έχει κατά νου την ανάγκη να συμμορφωθεί πάντοτε με τις διατάξεις που αφορούν την χρήση του ραντάρ που περιέχονται στους ισχύοντες Διεθνείς Κανονισμούς Πρόληψης Συγκρούσεων στην Θάλασσα, 1972, όπως τροποποιήθηκε και ισχύει.

29 Σε περιπτώσεις ανάγκης, ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας δεν θα διστάσει να χρησιμοποιήσει το πηδάλιο, τις μηχανές και την συσκευή ηχητικών σημάτων. Εν τούτοις, έγκαιρη προειδοποίηση όσον αφορά τις προπθέμενες αλλαγές στην ταχύτητα της μηχανής θα πρέπει να δίνεται όταν αυτό είναι δυνατόν ή να γίνεται αποτελεσματική χρήση των διατάξεων ελέγχου μη επανδρωμένου μηχανοστασίου που υπάρχουν στη γέφυρα σύμφωνα με τις εφαρμοζόμενες διαδικασίες.

30 Αθωματικοί φυλακής ναυσιπλοΐας θα γνωρίζουν τα χαρακτηριστικά χειρισμών του πλοίου τους, συμπεριλαμβανομένων των αποστάσεων κράτησης και πρέπει να εκπαιδευτούν ότι διαφορετικά πλοία ενδεχομένως διαθέτουν διαφορετικά χαρακτηριστικά χειρισμών.

31 Θα πρέπει να τηρείται κατά την διάρκεια της φυλακής κατάλληλη καταγραφή των κινήσεων και δραστηριοτήτων που σχετίζονται με την ναυσιπλοΐα του πλοίου.

32 Είναι βασικής σημασίας για τον αθωματικό φυλακής ναυσιπλοΐας να εξασφαλίζει ότι πάντοτε υπάρχει κατάλληλος οπτήρας. Σε πλοίο με ξεχωριστό δωμάτιο χαρτών ο αθωματικός υπεύθυνος φυλακής ναυσιπλοΐας μπορεί να επισκεφθεί το δωμάτιο χαρτών, όταν αυτό είναι ουσιώδες, για ένα βραχύ χρονικό διάστημα για την απαραίτητη εκτέλεση καθηκόντων ναυσιπλοΐας, αλλά πρέπει πρώτα να εξασφαλίσει ότι είναι ασφαλές να το πράξει και ότι υπάρχει οπτήρας.

33 Θα γίνονται επιχειρησιακές δοκιμές του εξοπλισμού ναυσιπλοΐας που υπάρχει στο πλοίο όταν αυτό πλέει, όσο συχνά και όσο είναι πρακτικά δυνατόν και όσο οι συνθήκες το επιτρέπουν, ιδιαίτερα προτού προκύψουν αναμενόμενες επικίνδυνες καταστάσεις που έχουν επιπτώσεις στην ναυσιπλοΐα. Ανάλογα με την περίπτωση, αυτές οι δοκιμές θα καταγράφονται. Τέτοιες δοκιμές θα πραγματοποιούνται επίσης πριν από τον κατάπλου και απόπλου.

34 Ο αθωματικός που είναι υπεύθυνος φυλακής ναυσιπλοΐας θα πραγματοποιεί τακτικούς ελέγχους για να εξασφαλίσει:

- .1 ότι το άτομο που πηδαλιουχεί το πλοίο ή ο αυτόματος πιλότος ακολουθούν την σωστή πορεία,
- .2 το σφάλμα της πυξίδας προσδιορίζεται τουλάχιστον μία φορά σε κάθε φυλακή και, όταν είναι δυνατόν, ύστερα από κάθε σημαντική αλλαγή πορείας, η πρότυπη και η γυροσκοπική πυξίδα συγκρίνονται συχνά και οι συσκευές επανάληψης ευθυγραμμίζονται με την κύρια πυξίδα,
- .3 το αυτόματο πηδάλιο ελέγχεται με το χέρι τουλάχιστον μια φορά κατά την διάρκεια της φυλακής,
- .4 τα φώτα ναυσιπλοΐας και σημάτων και ο λοιπός ναυσιπλοϊκός εξοπλισμός λειτουργούν κανονικά,
- .5 ο εξοπλισμός ραδιοεπικοινωνιών λειτουργεί κανονικά σύμφωνα με την παράγραφο 86 αυτού του τμήματος, και
- .6 οι διατάξεις ελέγχου μη επανδρωμένου μηχανοστασίου, συναγερμοί και δείκτες λειτουργούν κανονικά.

35 Ο αθωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα έχει κατά νου την ανάγκη συμμόρφωσης πάντοτε με τις απαιτήσεις της Διεθνούς Σύμβασης για την Ασφάλεια της Ζωής στην Θάλασσα (SOLAS), 1974*. Ο αθωματικός φυλακής ναυσιπλοΐας θα λάβει υπόψη:

- .1 την ανάγκη να τοποθετήσει ένα άτομο να πηδαλιουχεί το πλοίο και να θέσει τη πηδαλιουχία υπό ανθρώπινο έλεγχο έγκαιρα ούτως ώστε να μπορεί να αντιμετωπισθεί κατά τρόπο ασφαλή οποιαδήποτε ενδεχόμενα επικίνδυνη κατάσταση, και
- .2 ότι, όταν το πλοίο βρίσκεται στον αυτόματο πιλότο, είναι πάρα πολύ επικίνδυνο να επιτραπεί σε μία κατάσταση να εξελιχθεί σε σημείο που ο αθωματικός υπεύθυνος φυλακής ναυσιπλοΐας είναι αβοήθητος και αναγκάζεται να χρησιμοποιήσει το άτομο που εκτελεί καθήκοντα οπτήρα προκειμένου να λάβει μέτρα έκτακτης ανάγκης.

36 Αθωματικοί φυλακής ναυσιπλοΐας θα είναι πλήρως εξοπλισμένοι με την χρήση όλων των ηλεκτρονικών βοηθημάτων ναυσιπλοΐας που διαθέτει το πλοίο, συμπεριλαμβανομένων των ικανοτήτων και περιορισμών τους, και θα χρησιμοποιούν κάθε ένα από αυτά τα βοηθήματα, όταν πρέπει, και θα έχουν κατά νου ότι το βυθόμετρο είναι ένα πολύτιμο βοήθημα ναυσιπλοΐας.

37 Ο αθωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα χρησιμοποιεί το ραντάρ οποτεδήποτε υπάρχει ή αναμένεται να υπάρξει περιορισμένη ορατότητα και πάντοτε σε θαλάσσιες περιοχές πυκνής κυκλοφορίας δίνοντας ιδιαίτερη προσοχή στους περιορισμούς του.

* Δείτε κανονισμούς SOLAS V/24, V/25 και V/26.

38 Ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα εξασφαλίσει ότι οι κλίμακες εμβέλειας που χρησιμοποιούνται αλλάζονται συχνά έτσι ώστε οι ήχοι εντοπίζονται όσο το δυνατό πιο νωρίς. Πρέπει να ληφθεί υπόψη ότι ήχοι μικρής έντασης ή ασθενείς μπορεί να μην εντοπισθούν.

39 Οποιοδήποτε το ραντάρ χρησιμοποιείται, ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα επιλέγει την κατάλληλη κλίμακα εμβέλειας και θα παρατηρεί την οθόνη προσεκτικά, και θα εξασφαλίσει ότι η υποτύπωση ή η συστηματική ανάλυση αρχίζει με αρκετή ευχέρεια χρόνου.

40 Ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα ενημερώνει άμεσα τον πλοίαρχο:

- .1 αν ανημετωπίζεται ή αναμένεται περιορισμένη ορατότητα,
- .2 αν οι συνθήκες κυκλοφορίας ή οι κινήσεις των άλλων πλοίων προκαλούν προβληματισμό,
- .3 αν υπάρχει δυσκολία στην τήρηση της πορείας,
- .4 αν δεν μπορεί να δει ξηρά, ή σημάδι ναυσιπλοΐας ή να πάρει βυθομετρήσεις κατά την αναμενόμενη χρονική στιγμή,
- .5 αν, χωρίς να αναμένεται, ξηρά ή σημάδι ναυσιπλοΐας είναι ορατό ή παρατηρείται αλλαγή στις μετρήσεις βυθομέτρησης,
- .6 όταν γίνει ζημιά στις μηχανές, στις διατάξεις ελέγχου μηχανής πρόωσης, μηχανισμό πηδαλιουχίας ή σε όποιο ουσιώδες εξάρτημα ναυσιπλοΐας, συναγερμό ή δείκτη,
- .7 αν ο εξοπλισμός ραδιοεπικοινωνιών παρουσιάζει δυσλειτουργίες,
- .8 υπό δυσμενείς καιρικές συνθήκες, αν βρίσκεται σε αμφιβολία όσον αφορά το ενδεχόμενο πρόκλησης ζημιών από τον καιρό,
- .9 αν το πλοίο συναντά τον όποιο κίνδυνο για την ναυσιπλοΐα, όπως παγετώνες ή ναυάγιο, και
- .10 σε οποιαδήποτε άλλη κατάσταση ή αν βρίσκεται σε οποιαδήποτε αμφιβολία.

41 Παρά την απαίτηση να ενημερώνει αμέσως τον πλοίαρχο όταν επικρατούν οι συνθήκες που προαναφέρθηκαν, ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας, επιπροσθέτως, δεν θα διστάσει να λάβει άμεσα μέτρα για την ασφάλεια του πλοίου, όποτε αυτό το επιβάλουν οι καταστάσεις.

42 Ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα δώσει στο προσωπικό τήρησης φυλακής όλες τις κατάλληλες οδηγίες και πληροφορίες με τις οποίες εξασφαλίζεται η τήρηση ασφαλούς τήρησης φυλακής, συμπεριλαμβανομένου και του κατάλληλου σπτήρα.

Τήρηση φυλακής υπό διάφορες κές συνθήκες και σε διάφορες κές περιπτώσεις

Καλός καιρός

43 Ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα λαμβάνει συχνές και ακριβείς διόπτευσεις πυξίδας προσεγγιζόντων πλοίων ως μέσο έγκαιρης ανάγνωσης κινδύνου σύγκρουσης, και θα έχει κατά νου ότι τέτοιος κίνδυνος μπορεί μερικές φορές να υφίσταται ακόμη και όταν είναι υπαρκτή αξιολογητή αλλαγή διόπτευσης, ιδιαίτερα όταν προσεγγίζει πολύ μεγάλο πλοίο ή ρυμούλκηση ή όταν γίνεται προσέγγιση πλοίου σε κοντινή απόσταση. Ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα λάβει έγκαιρα και θετικά μέτρα σε συμμόρφωση με τους ισχύοντες Διεθνείς Κανονισμούς Πρόληψης Συγκρούσεων στην Θάλασσα του 1972, όπως τροποποιήθηκε και εν συνεχεία να ελέγξει ότι τα μέτρα που λήφθηκαν είχαν το επιθυμητό αποτέλεσμα.

44 Σε καλό καιρό, οποιοδήποτε είναι αυτό δυνατόν, ο αξωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα πραγματοποιεί πρακτική άσκηση στο ραντάρ.

Περιορισμένη ορατότητα

45 Όταν συναντάται ή αναμένεται να απαντηθεί περιορισμένη ορατότητα, η πρώτη ευθύνη του αξωματικού υπεύθυνου φυλακής ναυσιπλοΐας είναι να συμμορφωθεί με τους σχετικούς κανονισμούς των Διεθνών Κανονισμών Πρόληψης Συγκρούσεων στη Θάλασσα, 1972, όπως τροποποιήθηκε, με ιδιαίτερη προσοχή στην ή-

χρηση σημάτων ομίχλης, να κινείται με ασφαλή ταχύτητα και να έχει τις μηχανές έτοιμες για άμεσους ελλiγμούς. Πρόσθετα ο αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας:

- .1 θα ενημερώσει τον πλοίαρχο,
- .2 θα τοποθετήσει κατάλληλο σπτήρα,
- .3 θα ανάψει τα φώτα ναυσιπλοΐας, και
- .4 θα θέσει σε λειτουργία και θα χρησιμοποιεί το ραντάρ.

Σε ώρες σκότους

46 Ο πλοίαρχος και ο αξιωματικός φυλακής όταν καθορίζουν καθήκοντα σπτήρα θα δίνουν την προσήκουσα σημασία στον εξοπλισμό γεφύρας και στα διαθέσιμα για χρήση βοηθήματα ναυσιπλοΐας, τους περιορισμούς τους, τις διαδικασίες και τα προστατευτικά μέτρα που εφαρμόζονται.

Παράκτιες και θαλάσσιες περιοχές πυκνής κυκλοφορίας

47 Θα χρησιμοποιείται ο χάρτης με τη μεγαλύτερη κλίμακα που υπάρχει στο πλοίο και είναι κατάλληλος για την περιοχή και έχει διορθωθεί με τις τελευταίες διαθέσιμες πληροφορίες. Διοπτύσεις θα λαμβάνονται κατά συχνά διαστήματα, οπότεδήποτε το επιτρέπουν οι συνθήκες η διόπτυση θα πραγματοποιείται με περισσότερες της μίας μεθόδους. Όταν χρησιμοποιείται ECDIS, κατάλληλη χρήση κωδικού (κλίμακας) ηλεκτρονικών χαρτών ναυσιπλοΐας θα χρησιμοποιείται και το στίγμα του πλοίου θα ελέγχεται από ανεξάρτητα μέσα καθορισμού στίγματος σε κατάλληλα διαστήματα.

48 Ο αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα εντοπίζει θετικά όλα τα σχετικά σημάδια ναυσιπλοΐας.

Ναυσιπλοΐα με επιβαίνοντα πλοηγό

49 Παρά τα καθήκοντα και υποχρεώσεις των πλοηγών, η παρουσία τους στο πλοίο δεν απαλλάσσει τον πλοίαρχο ή τον αξιωματικό υπεύθυνο φυλακής ναυσιπλοΐας από τα καθήκοντά τους και υποχρεώσεις τους όσον αφορά την ασφάλεια του πλοίου. Ο πλοίαρχος και ο πλοηγός θα ανταλλάξουν πληροφορίες όσον αφορά τις διαδικασίες ναυσιπλοΐας, τοπικές συνθήκες και τα χαρακτηριστικά του πλοίου. Ο πλοίαρχος και/ ή ο αξιωματικός υπεύθυνος φυλακής θα συνεργαστούν στενά με τον πλοηγό και θα τηρούν ακριβή έλεγχο όσον αφορά την θέση και κίνηση του πλοίου.

50 Αν υπάρχει οποιαδήποτε αμφιβολία όσον αφορά τις ενέργειες ή προθέσεις του πλοηγού, ο αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας θα ζητήσει διευκρινήσεις από τον πλοηγό και, αν έχει ακόμη αμφιβολίες θα ενημερώσει αμέσως τον πλοίαρχο και θα λάβει όποια μέτρα είναι απαραίτητα πριν από την άφιξη του πλαιάρχου.

Πλοίο σε αγκυροβόλο

51 Αν ο πλοίαρχος το θεωρεί απαραίτητο, θα υπάρχει συνεχώς φυλακή ναυσιπλοΐας όταν το πλοίο βρίσκεται αγκυροβολημένο. Ενώ το πλοίο βρίσκεται αγκυροβολημένο, ο αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας:

- .1 θα προσδιορίζει και αποτυπώνει το στίγμα του πλοίου στον κατάλληλο χάρτη το συντομότερο πρακτικά δυνατόν,
- .2 όταν οι συνθήκες το επιτρέπουν, θα ελέγχει σε επαρκώς συχνά χρονικά διαστήματα κατά πόσον το πλοίο παραμένει ασφαλώς αγκυροβολημένο λαμβάνοντας διοπτύσεις σταθερών σημείων ναυσιπλοΐας ή εύκολα αναγνωρίσιμων σημείων της ξηράς,
- .3 θα εξασφαλίσει ότι υπάρχει κατάλληλος σπτήρας,
- .4 θα εξασφαλίσει ότι γίνονται περιοδικά περίπολα επιθεώρησης στο πλοίο,
- .5 θα παρατηρεί τις μετεωρολογικές και παλιρροιακές συνθήκες και την κατάσταση της θάλασσας,
- .6 θα ενημερώνει τον πλοίαρχο και θα λαμβάνει όλα τα απαραίτητα μέτρα αν το πλοίο σύρει την άγκυρα,

.7 θα εξασφαλίσει ότι η κατάσταση ετοιμότητας των κύριων μηχανών και άλλων μηχανημάτων είναι σύμφωνη με τις οδηγίες του πλοίαρχου,

.8 αν η ορατότητα επιδεινώνεται θα ενημερώσει τον πλοίαρχο,

.9 θα εξασφαλίσει ότι το πλοίο εκθέτει τα σωστά φώτα και σχήματα και ότι τα κατάλληλα ηχηρικά σήματα ηχούν σύμφωνα με τους κανονισμούς που εφαρμόζονται, και

.10 λαμβάνει μέτρα για την προστασία του περιβάλλοντος από ρύπανση από το πλοίο και συμμορφώνεται με τους κανονισμούς ρύπανσης που εφαρμόζονται.

Μέρος 4-2 - Αρχές που πρέπει να τηρούνται κατά την τήρηση φυλακής μηχανής

52 Ο όρος *φυλακή μηχανής*, όπως χρησιμοποιείται στα μέρη 4-2, 5-2 και 5-4 αυτού του τμήματος εννοεί είτε ένα άτομο ή ομάδα προσωπικού που απαρτίζει την φυλακή ή την χρονική περίοδο ευθύνης για αξιωματικό κατά την διάρκεια της οποίας η φυσική παρουσία στους χώρους μηχανοστασίου αυτού του αξιωματικού μπορεί να απαιτείται ή να μην απαιτείται.

53 Ο *αξιωματικός υπεύθυνος φυλακής μηχανής* είναι ο ανηπρόσωπος του πρώτου μηχανικού και είναι πάντοτε ο πρώτος υπεύθυνος για την ασφαλή και αποδοτική λειτουργία και συντήρηση του μηχανοστασίου που επιδρούν στην ασφάλεια του πλοίου και είναι υπεύθυνος για την επιθεώρηση, λειτουργία και δοκιμή, όπως απαιτείται, όλων των μηχανημάτων και εξοπλισμού που εμπίπτει στην ευθύνη της φυλακής μηχανής.

Ρυθμίσεις τήρησης φυλακής

54 Η σύσταση της φυλακής μηχανής, θα είναι πάντοτε επαρκής για να εξασφαλισθεί η ασφαλής λειτουργία όλων των μηχανημάτων που επιδρούν στην λειτουργία του πλοίου, είτε αυτό είναι σε αυτόματο ή χειροκίνητο τρόπο λειτουργίας και θα είναι η κατάλληλη για τις επικρατούσες καταστάσεις και συνθήκες.

55 Όταν αποφασίζεται η σύσταση της φυλακής μηχανής, που μπορεί να περιλαμβάνει κατάλληλα προσο-ντούχα μέλη του πληρώματος, θα λαμβάνονται υπόψη, *μεταξύ άλλων*, τα παρακάτω κριτήρια:

.1 ο τύπος του πλοίου και ο τύπος και κατάσταση των μηχανημάτων,

.2 η επαρκής πάντοτε επιτήρηση των μηχανημάτων που επιδρούν στην ασφαλή λειτουργία του πλοίου,

.3 οι όποια ειδικά τρόπα λειτουργίας που επιβάλλονται από συνθήκες όπως ο καιρός, πάγος, μολυσμένο νερό, ρηχά νερά, καταστάσεις ανάγκης, περιορισμός ζημιών ή ελάττωση της ρύπανσης,

.4 τα προσόντα και η εμπειρία της φυλακής μηχανής,

.5 η ασφάλεια της ζωής, πλοίου, φορτίου και λιμένα, και προστασία του περιβάλλοντος,

.6 η τήρηση των διεθνών, εθνικών και τοπικών κανονισμών, και

.7 η τήρηση των συνήθων λειτουργιών του πλοίου.

Ανάληψη φυλακής

56 Ο αξιωματικός υπεύθυνος φυλακής μηχανής δεν θα παραδώσει την φυλακή στον ανηπικαταστάτη αξιωματικό αν έχει λόγους να πιστεύει ότι αυτός προφανώς δεν είναι σε θέση να εκτελεί τα καθήκοντα τήρησης φυλακής αποτελεσματικά, και σε τέτοια περίπτωση θα ενημερωθεί ο πρώτος μηχανικός.

57 Ο ανηπικαταστάτης αξιωματικός της φυλακής μηχανής θα εξασφαλίσει ότι τα μέλη της ανηπικαθιστώσας φυλακής είναι προφανώς πλήρως ικανά να εκτελέσουν τα καθήκοντά τους αποτελεσματικά.

58 Προτού αναλάβουν την φυλακή μηχανής οι ανηπικαταστάτες αξιωματικοί θα εξακριβώσουν τουλάχιστον τα παρακάτω:

.1 τις πάγιες διαταγές και ειδικές οδηγίες του πρώτου μηχανικού που είναι σχετικές με την λειτουργία των μηχανών και συστημάτων του πλοίου,

- .2 τη φύση όλων των εργασιών που βρίσκονται σε εξέλιξη σε μηχανήματα και συστήματα, το προσωπικό που εμπλέκεται και οι ενδεχόμενοι κίνδυνοι,
- .3 το επίπεδο, και όπου ισχύει, η κατάσταση του νερού ή καταλοίπων στους υδροσυλλέκτες, δεξαμενές έρματος, δεξαμενές καταλοίπων, δεξαμενές εφεδρικές, δεξαμενές πόσιμου νερού, δεξαμενές λυμάτων και των όποιων ειδικών απαιτήσεων για την χρήση και διάθεση των περιεχομένων τους,
- .4 την κατάσταση και στάθμη καυσίμων στις εφεδρικές δεξαμενές, δεξαμενές κατακάθησης, δεξαμενές ημερησίας κατανάλωσης και σε άλλες εγκαταστάσεις αποθήκευσης καυσίμων,
- .5 τις όποιες ειδικές απαιτήσεις όσον αφορά τις απορρίψεις του συστήματος υγιανής,
- .6 την κατάσταση και τρόπο λειτουργίας των διαφόρων κύριων και βοηθητικών συστημάτων, συμπεριλαμβανομένου του συστήματος διανομής ηλεκτρικής ισχύος,
- .7 όπου εφαρμόζεται, η κατάσταση του εξοπλισμού παρακολούθησης και της κονσόλας ελέγχου, και ταιά μηχανήματα δουλεύουν χειροκίνητα,
- .8 όπου εφαρμόζεται, η κατάσταση και τρόπος λειτουργίας των αυτομάτων ελέγχων του λέβητα όπως τα συστήματα ελέγχου φλόγας, τα συστήματα ελέγχου ορίων, τα συστήματα ελέγχου καύσης, τα συστήματα ελέγχου παροχής καυσίμου και λαππού εξοπλισμού που είναι σχεπικός με την λειτουργία των ατμολεβήτων,
- .9 τις όποιες ενδεχόμενες δυσμενείς καταστάσεις που είναι αποτέλεσμα δυσμενών καιρικών συνθηκών, πάγου, μολυσμένων ή ρηχών νερών,
- .10 τους όποιους ειδικούς τρόπους λειτουργίας που επιβάλλονται από βλάβες του εξοπλισμού ή από δυσμενείς συνθήκες στο πλοίο,
- .11 τις αναφορές των μελών πληρώματος του μηχανοστασίου που είναι σχεπικές με τα καθήκοντα που τους έχουν ανατεθεί,
- .12 τη διαθεσιμότητα συσκευών πυρόσβεσης, και
- .13 την κατάσταση συμπλήρωσης του ημερολογίου μηχανής.

Εκτέλεση φυλακής μηχανής

59 Ο αξωμαπικός υπεύθυνος φυλακής μηχανής θα εξασφαλίσει ότι οι καθιερωμένες ρυθμίσεις τήρησης φυλακής τηρούνται και ότι κατόπιν εντολών, τα μέλη πληρώματος μηχανής, αν αποτελούν τμήμα της φυλακής μηχανής βοηθούν για την ασφαλή και αποδοπκή λειτουργία της μηχανής πρόωσης και του βοηθητικού εξοπλισμού.

60 Ο αξωμαπικός υπεύθυνος φυλακής μηχανής θα συνεχίζει να είναι υπεύθυνος για τις εργασίες στο χώρο μηχανοστασίου, παρά την παρουσία του πρώτου μηχανικού στους χώρους μηχανοστασίου, έως ότου συγκεκριμένα ενημερωθεί ότι ο πρώτος μηχανικός έχει αναλάβει την ευθύνη αυτή και ότι αυτό έχει γίνει αμοιβαία κατανοητό.

61 Όλα τα μέλη της φυλακής μηχανής θα είναι εξαικωμένα με τα καθήκοντα τήρησης φυλακής που τους έχουν ανατεθεί. Επιπροσθέτως κάθε μέλος θα έχει γνώσεις επί των παρακάτω όσον αφορά το πλοίο επί του οποίου υπηρετεί:

- .1 την χρήση των καταλήλων συστημάτων ενδοσυνεννόησης,
- .2 τις οδούς διαφυγής από τον χώρο του μηχανοστασίου,
- .3 τα συστήματα συναγερμού του μηχανοστασίου και να είναι σε θέση να ξεχωρίσει τους διάφορους συναγερμούς με ειδική αναφορά στο συναγερμό μέσω πυρόσβεσης, και
- .4 τον αριθμό, θέση και τύπους εξοπλισμού πυρόσβεσης και εξοπλισμού ελέγχου ζημιών στους χώρους μηχανοστασίου μαζί με την χρήση τους και τα διάφορα προληπτικά μέτρα ασφαλείας που πρέπει να τηρούνται.

62 Αν κάποιο μηχάνημα δεν λειτουργεί ορθώς, αναμένεται να παρουσιάσει βλάβη ή απαιτεί ειδική συντήρηση, αυτό θα σημειώνεται καθώς επίσης και οι όποιες ενέργειες που έχουν ήδη γίνει. Θα γίνουν σχέδια για τις όποιες περαιτέρω ενέργειες, αν απαιτούνται.

63 Όταν οι χώροι μηχανοστασίου βρίσκονται σε επανδρωμένη κατάσταση, ο μηχανικός που είναι υπεύθυνος φυλακής μηχανής, θα είναι πάντοτε σε ετοιμότητα και ικανός να χειρισθεί τον εξοπλισμό πρόωσης σε ανταπόκριση των αναγκών για αλλαγές σε κατεύθυνση και ταχύτητα.

64 Όταν οι χώροι μηχανοστασίου βρίσκονται σε περιοδικά μη επανδρωμένη κατάσταση, ο ορισμένος αξωματικός υπηρεσίας που είναι υπεύθυνος φυλακής μηχανής θα είναι άμεσα διαθέσιμος και σε ετοιμότητα να προσέλθει στο χώρο μηχανοστασίου.

65 Όλες οι διαταγές της γέφυρας θα εκτελούνται άμεσα. Αλλαγές στην κατεύθυνση ή ταχύτητα των κύριων μονάδων πρόωσης θα καταγράφονται, με εξαίρεση όταν η Αρχή έχει ορίσει ότι το μέγεθος ή τα χαρακτηριστικά του συγκεκριμένου πλοίου καθιστούν πρακτικά αδύνατη τέτοιου είδους καταγραφή. Ο αξωματικός υπεύθυνος φυλακής μηχανής θα εξασφαλίσει ότι οι έλεγχοι της κυρίας μονάδας πρόωσης, όταν βρίσκεται στο χειροκίνητο τρόπο λειτουργίας, βρίσκονται υπό συνεχή παρακολούθηση υπό συνθήκες ετοιμότητας ή ελλειγμών.

66 Θα πρέπει να δίνεται η προσήκουσα προσοχή στην συντήρηση και υποστήριξη όλων των μηχανημάτων, συμπεριλαμβανομένων των συστημάτων μηχανικών, ηλεκτρικών, ηλεκτρονικών, υδραυλικών και αυτών που λειτουργούν με πεπιεσμένο αέρα, των συσκευών ελέγχου τους και τον σχετικό εξοπλισμό ασφαλείας, όλων των συστημάτων εξοπλισμού εξυπηρέτησης, ενδιαίτησης και η καταγραφή αποθεμάτων και χρήση ανταλλακτικών.

67 Ο πρώτος μηχανικός θα εξασφαλίσει ότι ο αξωματικός υπεύθυνος φυλακής μηχανής ενημερώνεται σχετικά με την προληπτική συντήρηση, έλεγχο ζημιών ή εργασίες επισκευής που πρόκειται να πραγματοποιηθούν κατά την διάρκεια της φυλακής. Ο αξωματικός υπεύθυνος φυλακής μηχανής θα είναι υπεύθυνος για την απομόνωση, παράκαμψη και ρύθμιση όλων των μηχανημάτων που βρίσκονται υπό την ευθύνη της φυλακής μηχανής έτσι ώστε να λειτουργούν και θα καταγράψει τις εργασίες που πραγματοποιούνται.

68 Όταν το μηχανοστάσιο τίθεται σε κατάσταση ετοιμότητας, ο αξωματικός υπεύθυνος φυλακής μηχανής θα εξασφαλίσει ότι όλα τα μηχανήματα και εξοπλισμός που μπορεί να χρησιμοποιηθούν κατά την διάρκεια των ελλειγμών βρίσκονται σε άμεση κατάσταση ετοιμότητας και είναι διαθέσιμη επαρκής εφεδρική ισχύς για τον μηχανισμό πηδαλιουχίας και άλλες απαιτήσεις.

69 Σε αξωματικούς υπεύθυνους φυλακής μηχανής δεν θα τους ανατίθενται, ούτε θα αναλαμβάνουν καθήκοντα που θα μπορούσαν να εμπλακούν με τα εποπτικά τους καθήκοντα ως προς το κύριο σύστημα πρόωσης και τα βοηθητικά μηχανήματα. Θα έχουν την κύρια εγκατάσταση πρόωσης και τα βοηθητικά συστήματα υπό σταθερή επιτήρηση έως ότου κανονικά αντικατασταθούν, και κατά περιοδικά διαστήματα θα επιθεωρούν τα μηχανήματα για τα οποία είναι υπεύθυνοι. Θα εξασφαλίζουν επίσης ότι γίνονται επαρκείς επισκέψεις στους χώρους μηχανοστασίου και πηδαλιουχίας με σκοπό την παρατήρηση και αναφορά δυσλειτουργιών μηχανημάτων ή εκτεταμένων βλαβών εκτελώντας ή διευθύνοντας ρυθμίσεις ρουτίνας, απαιτούμενη συντήρηση και οποιασδήποτε άλλες απαραίτητες εργασίες.

70 Αξωματικοί υπεύθυνοι φυλακής μηχανής θα ζητούν από οποιοδήποτε άλλο μέλος της φυλακής μηχανής να τους ενημερώνει για ενδεχόμενες επικίνδυνες καταστάσεις που μπορεί να έχουν δυσμενείς επιπτώσεις σε μηχανήματα ή να θέσουν σε κίνδυνο την ασφάλεια της ζωής ή την ασφάλεια του πλοίου.

71 Ο αξωματικός υπεύθυνος φυλακής μηχανής θα εξασφαλίσει ότι ο χώρος μηχανοστασίου επιτηρείται και θα ρυθμίσει για ανικαταστάτες σε περίπτωση ανικανότητας οποιασδήποτε εκ του προσωπικού φυλακής μηχανής. Η φυλακή μηχανής δεν θα αφήσει τους χώρους μηχανοστασίου χωρίς επίβλεψη κατά τρόπο που θα μπορούσε να εμποδίσει την χειροκίνητη λειτουργία της εγκατάστασης του μηχανοστασίου ή των ακροφυσίων.

72 Ο αξωματικός υπεύθυνος φυλακής μηχανής θα λάβει τα απαραίτητα μέτρα για να περιορίσει τις επιπτώσεις ζημιών που προέρχονται από εκτεταμένη βλάβη εξοπλισμού, πυρκαγιά, κατάκλιση, σύγκρουση, προσάραξη ή άλλη αιτία.

73 Προτού απαλλαγεί των καθηκόντων του ο αξωματικός υπεύθυνος φυλακής μηχανοστασίου θα εξασφαλίσει ότι όλα τα γεγονότα που σχετίζονται με την κύρια μηχανή και τα βοηθητικά μηχανήματα και τα οποία συνέβησαν κατά την διάρκεια της φυλακής έχουν καταγραφεί.

74 Ο αξωματικός υπεύθυνος φυλακής μηχανής θα συνεργασθεί με όποιον μηχανικό που είναι επιφορτισμένος με εργασίες συντήρησης κατά την διάρκεια όλων των εργασιών προληπτικής συντήρησης, ελέγχου ζημιών ή επισκευών. Αυτό συμπεριλαμβάνει αλλά δεν είναι απαραίτητο να περιορίζεται στα:

- .1 απομόνωση και παράκαμψη μηχανημάτων επί των οποίων θα γίνουν εργασίες,
- .2 ρύθμιση της υπολοίπου εγκατάστασης για να λειτουργεί επαρκώς και με ασφάλεια κατά την περίοδο συντήρησης,
- .3 καταγραφή, στο ημερολόγιο μηχανής ή σε άλλο κατάλληλο έγγραφο, του εξοπλισμού στον οποίο εκτελούνται εργασίες και του εμπλεκόμενου προσωπικού, και πια μέτρα ασφαλείας ελήφθησαν και από ποιόν, προς όφελος των αντικαταστατών αξωματικών και για λόγους αρχείου, και
- .4 δοκιμή και θέση σε λειτουργία, όταν είναι απαραίτητο, μηχανήματος ή εξοπλισμού που έχει επισκευασθεί.

75 Ο αξωματικός υπεύθυνος φυλακής μηχανής θα εξασφαλίσει ότι όποιος εκ των μελών του πληρώματος μηχανής που εκτελεί καθήκοντα συντήρησης είναι διαθέσιμος για να βοηθήσει στη χειροκίνητη λειτουργία μηχανημάτων σε περίπτωση βλάβης αυτοματοποιημένου εξοπλισμού.

76 Ο αξωματικός υπεύθυνος φυλακής μηχανής πρέπει να έχει κατά νου ότι αλλαγές στην ταχύτητα, που είναι αποτέλεσμα δυσλειτουργίας μηχανήματος, ή όποια ακυβερνησία, μπορεί να θέσει σε κίνδυνο την ασφάλεια του πλοίου και την ζωή στην θάλασσα. Η γέφυρα θα ενημερωθεί άμεσα, σε περίπτωση πυρκαγιάς, και για όποια επικείμενη ενέργεια στους χώρους μηχανημάτων που μπορεί να προκαλέσει την μείωση της ταχύτητας του πλοίου, επικείμενη ακυβερνησία, σταμάτημα της κύριας εγκατάστασης του πλοίου ή όποια μεταβολή στην παραγωγή ηλεκτρικής ισχύος ή παρόμοια απειλή στην ασφάλεια. Αυτή η ειδοποίηση, όπου είναι δυνατόν, θα ολοκληρώνεται προτού πραγματοποιηθούν οι αλλαγές, προκειμένου να δοθεί στην γέφυρα ο μέγιστος δυνατός χρόνος για να λάβει τα όποια απαραίτητα μέτρα για να αποφευχθεί ενδεχόμενο ναυπικό ατύχημα.

77 Ο αξωματικός υπεύθυνος φυλακής μηχανής θα ενημερώσει τον πρώτο μηχανικό χωρίς καθυστέρηση:

- .1 όταν συμβεί ζημία ή δυσλειτουργία της μηχανής που μπορεί να είναι τέτοιας φύσεως ώστε να θέσει σε κίνδυνο την ασφαλή λειτουργία του πλοίου,
- .2 όταν συμβαίνει όποια δυσλειτουργία η οποία, πιστεύεται, μπορεί να προκαλέσει ζημία ή εκτεταμένη ζημία της μηχανής πρόωσης, βοηθητικών μηχανημάτων ή συστημάτων παρακολούθησης και ελέγχου, και
- .3 σε οποιαδήποτε κατάσταση ανάγκης, ή αν βρίσκεται σε αμφιβολία ως προς την απόφαση ή τα μέτρα που θα πάρει.

78 Παρά την απαίτηση να ενημερωθεί ο πρώτος μηχανικός στις παραπάνω καταστάσεις, ο αξωματικός υπεύθυνος φυλακής μηχανής δεν θα διστάσει να λάβει άμεσα μέτρα για την ασφάλεια του πλοίου των μηχανών του και του πληρώματος όταν οι συνθήκες το απαιτούν.

79 Ο αξωματικός υπεύθυνος φυλακής μηχανής θα δώσει στο προσωπικό φυλακής όλες τις κατάλληλες οδηγίες και πληροφορίες που θα εξασφαλίσουν την τήρηση ασφαλούς φυλακής μηχανής. Συντήρηση ρουτίνας μηχανημάτων που πραγματοποιείται ως εργασίες ως τμήμα τήρησης ασφαλούς φυλακής θα αποτελέσουν τμήμα ενός αναπόσπαστου μέρους της ρουτίνας της φυλακής. Λεπτομερής συντήρηση επισκευών που περιλαμβάνει επισκευές ηλεκτρικού, μηχανολογικού, υδραυλικού, με πεπιεσμένο αέρα ή εφαρμοστέου ηλεκτρονικού εξοπλισμού σε όλο το πλοίο θα πραγματοποιείται με την επίγνωση του αξιωματικού υπεύθυνου φυλακής μηχανής, και του πρώτου μηχανικού. Αυτές οι επισκευές θα καταγράφονται.

Τήρηση φυλακής μηχανοστασίου υπό τις αφορετικές συνθήκες και σε διαφορετικές περιοχές

Περιορισμένη ορατότητα

80 Ο αξωματικός υπεύθυνος φυλακής μηχανής θα εξασφαλίσει ότι είναι διαθέσιμη μόνιμη πίεση αέρα ή ατμού για τα μηχανικά σήματα και ότι πάντοτε οι εντολές της γέφυρας που αφορούν αλλαγές σε ταχύτητα και πορεία εφαρμόζονται αμέσως και πρόσθετα, τα βοηθητικά μηχανήματα που χρησιμοποιούνται για την εκτέλεση ελιγμών είναι άμεσα διαθέσιμα.

Παράκτιες και θαλάσσιες περιοχές πυκνής κυκλοφορίας

81 Ο αξωματικός υπεύθυνος φυλακής μηχανής θα εξασφαλίσει ότι όλα τα μηχανήματα που εμπλέκονται στους ελιγμούς του πλοίου μπορεί άμεσα να τεθούν σε χειροκίνητο τρόπο λειτουργίας όταν ενημερώνεται ότι το πλοίο είναι σε περιοχή που έχει συνωσισμό. Ο αξωματικός υπεύθυνος φυλακής μηχανής θα εξασφαλίσει επίσης ότι είναι διαθέσιμη επαρκής εφεδρική ισχύς για πηδαλιουχία και για άλλες απαιτήσεις ελιγμών. Πηδαλιουχία έκτακτης ανάγκης και λοιπός βοηθητικός εξοπλισμός θα είναι διαθέσιμος για άμεση λειτουργία.

Πλοίο σε αγκυροβόλιο

82 Σε μη προστατευμένο αγκυροβόλιο ο πρώτος μηχανικός θα συμβουλευθεί τον πλοίαρχο όσον αφορά το κατά πόσο θα ή δεν θα διατηρήσει την ίδια φυλακή όπως εν πλώ.

83 Όταν ένα πλοίο είναι αγκυροβολημένο σε ανακτό αγκυροβόλιο ή σε οποιαδήποτε άλλη κατάσταση που ισοδυναμεί με κατάσταση "εν πλώ", ο αξωματικός μηχανής υπεύθυνος φυλακής θα εξασφαλίσει ότι:

- .1 τηρείται επαρκής τήρηση φυλακής,
- .2 γίνεται επιθεώρηση όλων των μηχανημάτων τα οποία βρίσκονται σε λειτουργία και σε κατάσταση εταιμότητας,
- .3 η κύρια μηχανή και τα βοηθητικά μηχανήματα διατηρούνται σε κατάσταση εταιμότητας σύμφωνα με τις διαταγές από την γέφυρα,
- .4 λαμβάνονται μέτρα για την προστασία του περιβάλλοντος από ρύπανση από το πλοίο και υπάρχει συμμόρφωση με τους εφαρμοζόμενους κανονισμούς πρόληψης ρύπανσης, και
- .5 όλα τα συστήματα ελέγχου ζημιών και πυρόσβεσης βρίσκονται σε εταιμότητα.

Μέρος 4-3 - Αρχές που πρέπει να τηρούνται κατά την τήρηση φυλακής ραδιοεπικοινωνιών

Γενικές Διατάξεις

84 Οι Αρχές θα εφιστούν την προσοχή των εταιριών, πλαιάρχων και προσωπικού που τηρεί φυλακή ραδιοεπικοινωνιών ώστε να συμμορφώνεται με τις παρακάτω διατάξεις για να εξασφαλιστεί ότι τηρείται επαρκής φυλακή ραδιοεπικοινωνιών ασφαλείας ενώ το πλοίο είναι εν πλώ. Για τη συμμόρφωση με τον Κώδικα, θα λαμβάνονται υπόψη οι Κανονισμοί Ραδιοεπικοινωνιών.

Ρυθμίσεις Φυλακής

85 Όταν αποφασίζονται οι ρυθμίσεις για την φυλακή ραδιοεπικοινωνιών, ο πλοίαρχος κάθε ποντοπόρου πλοίου θα:

- .1 εξασφαλίσει ότι η φυλακή ραδιοεπικοινωνιών τηρείται σύμφωνα με τις σχετικές διατάξεις των Κανονισμών Ραδιοεπικοινωνιών και της Σύμβασης SOLAS,
- .2 εξασφαλίσει ότι τα πρωταρχικά καθήκοντα τήρησης φυλακής ραδιοεπικοινωνιών δεν επηρεάζονται δυσμενώς από παρακολούθηση ραδιοεπικοινωνιών που δεν είναι σχετικές με την ασφαλή κίνηση του πλοίου και την ασφάλεια της ναυσιπλοΐας, και
- .3 λαμβάνει υπόψη τον εξοπλισμό ραδιοεπικοινωνιών που διαθέτει το πλοίο και την επιχειρησιακή του κατάσταση.

Εκτέλεση φυλακής ραδιοεπικοινωνιών

86 Ο χειριστής ραδιοεπικοινωνιών που εκτελεί καθήκοντα τήρησης φυλακής ραδιοεπικοινωνιών:

- .1 θα εξασφαλίσει ότι διατηρείται φυλακή στις συχνότητες που καθορίζονται στους Κανονισμούς Ραδιοεπικοινωνιών και την Σύμβαση SOLAS, και
- .2 ενώ εκτελεί υπηρεσία, θα ελέγχει κατά τακτά διαστήματα τη λειτουργία του εξοπλισμού ραδιοεπικοινωνιών και τις πηγές ενέργειάς του και θα αναφέρει στον πλοίαρχο όποια παρατηρούμενη βλάβη αυτού του εξοπλισμού.

87 Θα πρέπει να τηρούνται οι απαιτήσεις των Κανονισμών Ραδιοεπικοινωνιών και της Σύμβασης SOLAS για την τήρηση κατά περίπτωση ημερολογίου ραδιοηλεκτρογραφίας ή ραδιοεπικοινωνιών.

88 Η τήρηση εγγραφών των ραδιοεπικοινωνιών σύμφωνα με τις απαιτήσεις των Κανονισμών Ραδιοεπικοινωνιών και της Σύμβασης SOLAS είναι ευθύνη του χειριστού ραδιοεπικοινωνιών που ορίζεται ως ο έχων την πρωταρχική ευθύνη των ραδιοεπικοινωνιών κατά την διάρκεια περιστατικών ανάγκης. Τα παρακάτω θα καταγράφονται, καθώς επίσης και οι χρόνοι που έλαβαν χώρα:

- .1 περίληψη των ραδιοεπικοινωνιών κινδύνου, επείγοντος και ασφαλείας,
- .2 σημαντικά περιστατικά που είναι σχετικά με την υπηρεσία ραδιοεπικοινωνιών,
- .3 όπου απαιτείται, το στίγμα του πλοίου τουλάχιστον μία φορά την ημέρα, και
- .4 περίληψη της κατάστασης του εξοπλισμού ραδιοεπικοινωνιών συμπεριλαμβανομένων των πηγών ενέργειάς του.

89 Οι εγγραφές ραδιοεπικοινωνιών θα φυλάσσονται στην θέση από όπου πραγματοποιούνται οι επικοινωνίες ανάγκης, και θα βρίσκονται στην διάθεση:

- .1 του πλοιάρχου για επιθεώρηση, και
- .2 για επιθεώρηση από όποιο εξουσιοδοτημένο αξιωματούχο της Αρχής και από όποιο κατάλληλα εξουσιοδοτημένο αξιωματικό που ασκεί έλεγχο σύμφωνα με το άρθρο X της Σύμβασης.

ΜΕΡΟΣ 5 - ΤΗΡΗΣΗ ΦΥΛΑΚΗΣ ΣΕ ΛΙΜΑΝΙ

Αρχές που εφαρμόζονται σε όλες της φυλακές

Γενικά

90 Σε οποιοδήποτε πλοίο το οποίο έχει προσδεθεί ή έχει αγκυροβολήσει με ασφάλεια υπό συνθήκες συνθήκες σε λιμάνι, ο πλοίαρχος θα κανονίσει για την τήρηση της κατάλληλης και αποτελεσματικής φυλακής με σκοπό την ασφάλεια. Ειδικές απαιτήσεις μπορεί να είναι απαραίτητες για ειδικούς τύπους πλοίων, συστήματα πρόωσης ή βοηθητικά μηχανήματα και για πλοία που μεταφέρουν επιβλαβή, επικίνδυνα, τοξικά ή πολύ εύφλεκτα υλικά ή άλλους ειδικούς τύπους φορτίου.

Ρυθμίσεις φυλακής

91 Οι ρυθμίσεις τήρησης φυλακής όταν το πλοίο είναι σε λιμάνι πάντοτε θα είναι επαρκείς ως προς:

- .1 την εξασφάλιση της ασφάλειας της ζωής, του λιμανιού και του περιβάλλοντος και την ασφαλή λειτουργία όλων των μηχανημάτων που σχετίζονται με χειρισμό φορτίου,
- .2 την τήρηση διεθνών, εθνικών και τοπικών κανονισμών, και
- .3 την τήρηση της τάξης και των συνήθους ρουτίνας στο πλοίο.

92 Ο πλοίαρχος θα αποφασίσει την σύσταση και διάρκεια της φυλακής καταστρώματος που θα εξαρτάται από τις συνθήκες πρόσδεσης, του τύπου του πλοίου και του χαρακτήρα των καθηκόντων.

93 Αν ο πλοίαρχος το θεωρεί απαραίτητο, προσοντούχος αξιωματικός θα είναι υπεύθυνος φυλακής καταστρώματος.

94 Ο απαραίτητος εξοπλισμός θα διευθετηθεί κατά τέτοιο τρόπο ώστε να επιτρέψει επαρκή τήρηση φυλακής.

95 Ο πρώτος μηχανικός κάθε πλοίου, σε συνεργασία με τον πλοίαρχο, θα εξασφαλίσει ότι οι ρυθμίσεις τήρησης φυλακής μηχανοστασίου είναι επαρκείς για τήρηση ασφαλούς φυλακής μηχανοστασίου ενώ το πλοίο βρίσκεται στο λιμάνι. Όταν αποφασίσει την σύσταση της φυλακής μηχανοστασίου, η οποία μπορεί να περιλαμβάνει κατάλληλα εκ των μελών του πληρώματος μηχανής άτομα, τα παρακάτω είναι μεταξύ εκείνων τα οποία πρέπει να ληφθούν υπόψη:

- .1 σε όλα τα πλοία ισχύος πρόωσης 3000 KW και άνω πάντοτε θα υπάρχει αξωματικός μηχανής υπεύθυνος φυλακής μηχανοστασίου,
- .2 σε πλοία μικρότερης των 3000 KW ισχύος πρόωσης, μπορεί κατά την κρίση του πλοιάρχου και σε συνεργασία με τον πρώτο μηχανικό, να μην υπάρχει αξωματικός υπεύθυνος φυλακής μηχανής, και
- .3 δεν θα δοθούν εντολές σε αξωματικούς τήρησης φυλακής, ούτε θα αναλάβουν οποιαδήποτε εργασία, ενώ είναι υπεύθυνοι φυλακής μηχανοστασίου που έρχεται σε συγκρούση με τα κύρια καθήκοντά τους επίβλεψης του συστήματος μηχανών του πλοίου.

Ανάληψη Φυλακής

96 Αξωματικοί φυλακής καταστρώματος ή μηχανοστασίου δεν θα παραδώσουν φυλακή στον αντικαταστάτη αξωματικό αν έχουν οποιοδήποτε λόγο να πιστεύουν ότι ο τελευταίος δεν είναι σε θέση να εκτελέσει καθήκοντα τήρησης φυλακής αποτελεσματικά και σε αυτή την περίπτωση ο πλοίαρχος ή ο πρώτος μηχανικός πρέπει να ενημερώνονται σχετικά. Οι αντικαταστάτες αξωματικοί φυλακής καταστρώματος ή μηχανοστασίου θα εξασφαλίζουν ότι όλα τα μέλη της φυλακής τους είναι προφανώς πλήρως ικανά να εκτελέσουν αποτελεσματικά τα καθήκοντα τους.

97 Αν, κατά την στιγμή που γίνεται η παράδοση φυλακής καταστρώματος ή μηχανής, πραγματοποιείται σημαντική λειτουργία, αυτή θα ολοκληρωθεί από τον παραδίδοντα αξωματικό, εκτός αν διαταχθεί διαφορετικά από τον πλοίαρχο ή τον πρώτο μηχανικό.

Μέρος 5-1 - Ανάληψη φυλακής καταστρώματος

98 Πριν την ανάληψη καθήκοντος τήρησης φυλακής καταστρώματος, ο αντικαταστάτης αξωματικός θα ενημερωθεί από τον αξωματικό που είναι υπεύθυνος φυλακής καταστρώματος ως προς τα ακόλουθα:

- .1 το βάθος του νερού στην προβλήτα, το βύθισμα του πλοίου, τη στάθμη και το χρόνο άμπωτης και παλίρρους, ασφάλιση των ναυδετών, ρύθμιση των αγκυρών και της αλυσίδας της άγκυρας και άλλα χαρακτηριστικά ελλιμενισμού που είναι σημαντικά για την ασφάλεια του πλοίου, κατάσταση των κύριων μηχανών και διαθεσιμότητα τους για χρήση σε κατάσταση ανάγκης,
- .2 όλες τις εργασίες που πρόκειται να εκτελεστούν στο πλοίο, τη φύση, ποσότητα και κατανομή του φορτίου που φορτώνεται ή παραμένει και οποιοδήποτε κατάλοιπο παραμένει στο πλοίο ύστερα από την εκφόρτωση του πλοίου,
- .3 στάθμη νερού στις σεντίνες και στις δεξαμενές έρματος,
- .4 τα σήματα ή φώτα που χρησιμοποιούνται ή ηχούν,
- .5 τον αριθμό των μελών του πληρώματος που απαιτείται να βρίσκονται επί του πλοίου και την παρουσία οποιασδήποτε άλλων ατόμων στο πλοίο,
- .6 κατάσταση των συσκευών πυρόσβεσης,
- .7 οποιαδήποτε ειδικά κανονισμοί λιμένα,
- .8 ειδικές και πάγιες διαταγές πλοιάρχου,
- .9 γραμμές επικοινωνίας διαθέσιμες μεταξύ πλοίου και προσωπικού ξηράς, συμπεριλαμβανομένων των λιμενικών αρχών, σε περίπτωση που προκύψει έκτακτη ανάγκη ή σε περίπτωση που απαιτείται βοήθεια,
- .10 όποιες καταστάσεις σημαντικές για την ασφάλεια του πλοίου, του πληρώματος και του φορτίου την προστασία του θαλασσίου περιβάλλοντος από ρύπανση, και
- .11 τις διαδικασίες ενημέρωσης της αρμόδιας αρχής για περιβαλλοντική ρύπανση που είναι αποτέλεσμα των δραστηριοτήτων του πλοίου.

99 Οι αντικαταστάτες αξωματικοί πριν αναλάβουν την ευθύνη της φυλακής καταστρώματος θα επιβεβαιώσουν ότι:

- .1 η ασφάλεια των ναυδετών και της αλυσίδας άγκυρας είναι επαρκής,

- .2 τα κατάλληλα σήματα ή φώτα ηχούν ή σημαίνονται κανονικά,
- .3 τηρούνται μέτρα ασφάλειας και κανονισμοί πυροπροστασίας,
- .4 είναι επαρκώς ενημέρα επί της φύσης οποιουδήποτε επιβλαβούς ή επικινδύνου φορτίου που φορτώνεται ή εκφορτώνεται και τα κατάλληλα μέτρα που πρέπει να ληφθούν σε περίπτωση οποιουδήποτε διαρροής ή πυρκαγιάς,
- .5 καμμία εξωτερική συνθήκη ή κατάσταση θέτει σε κίνδυνο το πλοίο και ότι το πλοίο δεν θέτει σε κίνδυνο άλλους.

Μέρος 5-2 – Ανάλυση φυλακής μηχανοστασίου

100 Πριν αναλάβει τη φύση φυλακής, ο αντικαταστάτης αξιωματικός θα ενημερωθεί από τον αξιωματικό υπεύθυνο φυλακής μηχανής ως προς:

- .1 τις ισχύουσες εντολές της ημέρας, οποιουδήποτε ειδικές εντολές που έχουν σχέση με τις λειτουργίες του πλοίου, δραστηριότητες συντήρησης, επισκευές μηχανημάτων του πλοίου ή του εξοπλισμού ελέγχου,
- .2 τη φύση όλων των εργασιών που εκτελούνται στα μηχανήματα και συστήματα του πλοίου, το προσωπικό που εμπλέκεται και τους πιθανούς κινδύνους,
- .3 το επίπεδο και κατάσταση, όπου αυτό εφαρμόζεται, του νερού ή υπολειμμάτων στις σεντίνες, δεξαμενές έρματος, εφεδρικές δεξαμενές και ειδικές απαιτήσεις για την χρήση και διάθεση των περιεχομένων τους,
- .4 οποιουδήποτε ειδικές απαιτήσεις που αφορούν στις απορρίψεις του συστήματος υγιεινής,
- .5 την κατάσταση και κατάσταση εταιμότητας των φορητών πυροσβεστικών συσκευών και μόνιμων πυροσβεστικών εγκαταστάσεων και συστημάτων ανίχνευσης πυρκαγιάς,
- .6 το εξουσιοδοτημένο προσωπικό επισκευών που βρίσκεται στο πλοίο και ασχολείται σε δραστηριότητες μηχανικής φύσεως, ο τόπος εργασίας τους και δραστηριότητες επισκευών και άλλα εξουσιοδοτημένα άτομα και το απαιτούμενο πλήρωμα,
- .7 τους όποιους κανονισμούς λημένα όσον αφορά τις απορρίψεις του πλοίου, απαιτήσεις πυρόσβεσης και εταιμότητας του πλοίου ιδιαίτερα πριν από πιθανές δυσμενείς καιρικές συνθήκες,
- .8 τις διαθέσιμες γραμμές επικοινωνίας μεταξύ πλοίου και προσωπικού ξηράς, συμπεριλαμβανομένων των λιμενικών αρχών, σε περίπτωση που προκύψει έκτακτη ανάγκη ή απαίτησης βοήθειας,
- .9 όποιες άλλες συνθήκες σημαντικές για την ασφάλεια του πλοίου, του πληρώματος, του φορτίου ή προστασίας του περιβάλλοντος από ρύπανση, και
- .10 α διαδικασίες ενημέρωσης της αρμόδιας αρχής επί της ρύπανσης του περιβάλλοντος που προέρχεται από δραστηριότητες μηχανοστασίου.

101 Αντικαταστάτες αξιωματικοί, πριν αναλάβουν ευθύνη φυλακής θα ικανοποιηθούν ότι είναι πλήρως ενημερωμένοι από τον αξιωματικό που αντικαθίσταται, όπως περιγράφεται ανωτέρω, και:

- .1 να είναι εξοικειωμένοι με υπάρχουσες και πιθανές πηγές ισχύος, θερμότητας και φωτισμού και κατανόησής τους,
- .2 να γνωρίζει την διαθεσιμότητα και κατάσταση των καυσίμων του πλοίου, λιπαντικών και όλες τις παροχές νερού, και
- .3 να είναι έτοιμος να προετοιμάσει το πλοίο και τα μηχανήματά του, όσο αυτό είναι δυνατόν, για κατάσταση εταιμότητας ή έκτακτης ανάγκης όπως απαιτηθεί.

Μέρος 5-3 - Εκτέλεση φυλακής καταστρώματος

102 Ο αξωματικός φυλακής καταστρώματος θα:

- .1 πραγματοποιεί γύρους για να επιθεωρεί το πλοίο κατά κατάλληλα διαστήματα,
- .2 δίνει ιδιαίτερη προσοχή για:
 - .2.1 την κατάσταση και ασφάλιση της σκάλας επιβίβασης/ αποβίβασης, της αλυσίδας της άγκυρας και ναυδετών, ιδιαίτερα κατά την αλλαγή της παλίρροιας και σε προβλήτες με μεγάλη άνοδο και πτώση, αν είναι απαραίτητο, λαμβάνοντας μέτρα για να εξασφαλίσει ότι βρίσκονται στην συνήθη εργασιακή κατάσταση,
 - .2.2 το βύθισμα, το κενό υπό την τρόπιδα και τη γενική κατάσταση του πλοίου, να αποφύγει επικίνδυνη κλίση ή διαγωγή κατά την διάρκεια χειρισμών στο φορτίο ή κατά την διάρκεια ερμαπισμού,
 - .2.3 τον καιρό και την κατάσταση θάλασσας,
 - .2.4 την τήρηση όλων των κανονισμών που αφορούν την ασφάλεια και πυροπροστασία,
 - .2.5 τη στάθμη νερού στις σεντίνες και δεξαμενές,
 - .2.6 όλα τα άτομα που βρίσκονται στο πλοίο και το τμήμα στο οποίο βρίσκονται, ιδιαίτερα αυτά που είναι σε απομεμακρυσμένους ή περικλειστούς χώρους, και
 - .2.7 την έκθεση και βυθομέτρηση, όπου πρέπει, σημάτων και φώτων.
- .3 σε δυσμενείς καιρικές συνθήκες, ή όταν ληφθεί ειδοποίηση για θύελλα, να λάβει τα απαραίτητα μέτρα για την προστασία του πλοίου, των επιβαινόντων και του φορτίου,
- .4 να λάβει κάθε προληπτικό μέτρο για να προληφθεί η ρύπανση του περιβάλλοντος από το πλοίο,
- .5 σε κατάσταση έκτακτης ανάγκης που απειλεί την ασφάλεια του πλοίου, να καλέσει συναγεμμό, να πληροφορήσει τον πλοίαρχο, να λάβει όλα τα δυνατά μέτρα για να προληφθεί ζημία στο πλοίο, το φορτίο του και τους επιβαίνοντες, και, αν είναι απαραίτητο, να ζητήσει βοήθεια από αρχές στην ξηρά ή από γειτονικά πλοία,
- .6 να είναι ενήμερος της κατάστασης ευστάθειας του πλοίου έτσι ώστε σε περίπτωση πυρκαγιάς, η πυροσβεστική υπηρεσία ξηράς να ενημερωθεί επί της κατά προσέγγιση ποσότητας νερού που μπορεί να αντληθεί στο πλοίο χωρίς αυτό να τεθεί σε κίνδυνο,
- .7 να προσφέρει βοήθεια σε πλοία ή άτομα που κινδυνεύουν,
- .8 να λάβει τα απαραίτητα προληπτικά μέτρα για να προληφθούν ατυχήματα ή ζημιά όταν πρόκειται να λειτουργήσουν οι έλικες, και
- .9 να καταχωρεί στο κατάλληλο ημερολόγιο όλα τα σημαντικά γεγονότα που έχουν επιπτώσεις στο πλοίο.

Μέρος 5-4 - Εκτέλεση φυλακής μηχανής

103 Αξωματικοί υπεύθυνοι της φυλακής μηχανής θα δίνουν ιδιαίτερη προσοχή:

- .1 στην τήρηση όλων των διαταγών, επιχειρησιακών διαδικασιών και κανονισμών που αφορούν τις επικίνδυνες καταστάσεις και την πρόληψή τους σε όλες τις περιοχές της ευθύνης τους,
- .2 στα όργανα και τα συστήματα ελέγχου, παρακολούθησης όλων των παροχών ισχύος, τμημάτων και συστημάτων που είναι σε λειτουργία,
- .3 στις τεχνικές, μεθόδους και διαδικασίες που είναι απαραίτητες για να προληφθεί παράβαση των κανονισμών ρύπανσης των τοπικών αρχών, και

.4 στην κατάσταση των σενπινών.

104 Αξωματικοί υπεύθυνοι της φυλακής μηχανής:

.1 σε καταστάσεις ανάγκης, θα καλούν συναγερμό όταν, κατά την γνώμη τους, η κατάσταση το απαιτεί, και θα λαμβάνουν όλα τα δυνατά μέτρα για να προληφθεί ζημία στο πλοίο, στους επιβαίνοντες και φορτίο,

.2 θα είναι ενήμεροι των αναγκών του αξωματικού καταστρώματος που έχουν σχέση με τον εξοπλισμό που απαιτείται για την φόρτωση ή εκφόρτωση και των πρόσθετων απαιτήσεων έρματος και άλλων συστημάτων ελέγχου της ευστάθειας του πλοίου,

.3 θα πραγματοποιούν συχνές επιθεωρήσεις για να προσδιορίσουν την πιθανή δυσλειτουργία εξοπλισμού ή βλάβη και θα λαμβάνουν άμεσα μέτρα αποκατάστασης για να εξασφαλίζουν την ασφάλεια του πλοίου, των εργασιών στο φορτίο, του λιμένος και του περιβάλλοντος,

.4 θα εξασφαλίζουν ότι λαμβάνονται τα απαραίτητα προληπτικά μέτρα εντός της περιοχής ευθύνης τους για να προληφθούν ατυχήματα ή ζημιά σε διάφορα ηλεκτρικά, ηλεκτρονικά, υδραυλικά, με πεπιεσμένο αέρα και μηχανικά συστήματα του πλοίου, και

.5 θα εξασφαλίζουν ότι όλα τα σημαντικά γεγονότα που επηρεάζουν την λειτουργία, ρύθμιση ή επισκευή των μηχανημάτων του πλοίου καταγράφονται κατά ικανοποιητικό τρόπο.

Μέρος 5-5 - Φυλακή σε λιμένα σε πλοία που μεταφέρουν επιβλαβή φορτία

Γενικά

105 Ο πλοίαρχος κάθε πλοίου που μεταφέρει επιβλαβή, είτε εκρηκτικά, εύφλεκτα, τοξικά φορτία, που θέτουν σε κίνδυνο την υγεία ή είναι ρυπογόνα για το περιβάλλον, θα εξασφαλίζει ότι τηρούνται οι ρυθμίσεις ασφαλούς φυλακής. Σε πλοία που μεταφέρουν επιβλαβές φορτίο χύδην, αυτό θα επιτευχθεί με την διαθεσιμότητα στο πλοίο κατάλληλου προσοντούχου αξωματικού ή αξωματικών και μελών του πληρώματος κατά περίπτωση, ακόμη και όταν το πλοίο είναι προσδεδεδεμένο με ασφάλεια ή με ασφάλεια αγκυροβολημένο σε λιμάνι.

106 Σε πλοία που μεταφέρουν επιβλαβές φορτίο, όχι σε χύδην κατάσταση, ο πλοίαρχος θα λάβει πλήρως υπόψη του τη φύση, ποσότητα, συσκευασία και σταβασία του επιβλαβούς φορτίου και των όπαιων ειδικών συνθηκών στο πλοίο, τόσο εν πλω όσο και στην ξηρά.

Μέρος 5.6 – Τήρηση φυλακής φορτίου

107 Αξωματικοί που έχουν την ευθύνη σχεδιασμού και διεξαγωγής χειρισμού φορτίου θα εξασφαλίζει ότι τέτοιες επιχειρήσεις διεξάγονται με ασφάλεια μέσω έλεγχου συγκεκριμένων κινδύνων, συμπεριλαμβανομένου όταν εμπλέκεται προσωπικό που δεν ανήκει στο πλοίο.»

2 Το τμήμα Β του Κώδικα Εκπαίδευσης, Έκδοσης πιστοποιητικών και Τήρησης Φυλακής Ναυτικών (STCW) αντικαθίσταται από το ακόλουθο:

«ΜΕΡΟΣ Β

Συμπεριλαμβανόμενες οδηγίες που αφορούν τις διατάξεις της Σύμβασης STCW και του παραρτήματός της

Εισαγωγή

1 Το τμήμα αυτό του Κώδικα STCW περιέχει τις συμπεριλαμβανόμενες οδηγίες που σκοπό έχουν να βοηθήσουν τα Μέρη της Σύμβασης STCW και αυτούς που εμπλέκονται στην εκτέλεση, εφαρμογή και επιβολή των μέτρων της, για να δώσουν στην Σύμβαση πλήρη και τέλεια ισχύ κατά ομαλόμορφο τρόπο.

2 Τα προτεινόμενα μέτρα δεν είναι υποχρεωτικά και τα παραδείγματα που δίνονται έχουν σκοπό να δείξουν πως μπορεί να υπάρξει συμμόρφωση με ορισμένες απαιτήσεις της Σύμβασης. Εν τούτοις, οι συστάσεις γενικά εκπροσωπούν μία προσέγγιση, στα υπό εξέταση θέματα, που έχει εναρμονισθεί μέσω διαλόγου εντός του ΙΜΟ, περιλαμβάνοντας, όπου πρέπει, διαβουλεύσεις με το Διεθνή Οργανισμό Εργασίας, τη Διεθνή Ένωση Τηλεπικοινωνιών και τον Παγκόσμιο Οργανισμό Υγείας.

3 Η τήρηση των συστάσεων που περιέχονται σε αυτό το μέρος θα βοηθήσει τον Οργανισμό στην επίτευξη του σκοπού της διατήρησης των υψηλότερων δυνατών προτύπων ικανότητας όσον αφορά τα πληρώματα όλων των εθνικοτήτων και τα πλοία όλων των σημαιών.

4. Σε αυτό το μέρος δίνονται οδηγίες όσον αφορά ορισμένα άρθρα της Σύμβασης, πέραν των οδηγιών σε ορισμένους κανονισμούς αυτού του Παραρτήματος. Η αρίθμηση των τμημάτων αυτού του μέρους επομένως αντιστοιχεί με εκείνη των άρθρων και των κανονισμών της Σύμβασης. Όπως στο μέρος Α, το κείμενο κάθε τμήματος μπορεί να διαιρεθεί σε αριθμημένες παραγράφους, αλλά αυτή η αρίθμηση είναι μοναδική μόνο για αυτό το κείμενο.

ΟΔΗΓΙΕΣ ΟΣΟΝ ΑΦΟΡΑ ΤΙΣ ΔΙΑΤΑΞΕΙΣ ΤΩΝ ΑΡΘΡΩΝ

Τμήμα Β-I

Οδηγίες όσον αφορά τις γενικές υποχρεώσεις σύμφωνα με αυτή την Σύμβαση

(Δεν υπάρχουν διατάξεις)

Τμήμα Β-II

Οδηγίες όσον αφορά τους ορισμούς και τις διευκρινήσεις

1 Οι ορισμοί που περιέχονται στο άρθρο II της Σύμβασης, και οι ορισμοί και διευκρινήσεις που περιέχονται στον κανονισμό I/1 του παραρτήματος της, ισχύουν εξ' ίσου με τους όρους που χρησιμοποιούνται στα μέρη Α και Β αυτού του Κώδικα. Συμπληρωματικοί ορισμοί που μπορεί να βρίσκουν εφαρμογή μόνο στις διατάξεις αυτού του Κώδικα περιέχονται στο τμήμα Α-I/1.

2 Ο ορισμός του πιστοποιητικού που εμφανίζεται στο άρθρο II (c) προβλέπει τρία ενδεχόμενα:

- .1 η Αρχή μπορεί να εκδώσει το πιστοποιητικό,
- .2 η Αρχή μπορεί να έχει εξουσιοδοτήσει την έκδοση του πιστοποιητικού, ή
- .3 η Αρχή μπορεί να αναγνωρίζει πιστοποιητικό που εκδόθηκε από άλλο Τμήμα, όπως προβλέπεται στον κανονισμό I/10.

Τμήμα Β-III

Οδηγίες όσον αφορά την εφαρμογή της Σύμβασης

1 Ενώ ο ορισμός αλιευτικό που περιέχεται στο άρθρο II, παράγραφος (h), εξαιρεί τα σκάφη που χρησιμοποιούνται για να αλιεύουν ψάρια, φάλαινες, φώκιες, θαλάσσια άλογα ή άλλους ζωντανούς οργανισμούς της θάλασσας από την εφαρμογή της Σύμβασης, πλοία που δεν χρησιμοποιούνται στην δραστηριότητα αυτή δεν είναι δυνατόν να τύχουν αυτής της εξαίρεσης.

2 Η σύμβαση εξαιρεί όλα τα ξυλινα πλοία πρωτόγονης κατασκευής περιλαμβανομένων των εδικών ιστοφόρων.

Τμήμα Β-IV

Οδηγίες όσον αφορά την κοινοποίηση πληροφοριών

1 Στην παράγραφο (1)(b) του άρθρου IV, οι λέξεις "όπου απαιτείται" έχουν σκοπό να περιλαμβάνουν :

- .1 την αναγνώριση πιστοποιητικού που εκδόθηκε από άλλο Μέρος, ή
- .2 την έκδοση του πιστοποιητικού της Αρχής, όπου αυτό εφαρμόζεται, με βάση την αναγνώριση πιστοποιητικού που εκδόθηκε από άλλο Μέρος.

Τμήμα Β-V

Οδηγίες όσον αφορά άλλες σύνθηκες και ερμηνεία

Η λέξη "ρυθμίσεις" στην παράγραφο (1) του άρθρου V έχει ως σκοπό να περιλαμβάνει διατάξεις που έχουν προηγουμένα θεσπισθεί μεταξύ Κρατών για την αμαβαία αναγνώριση των πιστοποιητικών.

Τμήμα Β-VI

Οδηγίες που αφορούν τα πιστοποιητικά

Βλέπε τις οδηγίες που δίνονται στα μέρη Β - I/2 και Β- II.

Η δήλωση πολιτικής και η περιγραφή των διαδικασιών που πρέπει να ακολουθούνται θα πρέπει να δημοσιεύονται προς πληροφόρηση των εταιριών που διαχειρίζονται πλοία που φέρουν την σημαία της Αρχής.

Τμήμα Β-VII

Οδηγίες που αφορούν τις μεταβατικές διατάξεις

Πιστοποιητικά που εκδίδονται για υπηρεσία για μία χωρητικότητα που τώρα αναγνωρίζεται από ένα Τμήμα ως επαρκές προσόν για υπηρεσία σε άλλη χωρητικότητα, π.χ. πιστοποιητικά υποπλοιάρχου που αναγνωρίζονται για υπηρεσία πλοιάρχου, θα συνεχίζουν να γίνονται αποδεκτά οπ ισχύουν για τέτοια υπηρεσία σύμφωνα με το άρθρο VII. Η αποδοχή αυτή ισχύει επίσης σε τέτοια πιστοποιητικά που εκδίδονται σύμφωνα με τις διατάξεις της παραγράφου 2 του άρθρου VII.

Τμήμα B-VIII

Οδηγίες όσον αφορά τις εξαιρέσεις

Δήλωση της πολιτικής και περιγραφή των διαδικασιών που ακολουθούνται πρέπει να δημοσιεύονται για την ενημέρωση των εταιριών που διαχειρίζονται πλοία που φέρουν τη σημαία της Αρχής. Πρέπει να δίνονται οδηγίες σε εκείνους τους αξιωματούχους που είναι εξουσιοδοτημένα από την Αρχή να εκδίδουν εξαιρέσεις. Πληροφορίες για τις ενέργειες που λαμβάνονται πρέπει να παρατίθενται περιληπτικά στην αρχική αναφορά που ανακοινώνεται στον Γενικό Γραμματέα σύμφωνα με τις απαιτήσεις του μέρους A - I/7.

Τμήμα B-IX

Οδηγίες όσον αφορά τα ισοδύναμα

Ναυικά πιστοποιητικά μπορεί να συνεχίζουν να γίνονται αποδεκτά και πιστοποιητικά υπηρεσίας μπορεί να συνεχίζουν να εκδίδονται σε αξιωματικούς του Ναυτικού ως ισοδύναμα σύμφωνα με το άρθρο IX, με την προϋπόθεση ότι πληρούνται οι απαιτήσεις της Σύμβασης.

Τμήμα B-X

Οδηγίες όσον αφορά τον έλεγχο

(Δεν υπάρχουν διατάξεις - βλέπε τμήμα B - I/4)

Τμήμα B-XI

Οδηγίες όσον αφορά την προαγωγή τεχνικής συνεργασίας

1 Οι Κυβερνήσεις θα πρέπει να παρέχουν, ή ρυθμίζουν την παροχή, σε συνεργασία με τον IMO, βοήθειας σε Κράτη που έχουν δυσκολίες στην ικανοποίηση των απαιτήσεων της Σύμβασης και οι οποίες ζητούν τέτοιας φύσης βοήθεια.

2 Η σημασία επαρκούς εκπαίδευσης για πλοιάρχους και λοιπό προσωπικό που υπηρετεί σε πετρελαιοφόρα, δεξαμενόπλοια χημικών, υγραεριοφόρα και σε επιβατηγά Ro-Ro τονίζεται, και αναγνωρίζεται ότι σε ορισμένες περιπτώσεις μπορεί να υπάρχουν περιορισμένες ευκολίες για την λήψη της απαιτούμενης εμπειρίας και της παροχής εξειδικευμένων προγραμμάτων εκπαίδευσης, ιδιαίτερα στις αναπτυσσόμενες χώρες.

Βάση δεδομένων εξετάσεων

3 Συμβαλλόμενα Μέρη με ναυτικές ακαδημίες ή εξεταστικά κέντρα που εξυπηρετούν έναν αριθμό χωρών που επιθυμούν να δημιουργήσουν βάση δεδομένων ερωτήσεων και απαντήσεων εξετάσεων ενθαρρύνονται να ενεργήσουν κατ' αυτό τον τρόπο, με βάση διμερή συνεργασία με χώρα ή χώρες που ήδη διαθέτουν τέτοια βάση δεδομένων.

Διαθεσιμότητα των προσομοιωτών ναυικής εκπαίδευσης

4 Η Γραμματεία του IMO διαθέτει κατάλογο εξομοιωτών ναυικής εκπαίδευσης ως πηγή πληροφοριών για τα Συμβαλλόμενα Μέρη και άλλους όσον αφορά την διαθεσιμότητα διαφορετικών τύπων προσομοιωτών για την εκπαίδευση ναυικών, ιδιαίτερα όπου εγκαταστάσεις εκπαίδευσης αυτού του είδους μπορεί να μην είναι διαθέσιμες στην χώρα τους.

5 Τα Συμβαλλόμενα Μέρη παροτρύνονται* να παρέχουν πληροφορίες όσον αφορά τους εθνικούς τους προσομοιωτές ναυικής εκπαίδευσης στην Γραμματεία του IMO και να ανανεώνουν τις πληροφορίες οποτεδήποτε γίνεται κάποια αλλαγή ή προσθήκη στις δικές τους εγκαταστάσεις προσομοιωτή ναυικής εκπαίδευσης.

Πληροφορίες για την τεχνική συνεργασία

6 Πληροφορίες για τεχνικές συμβουλευτικές υπηρεσίες, πρόσβαση σε διεθνή ινστιτούτα εκπαίδευσης συνδεδεμένα με τον IMO, και πληροφορίες για υποτροφίες και άλλης μορφής τεχνική συνεργασία που μπορεί να

* Βλέπε MSC.1/Circ.1209 αναφορικά με προσομοιωτές διαθέσιμους για ναυική εκπαίδευση.

παρέχεται από τον ή μέσω του IMO, μπορεί να ληφθούν μετά από επαφή με τον Γενικό Γραμματέα στο 4 Albert Embankment, London SE1 7SR, United Kingdom.

(Δεν δίνονται οδηγίες όσον αφορά τα άρθρα XII έως XVII.)

**ΟΔΗΓΙΕΣ ΠΟΥ ΑΦΟΡΟΥΝ ΔΙΑΤΑΞΕΙΣ ΤΟΥ ΠΑΡΑΡΤΗΜΑΤΟΣ ΤΗΣ
ΣΥΜΒΑΣΗΣ STCW**

ΚΕΦΑΛΑΙΟ Ι

Οδηγίες που αφορούν τις γενικές διατάξεις

Τμήμα Β-Ι/1

Οδηγίες που αφορούν ορισμούς και διευκρινήσεις

1 Οι ορισμοί που περιέχονται στο άρθρο II της Σύμβασης και οι ορισμοί και ερμηνείες που περιέχονται στον κανονισμό I/1 αυτού του Παραρτήματος ισχύουν εξίσου με τους όρους που χρησιμοποιούνται στα μέρη Α και Β αυτού του Κώδικα. Συμπληρωματικοί ορισμοί που ισχύουν μόνο στις διατάξεις αυτού του Κώδικα περιέχονται στο Τμήμα Α - I/1.

2 Αξωματικοί με ιδιότητες που καλύπτονται από τις διατάξεις του κεφαλαίου VII μπορεί να ορισθούν «ως αξωματικός πολλαπλής ειδικότητας», «διπλής ειδικότητας», ή με άλλους ορισμούς όπως έχουν εγκριθεί από την Αρχή σύμφωνα με την ορολογία που χρησιμοποιείται στις απαιτήσεις που πρέπει να εφαρμοσθούν όσον αφορά την ασφαλή επάνδρωση.

3 Μέλη πληρώματος που έχουν τα προσόντα να υπηρετήσουν υπό τις ιδιότητες που καλύπτονται από τις διατάξεις του κεφαλαίου VII μπορεί να καθορισθούν «ως πληρώματα πολλαπλής ειδικότητας», «διπλής ειδικότητας» ή με διαφορετικούς ορισμούς που έχουν εγκριθεί από την Αρχή σύμφωνα με την ορολογία που χρησιμοποιείται στις απαιτήσεις που πρέπει να εφαρμοσθούν όσον αφορά την ασφαλή επάνδρωση.

Τμήμα Β-Ι/2

Οδηγίες που αφορούν πιστοποιητικά και θεωρήσεις

1 Όπου η θεώρηση αποτελεί αναπόσπαστο τμήμα στην διάταξη ενός πιστοποιητικού όπως προβλέπεται στο τμήμα Α - I/2, παράγραφος 1, οι σχετικές πληροφορίες πρέπει να καταχωρούνται στο πιστοποιητικό με τον τρόπο που επεξηγείται πιο κάτω, με εξαίρεση την παράληψη του χώρου με αριθμό .2. Διαφορετικά κατά την προετοιμασία θεωρήσεων, που πιστοποιούν την έκδοση πιστοποιητικού, οι χώροι που φέρουν αριθμούς .1 ως .17 στον τύπο που ακολουθεί το παρακάτω κείμενο, πρέπει να συμπληρώνεται ως εξής:

.1 Γράψτε το όνομα της χώρας που το εκδίδει.

.2 Γράψτε τον αριθμό που έχει καθορισθεί από την Αρχή για το πιστοποιητικό.

.3 Γράψτε το πλήρες όνομα του ναυτικού για τον οποίο έχει εκδοθεί το πιστοποιητικό. Το όνομα πρέπει να είναι το ίδιο με αυτό που εμφανίζεται στο διαβατήριό του ναυτικού, στην ταυτότητά του και σε άλλα επίσημα αποδεικτικά στοιχεία που εκδίνονται από την Αρχή.

.4 Ο αριθμός ή οι αριθμοί του κανονισμού ή κανονισμών της Σύμβασης STCW σύμφωνα με τους οποίους ο ναυτικός ευρέθη ότι διαθέτει τα προσόντα πρέπει να καταγραφούν εδώ π.χ.

.4.1 «Κανονισμός II/1», εάν ο ναυτικός έχει ευρεθεί ότι διαθέτει τα προσόντα να απασχοληθεί με την ιδιότητα αξωματικού υπεύθυνου φυλακής ναυσιπλοΐας,

.4.2 «Κανονισμός III/1», εάν ο ναυτικός έχει ευρεθεί ότι διαθέτει τα προσόντα να απασχολείται σαν αξωματικός υπεύθυνος φυλακής μηχανής σε επανδρωμένο μηχανοστάσιο, ή ως καθορισμένος υπεύθυνος αξωματικός μηχανής σε περιοδικά μη επανδρωμένο μηχανοστάσιο,

.4.3 «Κανονισμός VI/2» εάν ο ναυτικός έχει τα προσόντα να απασχολείται με την ιδιότητα του χειριστού ραδιοεπικοινωνιών,

.4.4 «Κανονισμός VII/1» εάν το πιστοποιητικό είναι πιστοποιητικό λειτουργιών και ο ναυτικός έχει ευρεθεί ότι διαθέτει τα προσόντα για να εκτελεί λειτουργίες που καθορίζονται στο τμήμα Α του Κώδικα, για παράδειγμα, την λειτουργία μηχανικού σε διακινητικό επίπεδο. Και

.4.5 «Κανονισμοί III/1 και V/1», εάν έχει ευρεθεί ότι διαθέτει τα προσόντα για να απασχολείται με την ιδιότητα αξωματικού μηχανής υπεύθυνου φυλακής σε επανδρωμένο μηχανοστάσιο, ή ως καθορισμένος αξωματικός υπεύθυνος μηχανής σε περιοδικά μη επανδρωμένο μηχανοστάσιο σε πετρελαιοφόρα. (Βλέπε περιορισμούς στις παραγράφους .8 και .10 παρακάτω)

.5 Γράψτε την ημερομηνία λήξης της θεώρησης. Αυτή η ημερομηνία δεν θα είναι μεταγενέστερη της ημερομηνίας λήξης, εάν υπάρχει, του πιστοποιητικού για το οποίο έχει εκδοθεί η θεώρηση, ούτε να είναι μεταγενέστερη των πέντε ετών ύστερα από την ημερομηνία έκδοσης της θεώρησης

.6 Σε αυτή την στήλη θα πρέπει να εισάγεται κάθε μία από τις λειτουργίες που προσδιορίζονται στο Τμήμα Α του Κώδικα, τις οποίες ο ναυτικός είναι ικανός να εκτελεί. Λειτουργίες και τα αντίστοιχα επίπεδα ευθύνης προσδιορίζονται στους πίνακες προτύπων ικανότητας των κεφαλαίων II, III και IV του Μέρους Α του Κώδικα, και αναφέρονται για ευκολία στην εισαγωγή του Μέρους Α. Όταν γίνεται αναφορά σύμφωνα με το .4 παραπάνω στους κανονισμούς των κεφαλαίων II, III ή IV δεν είναι απαραίτητη η αναφορά συγκεκριμένων λειτουργιών.

.7 Σε αυτή την στήλη θα πρέπει να εισάγονται τα επίπεδα ευθύνης στα οποία ο ναυτικός είναι ικανός να εκτελεί τις λειτουργίες της στήλης .6. Αυτά τα επίπεδα ευθύνης προσδιορίζονται στους πίνακες προτύπων ικανότητας των κεφαλαίων II, III και IV του Κώδικα, και παρατίθενται επίσης για ευκολία στην εισαγωγή του Μέρους Α.

.8 Γενικοί περιορισμοί, όπως π.χ. να φορά διορθωτικούς φακούς όταν εκτελεί τα καθήκοντά του, θα εισάγονται στην κορυφή της στήλης περιορισμών. Περιορισμοί που ισχύουν για τις λειτουργίες που παρατίθενται στην στήλη .6 θα πρέπει να εισάγονται στην αντίστοιχη γραμμή της αναφερομένης λειτουργίας, π.χ.

8.1 "Δέν ισχύει για υπηρεσία σε δεξαμενόπλοια" εάν δεν είναι πιστοποιημένος σύμφωνα με το κεφάλαιο V,

8.2 "Δέν ισχύει για υπηρεσία για δεξαμενόπλοια άλλα πλήν πετρελαιοφόρων"- εάν είναι πιστοποιημένος σύμφωνα με το κεφάλαιο V μόνον για πετρελαιοφόρα,

8.3 "Δέν ισχύει για πλοία στα οποία λέβητες ατμού αποτελούν τμήμα της κύριας μηχανικής εγκατάστασης του πλοίου" -εάν η σχετική γνώση έχει παραληφθεί σύμφωνα με τις προβλέψεις του Κώδικα STCW, και

8.4 "Ισχύει μόνον για παράκτιους πλόες" εάν η σχετική γνώση έχει απαλειφθεί σύμφωνα με τις διατάξεις του Κώδικα STCW.

Σημείωση: Περιορισμοί χωρητικότητας και ισχύος δεν είναι απαραίτητο να παρατίθεται εδώ εάν παρατίθεται στον τίτλο του πιστοποιητικού και στην ιδιότητα που εισάγεται στην στήλη .9.

.9 Η ιδιότητα ή ιδιότητες της στήλης 9 θα πρέπει να είναι εκείνες που προβλέπονται στον πτλο του κανονισμού ή των κανονισμών της STCW που αναφέρονται στο πιστοποιητικό που εκδόθηκε σύμφωνα με το κεφάλαιο II ή III, ή θα πρέπει να προσδιορίζεται στις ισχύουσες απαιτήσεις περί ασφαλούς επάνδρωσης της Αρχής, αντίστοιχα.

.10 Γενικοί περιορισμοί, επίσης, όπως απαίτηση να φορά διορθωτικούς φακούς όταν εκτελεί τα καθήκοντά του θα πρέπει να εισάγονται στην κορυφή αυτής της στήλης περιορισμών. Οι περιορισμοί που εισάγονται στην στήλη .10 θα πρέπει να είναι ίδια με αυτούς της στήλης .8 για τις λειτουργίες που εκτελούνται σε κάθε καταχωρημένη ιδιότητα.

.11 Ο αριθμός που εισάγεται σε αυτό το διάστημα θα είναι εκείνος του πιστοποιητικού, έτσι ώστε τόσο το πιστοποιητικό όσο και η θεώρηση να έχουν την ίδια μοναδική αρίθμηση για αναφορά και για εντοπισμό στον κατάλογο πιστοποιητικών ή/και θεωρήσεων κ.τ.λ.

.12 Εδώ θα εισάγεται η αρχική ημερομηνία έκδοσης της θεώρησης. Μπορεί να είναι ή ίδια ή να διαφέρει από την ημερομηνία έκδοσης του πιστοποιητικού, ανάλογα με την περίπτωση.

.13 Το όνομα του αξιωματούχου που έχει εξουσιοδοτηθεί να εκδίδει την θεώρηση θα πρέπει να εισάγεται εδώ με κεφαλαία γράμματα, κάτω από την υπογραφή του.

.14 Η ημερομηνία γέννησης θα πρέπει να έχει επιβεβαιωθεί από τα τηρούμενα από την Αρχή στοιχεία ή να έχει επιβεβαιωθεί με άλλον τρόπο.

.15 Η θεώρηση θα πρέπει να υπογράφεται από τον ναυτικό με την παρουσία αξιωματούχου, ή μπορεί να συμπεριληφθεί από την αίτηση του ναυτικού, πλήρως συμπληρωμένη και επιβεβαιωμένη.

.16 Η φωτογραφία θα είναι τυπική ασπρόμαυρη ή έγχρωμη, τύπου διαβατηρίου κεφαλής και ώμων, που θα παραδίνεται εις διπλούν από τον ναυτικό, ώστε το ένα αντίγραφο να κρατείται μαζί με τα σχεπικά αποδεικτικά στοιχεία του αρχείου πιστοποιητικών.

.17 Εάν τα τμήματα επαναθεώρησης αποτελούν τμήμα της θεώρησης (δές τμήμα A-I/2 παράγραφο 1), η Αρχή μπορεί να επαναθεωρεί την θεώρηση συμπληρώνοντας το τμήμα αφού ο ναυτικός έχει αποδείξει συνεχή επαγγελματική ικανότητα όπως απαιτείται από τον κανονισμό I/11.

(Επίσημη σφραγίδα)

(ΧΩΡΑ)

ΘΕΩΡΗΣΗ ΠΟΥ ΒΕΒΑΙΩΝΕΙ ΤΗΝ ΕΚΔΟΣΗ ΠΙΣΤΟΠΟΙΗΤΙΚΟΥ ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΔΙΑΤΑΞΕΙΣ ΤΗΣ ΔΙ-ΕΘΝΟΥΣ ΣΥΜΒΑΣΗΣ ΠΕΡΙ ΠΡΟΤΥΠΩΝ ΕΚΠΑΙΔΕΥΣΗΣ, ΠΙΣΤΟΠΟΙΗΣΗΣ ΚΑΙ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΤΩΝ ΝΑΥΤΙΚΩΝ ΤΟΥ 1978 ΟΠΩΣ ΤΡΟΠΟΠΟΙΗΘΗΚΕ ΤΟ 1995

Η Κυβέρνηση της1.....πιστοποιεί ότι το πιστοποιητικό υπ. αριθ.....2.....έχει εκδοθεί στον3.....ο οποίος ευρέθει να διαθέτει τα προσόντα σύμφωνα με τις διατάξεις του κανονισμού.....4.....της ανωτέρω Σύμβασης όπως τροποποιήθηκε, και ευρέθει ικανός να εκτελεί τις παρακάτω λειτουργίες, στα επίπεδα που καθορίζονται, υποκείμενος στους όποιους περιορισμούς που παρατίθενται μέχρι την5.....ή μέχρι την ημερομηνία λήξης της όποιας ανανέωσης της ισχύος αυτής της θεώρησης που ενδεχομένως μνημονεύεται στην πίσω σελίδα:

.6 ΛΕΙΤΟΥΡΓΙΑ	.7 ΕΠΙΠΕΔΟ	.8 ΠΕΡΙΟΡΙΣΜΟΙ ΠΟΥ ΕΦΑΡΜΟΖΟΝΤΑΙ (ΕΑΝ ΥΠΑΡΧΟΥΝ)

Ο νόμιμος κάτοχος αυτού του πιστοποιητικού μπορεί να υπηρετεί υπό την παρακάτω ιδιότητα ή ιδιότητες που καθορίζεται στις απαιτήσεις ασφαλούς επάνδρωσης της Αρχής.

.9 ΕΙΔΙΚΟΤΗΤΑ	.10 ΠΕΡΙΟΡΙΣΜΟΙ ΠΟΥ ΕΦΑΡΜΟΖΟΝΤΑΙ(ΕΑΝ ΥΠΑΡΧΟΥΝ)

Θεώρηση υπ.αριθμ.11..... εκδόθηκε την12.....

(Επίσημη σφραγίδα)

.....
Υπογραφή εξουσιοδοτημένου αξιωματούχου

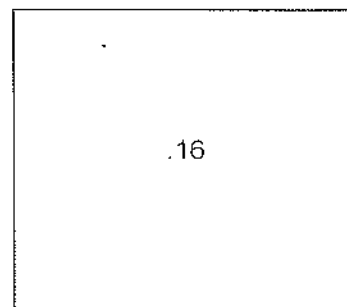
..... .13.....
Όνομα εξουσιοδοτημένου αξιωματούχου

Το πρωτότυπο αυτής της θεώρησης πρέπει να είναι διαθέσιμο σύμφωνα με τον κανονισμό 1/2, παράγραφος 11 της Σύμβασης ενώ υπηρετεί στο πλοίο.

Ημερομηνία γέννησης του κατόχου του πιστοποιητικού14.....

Υπογραφή κατόχου του πιστοποιητικού15.....

Φωτογραφία κατόχου του πιστοποιητικού



.16

Η ισχύς αυτής της θεώρησης επεκτείνεται έως

(Επίσημη σφραγίδα)

.....
Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία Θεώρησης 17

.....
Όνομα εξουσιοδοτημένου αξιωματούχου

Η ισχύς αυτής της θεώρησης επεκτείνεται έως

(Επίσημη σφραγίδα)

.....
Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία Θεώρησης 17

.....
Όνομα εξουσιοδοτημένου αξιωματούχου

2 Θεώρηση που επικυρώνει την αναγνώριση πιστοποιητικού είναι δυνατόν να επισυνάπτεται και να αποτελεί τμήμα του θεωρουμένου πιστοποιητικού, ή μπορεί να εκδοθεί ξεχωριστό έγγραφο (δές Κανονισμό 1/2 της STCW, παράγραφο 8). Όλες οι εγγραφές στο έγγραφο πρέπει να γίνονται με Λατινικούς χαρακτήρες και Αραβικούς αριθμούς (δές Κανονισμό 1/2 της STCW, παράγραφο 10). Τα διαστήματα με αριθμηση .1 έως .17 στο έντυπο που ακολουθεί θα πρέπει να συμπληρώνονται όπως προσδιορίζεται στην παράγραφο 1 ανωτέρω, εκτός των παρακάτω διαστημάτων:

- .2 θα πρέπει να εισάγεται ο αριθμός έκδοσης από την Αρχή που εξέδωσε το πιστοποιητικό προς αναγνώριση,
- .3 το όνομα θα πρέπει να είναι το ίδιο με αυτό που εμφανίζεται στα θεωρούμενα πιστοποιητικά,
- .4 θα πρέπει να εισάγεται το όνομα του Κράτους Μέλους που εξέδωσε το πιστοποιητικό,
- .9 Η ιδιότητα ή ιδιότητες που εισάγονται θα επιλέγονται, αντίσταχα, από εκείνες που αναφέρονται στις ισχύουσες απαιτήσεις ασφαλούς επάνδρωσης της Αρχής που αναγνωρίζει το πιστοποιητικό,
- .11 ο αριθμός που εισάγεται θα πρέπει να είναι μοναδικός για την θεώρηση τόσο για την αναφορά σε αυτήν όσο και για λόγους εντοπισμού της στο αρχείο θεωρήσεων, και
- .12 η ημερομηνία αρχικής έκδοσης της θεώρησης θα εισάγεται.

(Επίσημη σφραγίδα)

(ΧΩΡΑ)

ΘΕΩΡΗΣΗ ΠΟΥ ΒΕΒΑΙΩΝΕΙ ΤΗΝ ΑΝΑΓΝΩΡΙΣΗ ΠΙΣΤΟΠΟΙΗΤΙΚΟΥ ΣΥΜΦΩΝΑ ΜΕ ΤΙΣ ΔΙΑΤΑΞΕΙΣ ΤΗΣ ΔΙΕΘΝΟΥΣ ΣΥΜΒΑΣΗΣ ΠΕΡΙ ΠΡΟΤΥΠΩΝ ΕΚΠΑΙΔΕΥΣΗΣ, ΠΙΣΤΟΠΟΙΗΣΗΣ ΚΑΙ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΤΩΝ ΝΑΥΤΙΚΩΝ ΤΟΥ 1978, ΟΠΩΣ ΤΡΟΠΟΠΟΙΗΘΗΚΕ

Η Κυβέρνηση της ...1.....πιστοποιεί ότι το Πιστοποιητικό υπ.αριθμ. ...2.....που εκδόθηκε στον3.....από ή για λογαριασμό της Κυβέρνησης της4.....είναι αναγνωρισμένο σύμφωνα με τις διατάξεις του κανονισμού I/10 της παραπάνω Σύμβασης, όπως τροποποιήθηκε, και ο νόμιμος κάτοχος εξουσιοδοτείται να εκτελεί τις παρακάτω λειτουργίες, στα επίπεδα που καθορίζονται, υπό τους περιορισμούς που μνημονεύονται έως την ..5.....ή έως την ημερομηνία λήξης της όποιας ανανέωσης της ισχύος αυτής της θεώρησης που ενδεχομένως μνημονεύεται στην πίσω σελίδα.

.6 ΛΕΙΤΟΥΡΓΙΑ	.7 ΕΠΙΠΕΔΟ	.8 ΠΕΡΙΟΡΙΣΜΟΙ ΠΟΥ ΕΦΑΡΜΟΖΟΝΤΑΙ (ΕΑΝ ΥΠΑΡΧΟΥΝ)

Ο νόμιμος κάτοχος αυτής της θεώρησης μπορεί να υπηρετήσει υπο την παρακάτω ιδιότητα ή ιδιότητες σύμφωνα με τις ισχύουσες απαιτήσεις ασφαλούς επάνδρωσης που ισχύουν από την Αρχή.

.9 ΕΙΔΙΚΟΤΗΤΑ	.10 ΠΕΡΙΟΡΙΣΜΟΙ (ΕΑΝ ΥΠΑΡΧΟΥΝ)

Θεώρηση υπ.αριθμ.11..... εκδόθηκε την12.....

(Επίσημη σφραγίδα)

.....
Υπογραφή εξουσιοδοτημένου αξιωματούχου

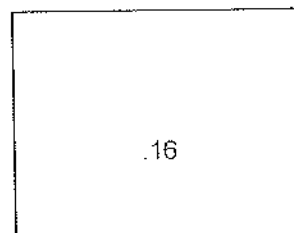
..... .13.....
Όνομα εξουσιοδοτημένου αξιωματούχου

Το πρωτότυπο αυτής της θεώρησης πρέπει να είναι διαθέσιμο σύμφωνα με τον κανονισμό I/2, παράγραφος 11 της Σύμβασης ενώ υπηρετεί στο πλοίο.

Ημερομηνία γέννησης του κατόχου του πιστοποιητικού14.....

Υπογραφή κατόχου του πιστοποιητικού15.....

Φωτογραφία κατόχου του πιστοποιητικού



Η ισχύς αυτής της θεώρησης επεκτείνεται έως

(Επίσημη σφραγίδα)

.....
Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία Θεώρησης 17

.....
Όνομα εξουσιοδοτημένου αξιωματούχου

Η ισχύς αυτής της θεώρησης επεκτείνεται έως

(Επίσημη σφραγίδα)

.....
Υπογραφή εξουσιοδοτημένου αξιωματούχου

Ημερομηνία Θεώρησης 17

.....
Όνομα εξουσιοδοτημένου αξιωματούχου

3 Κατά την ανιμετώπιση ενός πιστοποιητικού ή θεώρησης που έχει απωλεσθεί ή καταστραφεί. Τα Συμβαλλόμενα Μέρη θα εκδίδουν πιστοποιητικό προς ανικατάσταση με νέο αριθμό, προς αποφυγή σύγχυσης με το έγγραφο προς ανικατάσταση.

4 Όταν γίνεται αίτημα επανεκτίμησης μέσα στα πλαίσια έξι μηνών πριν από την λήξη μιας θεώρησης, η θεώρηση που αναφέρεται στις παραγράφους 5, 6 και 7 του κανονισμού 1/2, μπορεί να επικυρωθεί εκ νέου έως:

- .1 το πέμπτο έτος επικύρωσης ή επέκτασης επικύρωσης, θεώρησης, ή
- .2 η ημερομηνία ισχύος του θεωρημένου πιστοποιητικού, όποιο είναι πιο σύντομο.

5 Όπου εκδίδεται Πιστοποιητικό Επάρκειας, θα περιλαμβάνει τις ακόλουθες πληροφορίες:

- .1 ονόματα Μέρους και αρχής που εκδίδει,
- .2 αριθμός πιστοποιητικού από την εκδούσα αρχή,
- .3 πλήρες όνομα και ημερομηνία γέννησης του ναυτικού για τον οποίο εκδίδεται το πιστοποιητικό. Το όνομα και η ημερομηνία γέννησης πρέπει να είναι ίδια με αυτήν που παρατίθεται στο διαβατήριο του ναυτικού ή σε οποιοδήποτε αποδεικτικό στοιχεία ταυτότητας του ναυτικού,
- .4 τίτλος πιστοποιητικού. Για παράδειγμα, εάν το πιστοποιητικό εκδίδεται σε σχέση με τον κανονισμό VI/3, παράγραφος 2, ο τίτλος που χρησιμοποιείται θα είναι « προχωρημένη πυρόσβεση» και εάν εκδίδεται σε σχέση με τον κανονισμό VI/5, παράγραφος 1, ο τίτλος που χρησιμοποιείται θα είναι «αξιωματικός ασφάλειας πλοίου»,
- .5 αριθμός, ή αριθμοί, των κανονισμών της Σύμβασης ή του τμήματος του Κώδικα της STCW, σύμφωνα με τον οποίο ο ναυτικός ευρέθηκε προσοντούχος,
- .6 ημερομηνίες έκδοσης και λήξης πιστοποιητικού. Εάν η εγκυρότητα αυτού του πιστοποιητικού είναι απεριόριστη, τότε, προς όφελος των διευκρινίσεων, ο όρος «απεριόριστος» θα τίθεται μπροστά από την ημερομηνία λήξης,

.7 εάν εφαρμόζεται, περιορισμοί, είτε γενικός περιορισμός (όπως η απαίτηση να φορούν διορθωτικούς φακούς), περιορισμός τύπου πλοίου (όπως «έγκυρο μόνο για υπηρεσία σε πλοίο χωρητικότητας μικρότερης των 500 τόνων») ή, περιορισμός πλού (όπως «μόνο για παράκτιους πλόες»),

.8 όνομα και υπογραφή εξουσιοδοτημένου ατόμου που εκδίδει το πιστοποιητικό,

.9 φωτογραφία ναυτικού. Η φωτογραφία θα είναι η τυπική μαυρόασπρη ή έγχρωμη τύπου διαβατηρίου, φωτογραφία κεφαλής και ώμων,

.10 εάν το πιστοποιητικό πρόκειται να επικυρωθεί εκ νέου, τότε η ημερομηνία επικύρωσης, επέκτασης ισχύος, απαιτείται όνομα και υπογραφή εξουσιοδοτημένου ατόμου, και

.11 λεπτομέρειες επικοινωνίας με την εκδούσα Αρχή.

Πίνακας Β-1/2

Κατάλογος πιστοπα η κών ή αποδεικτικών εγγράφων που απαιτούνται από την Σύμβαση STCW

Ο κατάλογος παρακάτω αναγνωρίζει όλα τα πιστοποιητικά ή αποδεικτικά έγγραφα που περιγράφονται στην Σύμβαση που εξουσιοδοτεί τον κάτοχο να υπηρετεί σε συγκεκριμένες ιδιότητες σε πλοία. Τα πιστοποιητικά υπόκεινται στις απαιτήσεις του κανονισμού 1/2 σχετικά με την γλώσσα και τη διαθεσιμότητά του στην αρχική του μορφή.

Ο κατάλογος επίσης αναφέρει τους σχετικούς κανονισμούς και τις απαιτήσεις για θεώρηση, καταχώρηση και επικύρωση εκ νέου.

Κανονισμοί	Τύπος πιστοπα η κού και σύντομη περιγραφή	Θεώρηση που δηλώνουν αναγνώριση ενός πιστοπα η κού	Απαιτούμενη εγγραφή	Επικύρωση εκ νέου του πιστοπα η κού
II/1, II/2, II/3, III/1, III/2, III/3, III/6, IV/2, VII/2	Πιστοποιητικό Ικανότητας - Για πλάρχους, αξωματούχους και ράδι οχημαστές GMDSS	Ναι	Ναι	Ναι
II/4, II/4, VII/2	Πιστοποιητικό Ικανότητας- Για κατώτερα πληρώματα πιστοπα η κμένα να συμμετέχουν στην τήρηση φυλακής ναυα πλοίας και μηχανοστασίου.	Όχι	Ναι	Όχι
II/5, III/4, VII/2	Πιστοποιητικό Ικανότητας- Για κατώτερα πληρώματα κατάλληλα πιστοπα η κμένα ως προσο- ντούχος ναυπ κός κατασρώματος, μηχανής ή ηλεκτροτεχνικού πληρώματος	Όχι	Ναι	Όχι
V/1-1, V/1-2	Πιστοποιητικό Ικανότητας ή θεώρηση Πιστοπα η κού Ικανότητας- Για πλάρχους και αξω- ματικούς για δεξαμενόπλα α, χημικά υγραεριαφόρα	Ναι	Ναι	Ναι
V/1-1, V/1-2	Πιστοποιητικό Ικανότητας- Για κατώτερα πληρώματα σε δεξα- μενόπλα α, χημικά ή υγραερια- φόρα	Όχι	Ναι	Όχι
V/2	Αποδεικτικά έγγραφα- Εκπαί- δευση για πλάρχους, αξωμα- τικούς και άλλο προσωπικό που υπηρετούν σε επιβατηγά πλοία	Όχι	Ναι	Όχι
VII/1	Πιστοπα η κού Ικανότητας - Βασική Εκπαίδευση	Όχι	Ναι	Ναι
VI/2	Πιστοπα η κού Ικανότητας - Σωστικών μέσων και ταχύπλο- ων	Όχι	Ναι	Ναι
VI/3	Πιστοπα η κού Ικανότητας - Προχωρημένα Πυροσβεστικά	Όχι	Ναι	Ναι
VI/4	Πιστοπα η κού Ικανότητας - Ιατρικών μέσων Πρώτων Βοη- θιών	Όχι	Ναι	Όχι
VI/5	Πιστοπα η κού Ικανότητας - Αξωματικός Ασφάλτας Πλοίου	Όχι	Ναι	Όχι
VI/6	Πιστοπα η κού Ικανότητας- Εκπαίδευση γνώσης ασφάλτας ή εκπαίδευση ασφάλτας για ναυπ κούς με ορισμένα καθήκο- νια ασφάλτας	Όχι	Ναι	Όχι

Σημώσεις:

1 *Θεώρηση που δηλώνει αναγνώριση ενός πιστοποιητικού* σημαίνει θεώρηση σύμφωνα με τον κανονισμό I/2, παράγραφος 7.

2 *Νηολόγηση απαιτούμενη* σημαίνει ως μέρος νηολογίου ή νηολογίων σύμφωνα με τον κανονισμό I/2, παράγραφος 14.

3 *Επικύρωση εκ νέου πιστοποιητικού* σημαίνει θέσπιση συνεχούς επαγγελματικής ικανότητας σύμφωνα με τον κανονισμό I/1 ή τήρηση των απαιτούμενων προτύπων ικανότητας σύμφωνα με τα τμήματα A-VI/1 έως A-VI/3, όπως εφαρμόζεται.

4 Όπως απαιτείται από τον κανονισμό VI/2, παράγραφος 3 ναυτικοί που έχουν ολοκληρώσει εκπαίδευση στη «διαχείριση πλήθους», διαχείριση κρίσης και ανθρώπινη συμπεριφοράς» ή ασφάλεια επιβατών, ασφάλεια φορτίου και ακεραιότητα κύτους» σε διαστήματα δεν θα υπερβαίνει τα πέντε έτη, αναλαμβάνει κατάλληλη επιμορφωτική εκπαίδευση ή να παρέχει αποδεικτικά στοιχεία ότι έχουν επιτύχει τα απαιτούμενα πρότυπα ικανότητας μέσα στα πλαίσια των πέντε ετών.

5 Τα πιστοποιητικά ικανότητας που εκδόθηκαν σύμφωνα με τους κανονισμούς II/1, II/2, II/3, III/1, III/2, III/3, III/6 και VI/2 περιλαμβάνουν απαιτήσεις ικανότητας στη «βασική ικανότητα», σωσικά μέσα εκτός από τα ταχύπλοα σωσικά», «προχωρημένα πυροσβεστικά μέσα» και «πρώτες βοήθειες» κατά συνέπεια, οι κάτοχοι των προαναφερόμενων πιστοποιητικών ικανότητας δεν απαιτούνται να έχουν Πιστοποιητικά ικανότητας όσον αφορά εκείνες τις ιδιότητες του κεφαλαίου VI.

6 Σύμφωνα με τα τμήματα A-VI/1, A-VI/2 και A-VI/3, οι ναυτικοί θα παρέχουν αποδεικτικά στοιχεία ότι έχουν τηρήσει τα απαιτούμενα πρότυπα ικανότητας κάθε πέντε έτη.

7 Όπου εκπαίδευση γνώσης ασφάλειας ή εκπαίδευση για καθορισμένα καθήκοντα ασφάλειας δεν περιλαμβάνεται στα προσόντα για το υπό έκδοση πιστοποιητικό.

Τμήμα Β - 1/3

Οδηγίες όσον αφορά παράκτιους πλόες

Τα Παράκτια Κράτη μπορούν να υιοθετήσουν «όρια παράκτιων πλόων» μέσω διμερών ή πολυμερών ρυθμίσεων. Λεπτομέρειες τέτοιων ρυθμίσεων θα αναφέρονται στον Γενικό Γραμματέα, ο οποίος θα κοινοποιήσει αυτά τα στοιχεία σε όλα τα Συμβαλλόμενα Μέρη.

Τμήμα Β - 1/4

*Οδηγίες όσον αφορά τις διαδικασίες ελέγχου**

Εισαγωγή

1 Ο σκοπός των διαδικασιών ελέγχου του κανονισμού 1/4 είναι να δοθεί η δυνατότητα στους κατάλληλα εξουσιοδοτημένους αξιωματικούς από τα Κράτη Λιμένες να βεβαιωθούν ότι οι επιβαίνοντες ναυτικοί έχουν τις απαραίτητες ικανότητες για να εξασφαλίσουν την ασφαλή και χωρίς πρόκληση ρύπανσης λειτουργία του πλοίου.

2 Κατ' ουσίαν αυτή η διάταξη δεν είναι διαφορετική από την ανάγκη πραγματοποίησης ελέγχου στην κατασκευή και στον εξοπλισμό των πλοίων. Στην πραγματικότητα, στηρίζεται σε αυτές τις επιθεωρήσεις για να πραγματοποιηθεί αξιολόγηση του όλου συστήματος της επί του πλοίου ασφάλειας και την πρόληψη ρύπανσης.

Αξιολόγηση

3 Περιορίζοντας την αξιολόγηση όπως αναφέρεται στο τμήμα Α-1/4, η υποκειμενικότητά που είναι αναπόφευκτο στοιχείο σε όλες τις διαδικασίες ελέγχου, μειώνεται στο ελάχιστο και όχι περισσότερο απ' ό,τι θα ήταν προφανής σε άλλους τύπους ελέγχου.

4 Οι σαφείς ενδείξεις που μνημονεύονται στον κανονισμό 1/4, παράγραφος 1-3, θα είναι συνήθως επαρκείς για να επιστήσουν την προσοχή του επιθεωρητού σε ειδικούς τομείς ικανότητας, που θα ανιχνεύονται αναζητώντας αποδεικτικά στοιχεία εκπαίδευσης στις υπό εξέταση δεξιότητες. Αν αυτά τα αποδεικτικά στοιχεία είναι ανεπαρκή ή δεν πείθουν, ο εξουσιοδοτημένος αξιωματικός μπορεί να ζητήσει να παρακολουθήσει επίδειξη της σχετικής δεξιοτήτας.

5 Θα είναι θέμα επαγγελματικής κρίσης του επιθεωρητή που βρίσκεται στο πλοίο, είτε μετά από ένα περιστατικό* όπως παρατίθεται στον κανονισμό 1/4 ή για τους σκοπούς επιθεώρησης ρουτίνας, το κατά πόσο το πλοίο λειτουργεί κατά τρόπο που ενδεχόμενα θα προξενήσει κίνδυνο σε άτομα, την περιουσία και στο περιβάλλον.

Τμήμα Β - 1/5

Οδηγίες όσον αφορά Εθνικές διατάξεις

(δεν υπάρχουν διατάξεις)

* Οι σχετικές πρότυπες σπρές εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαιδύσεων

* Βλέπε τον Κώδικα των Διεθνών Προτύπων και Προτεινόμενων Πρακτικών για τη Διερεύνηση Θεμάτων Ασφαλείας ναυτικού ατυχήματος ή ναυτικού περιστατικού (Κώδικας Διερεύνησης Ατυχήματος)

Τμήμα Β -I/6

Οδηγίες όσον αφορά εκπαίδευση και αξιολόγηση

Προσόντα εκπα δευτών και αξιολογητών

1 Κάθε Μέρος θα πρέπει να εξασφαλίσει ότι οι εκπαιδευτές και οι αξιολογητές διαθέτουν τα κατάλληλα προσόντα και εμπειρία για τους συγκεκριμένους τύπους και επίπεδα εκπαίδευσης ή αξιολόγησης ικανότητας ναυπικών, όπως απαιτείται από τη Σύμβαση σύμφωνα με τις οδηγίες αυτού του τμήματος.

Εκπαίδευση και αξιολόγηση κατά την διάρκεια της υπηρεσίας

2 Κάθε άτομο στο πλοίο και στην ξηρά, που είναι υπεύθυνο για την διεξαγωγή της κατά την υπηρεσία εκπαίδευσης ναυπικού, που πρόκειται να χρησιμοποιηθεί σαν προσόν για πιστοποίηση σύμφωνα με τη Σύμβαση, θα πρέπει να έχει λάβει κατάλληλη εκπαίδευση σε εκπαιδευτικές τεχνικές*.

3 Κάθε άτομο, υπεύθυνο για την επίβλεψη της κατά την υπηρεσία εκπαίδευσης ναυπικού, που πρόκειται να χρησιμοποιηθεί σαν προσόν για πιστοποίηση σύμφωνα με την Σύμβαση, θα πρέπει να διαθέτει τις κατάλληλες γνώσεις Τεχνικών Εκπαίδευσης και μεθόδων εκπαίδευσης και άσκησης.

4 Κάθε άτομο, στο πλοίο ή την ξηρά, που πραγματοποιεί κατά την υπηρεσία αξιολόγηση ικανότητας του ναυπικού, που πρόκειται να χρησιμοποιηθεί ως προσόν για πιστοποίηση σύμφωνα με τη Σύμβαση, θα πρέπει να:

.1 έχει λάβει κατάλληλες οδηγίες όσον αφορά τις μεθόδους και πρακτική αξιολόγησης*, και

.2 να έχει αποκτήσει πρακτική εμπειρία αξιολόγησης υπό επίτηρηση και σε βαθμό που να ικανοποιεί έμπειρα αξιολογητή.

5 Κάθε άτομο υπεύθυνο για την επίτηρηση της, κατά την υπηρεσία, αξιολόγησης ικανότητας ναυπικού, που πρόκειται να χρησιμοποιηθεί ως προσόν για πιστοποίηση σύμφωνα με την Σύμβαση, πρέπει να κατανοεί πλήρως το σύστημα αξιολόγησης και τις μεθόδους και πρακτικές αξιολόγησης*.

Χρήση εκπαίδευσης από απόσταση και ηλεκτρονικής εκπαίδευσης

6 Τα Συμβαλλόμενα Μέρη μπορεί να επιτρέπουν την εκπαίδευση ναυπικών από απόσταση και ηλεκτρονική μάθηση σύμφωνα με τα πρότυπα εκπαίδευσης και αξιολόγησης που παρατίθενται A-I/6 και τις οδηγίες που δίνονται παρακάτω.

Οδηγίες για εκπαίδευση από απόσταση και ηλεκτρονική εκπαίδευση

7 Κάθε Μέρος θα εξασφαλίζει ότι κάθε πρόγραμμα εξ' αποστάσεως και ηλεκτρονικής εκπαίδευσης:

.1 παρέχεται από έναν οργανισμό που είναι εγκεκριμένος από το Μέρος,

.2 είναι κατάλληλο για τους επιλεγμένους σκοπούς και τα καθήκοντα εκπαίδευσης να πληροί το επίπεδο ικανότητας για το θέμα που καλύπτει,

.3 έχει σαφείς οδηγίες για τους εκπαιδευόμενους για να κατανοήσουν πως λειτουργεί το πρόγραμμα,

.4 παρέχει αποτελέσματα εκπαίδευσης που πληρούν όλες τις απαιτήσεις για να παρέχουν θεμελιώδη γνώση και ικανότητα του θέματος,

.5 είναι δομημένο κατά τρόπο που καθιστά ικανό τον εκπαιδευόμενο να παρουσιάζει συστηματικά ότι έχει μάθει και με αυτοαξιολογήσεις και εφραγασίες του καθηγητή, και

.6 παρέχει επαγγελματική βοήθεια καθηγητή μέσω επικοινωνίας από το τηλέφωνο, με φάξ ή e-mail.

8 Οι Εταρίες θα πρέπει να εξασφαλίζουν ότι παρέχεται ασφαλές περιβάλλον εκμάθησης και ότι παρέχεται επαρκής χρόνος μελέτης για τον εκπαιδευόμενο.

* Οι σχετικές πρότυπες σαφείς εκπαίδευσης IMO μπορεί να βοηθούν στην προεταμασία των εκπαιδευσεων

9 Όπου παρέχεται ηλεκτρονική εκπαίδευση, καινές μορφές (format) πληροφοριών όπως XML (Επεκτάσιμη Γλώσσα Σημάδευσης), που είναι ένας ευέλικτος τρόπος μερισμού και της μορφής και των δεδομένων στο Παγκόσμιο Δίκτυο, διαδίκτυα και παντού, πρέπει να χρησιμοποιούνται.

10 Το σύστημα ηλεκτρονικής εκπαίδευσης θα πρέπει να διασφαλίζεται από παράνομες παρεμβάσεις και προσπάθειες πειρατείας του συστήματος.

Οδηγίες αξιολόγησης της προόδου του εκπαιδευόμενου και των επιτευξέων από την εξ αποστάσεως εκπαίδευση και την ηλεκτρονική εκπαίδευση

11. Κάθε Μέρος θα πρέπει να εξασφαλίζει ότι εγκεκριμένες διαδικασίες αξιολόγησης προβλέπονται για κάθε πρόγραμμα εξ αποστάσεως εκπαίδευσης και ηλεκτρονικής εκπαίδευσης, που περιλαμβάνουν:

- .1 σαφείς πληροφορίες στους εκπαιδευόμενους με τρόπο που τέστ και εξετάσεις διεξάγονται και πως κοινοποιούνται τα αποτελέσματα,
- .2 τέστ με ερωτήσεις που είναι κατανοητές και θα αξιολογήσουν με επάρκεια την ικανότητα του εκπαιδευόμενου και είναι κατάλληλες στο επίπεδο που εξετάζεται,
- .3 διαδικασίες εξασφάλισης σύγχρονων θεμάτων,
- .4 τους όρους όπου οι εξετάσεις μπορεί να λάβουν μέρος και τις διαδικασίες διεξαγωγής επίβλεψης,
- .5 ασφαλείς διαδικασίες για το σύστημα εξετάσεων έτσι ώστε θα αποτρέψει την αντιγραφή, και
- .6 διαδικασίες ασφαλούς επικύρωσης καταχώρησης αποτελεσμάτων προς όφελος του Μέρους.

Καταχώρηση εγκεκριμένων εκπαιδευτικών προμηθευτών, σαρών και προγραμμάτων

12 Κάθε Μέρος θα πρέπει να εξασφαλίζει ότι μητρώο ή μητρώα εγκεκριμένων εκπαιδευτικών προμηθευτών, σαρών και προγραμμάτων τηρούνται και διατίθενται στις εταιρίες και στα άλλα αιτούμενα Συμβαλλόμενα Μέρη.

Τμήμα Β - I/7

Οδηγίες όσον αφορά την κοινοποίηση πληροφοριών.

Αναφορές επί των αντιμετώπιζομένων δυσκολιών

1 Ενθαρρύνονται τα Συμβαλλόμενα Μέρη, κατά την κοινοποίηση των πληροφοριών σύμφωνα με το άρθρο IV και τον κανονισμό I/7 της Σύμβασης, να συμπεριλάβουν ένα ευρετήριο που να εντοπίζει ιδιαίτερα τις αιτούμενες πληροφορίες ως ακολούθως:

Ευρετήρια στα χείρινα που υποβάλλονται σύμφωνα με το άρθρο IV και τον κανονισμό I/7 της Σύμβασης STCW

Άρθρο IV της STCW Σύμβασης

Μέρος

- 1 Κείμενα νόμων, διαταγμάτων, εντολών, κανονισμών και οργάνων (άρθρο IV (1) (α))
- 2 Λεπτομέρειες σχετικά με τις σειρές μελέτης (άρθρο IV(1) (b))
- 3 Εθνικές εξετάσεις και άλλες απαιτήσεις (άρθρο IV (1) (b))
- 4 Δείγματα πιστοποιητικών (άρθρο IV (1) (c))

Τμήμα Α-I/7 μέρος 1 του Κώδα κα STCW

Μέρος

- 5 Πληροφορίες σχετικά με την Κυβερνητική οργάνωση

(τμήμα A-I/7, παράγραφος 2.1)

6 Εξήγηση νομικών και δικηπικών μέτρων
(τμήμα A-I/7, παράγραφος 2.2)

7 Δήλωση πολιτικών εκπαίδευσης , επιμόρφωσης, εξέτασης, αξιολόγησης και πιστοποίησης
(τμήμα A-I/7, παράγραφος 2.3)

8 Περίληψη εκπαιδευτικών σερίων, προγραμμάτων, εξετάσεων και αξιολογήσεων με πιστοποιητικό
(τμήμα A-I/7, παράγραφος 2.4)

9 Σύντομη περιγραφή διαδικασιών και όρων εξουσιοδότησης , διαπιστεύσεων και εγκρίσεων
(τμήμα A-I/7, παράγραφος 2.5)

10 Κατάλογος χορηγηθέντων εξουσιοδοτήσεων, διαπιστεύσεων και εγκρίσεων
(τμήμα A-I/7, παράγραφος 2.6)

11 Περίληψη διαδικασιών απαλλαγών
(τμήμα A-I/7, παράγραφος 2.7)

12 Σύγκραση που διεξάγεται σύμφωνα με τον κανονισμό I/11
(τμήμα A-I/7, παράγραφος 2.7)

13 Σύντομη περιγραφή υποχρεωτικής εκπαίδευσης επιμόρφωσης και αναβάθμισης
(τμήμα A-I/7 ,παράγραφος 2.7

Τμήμα A-I/7, μέρος 2, παράγραφος 3 του Κώδ κα STCW

Μέρος

14 Περιγραφή ρυθμίσεων ισοπίας που υιοθετούνται σύμφωνα με το άρθρο IX
(τμήμα A-I/7, παράγραφος 3.1)

15 Περίληψη μέτρων που ελήφθησαν για να εξασφαλίζεται η συμμόρφωση
με τον κανονισμό I/10
(τμήμα A-I/7, παράγραφος 3.2)

16 Δείγμα αντίγραφο εγγράφων ασφαλούς επάνδρωσης που εκδίνονται για πλοία
που απασχολούν ναυτικούς κατόχους εναλλακτικών πιστοποιητικών
σύμφωνα με τον κανονισμό VII/1
(τμήμα A-I/7, παράγραφος 3.3)

Τμήμα A-I/7, μέρος 2, παράγραφος 4 του Κώδ κα STCW

Μέρος

17 ναφορά αποτελεσμάτων ανεξάρτητων εκτιμήσεων που διεξάγονται σύμφωνα
με τον κανονισμό I/8 που καλύπτει:

- .1 Όρα αναφοράς εκτιμητών για τις ανεξάρτητες εκτιμήσεις
- .2 Προσόντα και εμπειρία εκτιμητών
- .3 Ημερομηνία και πλαίσιο εκτίμησης
- .4 Δεν βρέθηκαν μη συμμορφώσεις
- .5 Συνιστώμενα διορθωτικά μέτρα
- .6 Συνιστώμενα μέτρα που διεξάγονται
- .7 Κατάλογος εκπαιδευτικών ινστιτούτων /κέντρων που καλύπτονται από
Ανεξάρτητη εκτίμηση

Τμήμα A-I/7, μέρος 2, παράγραφος 6 του Κώδ κα STCW

Μέρος

18 Εξήγηση νομικών και δικηπικών μέτρων

(τμήμα A-1/7, παράγραφος 6.1)

19 Δήλωση πολικών εκπαίδευσης, επιμόρφωσης, εξέτασης, αξιολόγησης και Πιστοποίησης (τμήμα A-1/7)

20 Περίληψη εκπαιδευτικών σερίων, προγραμμάτων, εξετάσεων και αξιολογήσεων με πιστοποιητικό (τμήμα A-1/7, παράγραφος 6.3)

21 Περιγραφή υποχρεωτικής εκπαίδευσης επιμόρφωσης και αναβάθμισης (τμήμα A-1/7, παράγραφος 6.4)

22 Σύγκριση που διεξάγεται σύμφωνα με τον κανονισμό 1/11 (τμήμα A-1/7, παράγραφος 6.5)

2 Τα Συμβαλλόμενα Μέρη παρακαλούνται να περιλάβουν, στις αναφορές που απαιτούνται σύμφωνα με τον κανονισμό 1/7, μια ένδειξη των σχετικών οδηγιών που εμπιρεύονται στο μέρος Β αυτού του Κώδικα, η παρατήρηση των οποίων έχει θεωρηθεί ότι δεν είναι πρακτική.

Τμήμα Β - 1/8

Οδηγίες όσον αφορά τα πρότυπα ποιότητας

1 Κατά την εφαρμογή των προτύπων ποιότητας σύμφωνα με τις διατάξεις του κανονισμού 1/8 και του τμήματος A-1/8 για τη διοίκηση του δικού της συστήματος πιστοποίησης κάθε Κρατος Μέλος θα πρέπει να λάβει υπόψη τα υπάρχοντα εθνικά ή διεθνή πρότυπα και να περιλάβει τα παρακάτω βασικά στοιχεία :

- .1 Εκφρασμένη πολιτική όσον αφορά την ποιότητα και τα μέσα με τα οποία αυτή η πολιτική πρόκειται να εφαρμοσθεί,
- .2 Παισικό σύστημα που περιλαμβάνει την οργανωτική δομή, ευθύνες, διαδικασίες, διεργασίες και τα μέσα που είναι απαραίτητα για παισική διοίκηση,
- .3 Τις επιχειρησιακές τεχνικές και δραστηριότητες για να εξασφαλιστεί παισικός έλεγχος,
- .4 Διαδικασίες συστηματικής παρακολούθησης, με συμπεριληψη εσωτερικών αξιολογήσεων εξασφάλισης ποιότητας, για να διασφαλιστεί ότι όλα οι αντικαταμειικοί σκοποί έχουν επιτευχθεί, και
- .5 Διαδικασίες περιοδικών εξωτερικών αξιολογήσεων ποιότητας όπως περιγράφονται στις παρακάτω περιγράφους.

2 Στην θέσπιση προτύπων ποιότητας για τη διοίκηση του εθνικού τους συστήματος πιστοποίησης οι Αρχές πρέπει να αναζητήσουν και εξασφαλίσουν ότι οι ρυθμίσεις που αποδέχονται:

- .1—Είναι επαρκώς ευέλικτες για να είναι σε θέση το σύστημα πιστοποίησης να λάβει υπόψη τις μεταβαλλόμενες ανάγκες της βιομηχανίας και να διευκολύνουν και ενθαρρύνουν την εφαρμογή νέας τεχνολογίας,
- .2 Καλύπτουν όλα τα δικηπικά θέματα που καθιστούν αποτελεσματικές τις διάφορες διατάξεις της Σύμβασης ιδιαίτερα των Κανονισμών 1/2 έως 1/15 και άλλες διατάξεις που καθιστούν δυνατή την έκδοση πιστοποιητικών υπηρεσίας και εξαιρέσεις και να αποσύρει, ακυρώνει και αναστέλλει πιστοποιητικά,
- .3 Περιλαμβάνουν τις ευθύνες της Αρχής για έγκριση εκπαίδευσης και αξιολόγησης σε όλα τα επίπεδα, από κύκλους σπουδών που οδηγούν σε πτυχίο, κύκλους σπουδών εκσυγχρονισμού γνώσεων για πιστοποιητικά ικανότητας και σύντομους κύκλους σπουδών επαγγελματικής εκπαίδευσης, και
- .4 Περιλαμβάνουν ρυθμίσεις για επιθεωρήσεις εξασφάλισης εσωτερικής ποιότητας σύμφωνα με τη παράγραφο 1.4, που περιλαμβάνει εκτεταμένη αυτοανάλυση των δικηπικών διαδικασιών, σε όλα τα επίπεδα, για να μετρηθεί η επίτευξη των ορισθέντων αντικαταμεικών σκοπών και να παρέχουν τη βάση για ανεξάρτητη εξωτερική αξιολόγηση που απαιτείται σύμφωνα με το τμήμα A-1/8 παράγραφος 3.

Μοντέλο προτύπων ποιότητας για αξιολόγηση των γνώσεων, κατανόησης, δεξιοτήτων και ικανότητας

3 Το μοντέλο προτύπων ποιότητας για αξιολόγηση των γνώσεων κατανόησης, δεξιοτήτων και ικανότητας πρέπει να περιλαμβάνει τις συστάσεις αυτού του μέρους εντός του γενικού πλαισίου είτε :

- .1 ενός εθνικού σχεδίου αναγνώρισης εκπαίδευσης και επιμόρφωσης ή προτύπων ποιότητας, ή
- .2 ένα εναλλακτικό μοντέλο προτύπων ποιότητας που είναι αποδεκτό από τον Οργανισμό

4 Το παραπάνω μοντέλο προτύπων ποιότητας πρέπει να περιλαμβάνει :

- .1 Μία πολιτική ποιότητας που περιλαμβάνει υποχρέωση από το εκπαιδευτικό ίδρυμα ή την εκπαιδευτική μονάδα για την επίτευξη των δηλωθέντων από αυτό στόχων και αντικειμενικών σκοπών, και την επακόλουθη αναγνώριση από την σχετική αρχή πιστοποίησης ή προτύπων ποιότητας,
- .2 Εκείνες τις διακηπτικές λειτουργίες ποιότητας που προσδιορίζουν και θέτουν σε ισχύ την πολιτική ποιότητας και σχετίζονται με τους τομείς της εργασίας οι οποίοι έχουν επίπτωση στην ποιότητα των παρεχομένων υπηρεσιών, περιλαμβανομένων και των διατάξεων για τον προσδιορισμό της προόδου ενός κύκλου σπουδών ή προγράμματος,
- .3 Κάλυψη παιδαγωγικού συστήματος, όπου αυτό προσφέρεται, της ακαδημαϊκής και διακηπτικής οργανωτικής δομής, ευθυνών, διαδικασιών, διεργασιών και πόρων τόσο του προσωπικού όσο και του εξοπλισμού,
- .4 Τις λειτουργίες παιδαγωγικού ελέγχου που θα εφαρμόζονται σε όλα τα επίπεδα δραστηριοτήτων άδασκαλίας, εκπαίδευσης, εξετάσεων και αξιολόγησης και την οργάνωση και εφαρμογή τους για να εξασφαλιστεί η καταλληλότητά τους για τον σκοπό που επελέγησαν και επίτευξη των ορισθέντων από αυτές αντικειμενικών στόχων,
- .5 Τις εσωτερικές διαδικασίες και επιθεωρήσεις διασφάλισης ποιότητας οι οποίες παρακολουθούν την έκταση κατά την οποία το ίδρυμα ή η εκπαιδευτική μονάδα, επιτυγχάνει τους αντικειμενικούς σκοπούς των προγραμμάτων που εκτελεί και παρακολουθεί αποτελεσματικά τις διεργασίες παιδαγωγικού ελέγχου που χρησιμοποιεί, και
- .6 Οι ρυθμίσεις που γίνονται για περιοδικές εξωτερικές αξιολογήσεις ποιότητας που απαιτούνται σύμφωνα με τον κανονισμό 1/8 παράγραφος 2 και περιγράφονται στις παρακάτω παραγράφους, για τις οποίες το αποτέλεσμα των επιθεωρήσεων επιβεβαίωσης ποιότητας αποτελεί βάση και σημείο εκκίνησης.

5 Κατά τη θέσπιση προτύπων ποιότητας για εκπαίδευση, επιμόρφωση και προγράμματα αξιολόγησης, οι υπεύθυνοι οργανισμοί για την θέση σε ισχύ αυτών των προγραμμάτων θα πρέπει να λαμβάνουν υπόψη τα παρακάτω:

- .1 Όπου υπάρχουν διατάξεις για θεσπισμένη εθνική πιστοποίηση, ή παιδαγωγικά πρότυπα εκπαίδευσης, τέτοιες διατάξεις θα πρέπει να χρησιμοποιούνται για κύκλους σπουδών που περιλαμβάνουν τη γνώση και κατανόηση των απαιτήσεων της Σύμβασης. Τα πρότυπα ποιότητας θα πρέπει να εφαρμόζονται τόσο σε διακηπτικό όσο και σε επιχειρησιακό επίπεδο δραστηριότητας και θα πρέπει να λαμβάνουν υπόψη πως διακρίνεται, οργανώνεται, αναλαμβάνεται και αξιολογείται για να εξασφαλιστεί ότι επιτυγχάνονται οι στόχοι που έχουν προσδιοριστεί.
- .2 Όπου η κτήση μιας συγκεκριμένης δεξιάτητας ή η ολοκλήρωση προσδιορισμένης εργασίας είναι ο πρωταρχικός αντικειμενικός σκοπός, τα πρότυπα ποιότητας θα πρέπει να λαμβάνουν υπόψη κατά ποσόν χρησιμοποιείται για το σκοπό αυτό πραγματικός ή εξομοιωμένος εξοπλισμός και την καταλληλότητα των προσόντων και εμπειρίας των αξιολογητών για να εξασφαλιστεί η επίτευξη των καθορισθέντων προτύπων.
- .3 Οι αξιολογήσεις εξασφάλισης εσωτερικής ποιότητας πρέπει να περιλαμβάνουν εκτεταμένη αυτομελέτη του προγράμματος σε όλα τα επίπεδα, για παρακολούθηση της επίτευξης των αντικειμενικών σκοπών με την εφαρμογή των προτύπων ποιότητας. Αυτές οι επιθεωρήσεις εξασφάλισης ποιότητας πρέπει να αναφέρονται στον σχεδιασμό, μελέτη παρουσίαση και αξιολόγηση των προγραμμάτων καθώς επίσης τις διαδικασίες διδασκαλίας, μαθήσεως και επικοινωνίας. Το αποτέλεσμα παρέχει τη βάση της απαιτούμενης ανεξάρτητης αξιολόγησης σύμφωνα με το τμήμα Α-1/8 παράγραφος 3.

Η ανεξάρτητη αξιολόγηση

6 Κάθε ανεξάρτητη αξιολόγηση πρέπει να περιλαμβάνει ανεξάρτητη εξέταση όλων των δραστηριοτήτων ποιότητας αλλά δεν θα πρέπει να αξιολογεί την ισχύ των ορισθέντων αντικειμενικών σκοπών. Η ομάδα αξιολόγησης θα πρέπει :

- .1 να πραγματοποιηθεί την αξιολόγηση σύμφωνα με αποδεδειγμένες εγγράφως διαδικασίες,
- .2 να εξασφαλίζει ότι τα αποτελέσματα κάθε αξιολόγησης είναι αποδεδειγμένα εγγράφως και τίθενται υπ' όψιν εκείνων που είναι υπεύθυνοι για τους τομείς που αξιολογούνται, και
- .3 να ελέγχει ότι λαμβάνονται εγκαίρως μέτρα για την αποκατάσταση των σπαιωνδήποτε ελλείψεων.

7 Ο σκοπός της αξιολόγησης είναι η παροχή ανεξάρτητης εκτίμησης της αποτελεσματικότητας των ρυθμίσεων των προτύπων ποιότητας σε όλα τα επίπεδα. Στην περίπτωση εκπαιδευτικών ιδρυμάτων ή φορέα επιμόρφωσης, θα πρέπει να χρησιμοποιείται αναγνωρισμένος ακαδημαϊκός φορέας ή σώμα ελέγχου προτύπων ποιότητας ή Κυβερνητικό όργανο. Στην ομάδα αξιολόγησης θα πρέπει να παρέχονται εκ των προτέρων επαρκείς πληροφορίες για να έχει μία γενική άποψη των εργασιών που πρόκειται να κάνει. Σε περίπτωση σημαντικού εκπαιδευτικού ιδρύματος ή προγράμματος, τα παρακάτω θέματα είναι ενδεικτικά των πληροφοριών που πρέπει να δίνονται:

- .1 Οι στόχοι του εκπαιδευτικού ιδρύματος,
- .2 Λεπτομέρειες των ακαδημαϊκών και εκπαιδευτικών μεθόδων που χρησιμοποιούνται,
- .3 Οργανόγραμμα και πληροφορίες περί της σύστασης επιτροπών και συμβουλευτικών οργάνων,
- .4 Πληροφορίες για τους σπουδαστές και το διδακτικό προσωπικό,
- .5 Περιγραφή των εκπαιδευτικών εγκαταστάσεων και εξοπλισμού, και
- .6 περιγραφή των πολιτικών και διαδικασιών στα παρακάτω:
 - .6.1 εισαγωγή σπουδαστών,
 - .6.2 ανάπτυξη νέων κύκλων σπουδών και αναθεώρηση των υπαρχόντων κύκλων σπουδών,
 - .6.3 στο σύστημα εξετάσεων, περιλαμβανομένων των αναθεωρήσεων και επανεξετάσεων,
 - .6.4 πρόσληψη προσωπικού, εκπαίδευση, ανάπτυξη, αξιολόγηση και προαγωγή,
 - .6.5 ανατροφοδότηση πληροφοριών από σπουδαστές και βιομηχανία, και
 - .6.6 δραστηριοποίηση του προσωπικού σε έρευνα και ανάπτυξη

Υποβολή αναφοράς

8 Πρωτού υποβληθεί η τελική αναφορά, η ομάδα αξιολόγησης θα υποβάλει μία προσωρινή αναφορά προς τη διοίκηση επιδιώκοντας κρίσεις επί των αποτελεσμάτων της. Όταν ληφθούν οι κρίσεις, οι αξιολογητές θα πρέπει να υποβάλλουν την τελική τους αναφορά η οποία θα πρέπει:

- .1 να περιλαμβάνει γενικές πληροφορίες όσον αφορά το ίδρυμα ή το πρόγραμμα εκπαίδευσης,
- .2 να είναι πλήρης, δίκαιη και ακριβής,
- .3 να τονίζει τα ισχυρά και ασθενή σημεία του ιδρύματος,
- .4 να περιγράφει την διαδικασία αξιολόγησης που ακολουθείται,
- .5 να καλύπτει τα διάφορα στοιχεία που διαπιστώνονται στην παράγραφο 4,

.6 να υποδεικνύει την έκταση συμμόρφωσης και μη συμμόρφωσης με τις απαιτήσεις της Συνθήκης και της αποτελεσματικότητας των προτύπων ποιότητας για την εξασφάλιση επίτευξης των καθορισθέντων σκοπών και ανικαμενικών επιδιώξεων, και

.7 να παραθέτει με σαφήνεια τις περιοχές όπου ευρέθησαν παραλείψεις, να δίδει προτάσεις όσον αφορά την βελτίωση και να περιέχει οποιαδήποτε άλλα σχόλια που οι αξιολογητές θεωρούν σχετικά.

Τμήμα Β - 1/9

Οδηγίες που αφορούν ιατρικά πρότυπα

ΙΑΤΡΙΚΗ ΕΞΕΤΑΣΗ ΚΑΙ ΠΙΣΤΟΠΟΙΗΣΗ

1 Τα Συμβαλλόμενα Μέρη κατά τη θέσπιση προτύπων και διατάξεων ιατρικής καταλληλότητας ναυτικών, θα πρέπει να λαμβάνουν υπόψη τις ελάχιστες φυσικές ικανότητες που παρατίθενται στον πίνακα Β-1/9 και τις οδηγίες που δίνονται στα πλαίσια αυτά του τμήματος, έχοντας υπόψη τα διαφορετικά καθήκοντα του ναυτικού.

2 Τα Συμβαλλόμενα Μέρη, κατά τη θέσπιση προτύπων και διατάξεων ιατρικής καταλληλότητας ναυτικού, θα πρέπει να ακολουθούν τις οδηγίες που περιέχονται στις εκδόσεις ILO/WHO *Οδηγίες για Διεξαγωγή Προθάλασσας και Περιοδικών Εξετάσεων Ιατρικής Καταλληλότητας Ναυτικών, περιλαμβανομένων μεταγενέστερων εκδόσεων και άλλων εφαρμοσίων διεθνών οδηγιών που εκδίνονται από τον Διεθνή Οργανισμό Εργασίας, το Διεθνή Ναυπλιακό Οργανισμό ή τον Παγκόσμιο Οργανισμό Υγείας.*

3 Κατάλληλα προσόντα και εμπειρία για ιατρούς που πραγματοποιούν ιατρικές εξετάσεις καταλληλότητας ναυτικών μπορεί να περιλαμβάνουν επαγγελματικά προσόντα υγείας ή ναυτικής υγείας, εμπειρίας εργασίας ως ιατρός πλοίου ή ιατρός ναυπλιακής εταιρίας ή εργασίας υπό την επίβλεψη ατόμου με τα προαναφερθέντα προσόντα ή εμπειρία.

4 Οι εγκαταστάσεις όπου πραγματοποιούνται εξετάσεις ιατρικής ικανότητας πρέπει να έχουν τον απαιτούμενο εξοπλισμό και τις ευκολίες για να πραγματοποιούν τις εξετάσεις ιατρικής καταλληλότητας των ναυτικών.

5 Οι Διοικήσεις θα πρέπει να εξασφαλίζουν ότι αναγνωρισμένα προσοντούχα ιατροί θα απολαμβάνουν πλήρη επαγγελματική ανεξαρτησία κατά την ιατρική τους εξέταση όταν αναλαμβάνουν διαδικασίες ιατρικής εξέτασης.

6 Τα άτομα που κάνουν αίτηση για ιατρικό πιστοποιητικό θα πρέπει να παρουσιάζουν στον αναγνωρισμένο προσοντούχο ιατρό κατάλληλα έγγραφα ταυτότητας για την εξακρίβωση ταυτότητας. Θα πρέπει επίσης να παραδίδουν το προηγούμενο ιατρικό πιστοποιητικό τους.

7 Κάθε αρχή έχει τη διακριτική ευχέρεια να εκδίδει έγγραφο απόκλισης ή απαλλαγής από οποιοδήποτε από τα πρότυπα που καθορίζονται στον πίνακα Β-1/9 παρακάτω και βασίζεται σε αξιολόγηση ιατρικής εκτίμησης και σε όποιες σχετικές πληροφορίες που αφορούν την δυνατότητα προσαρμογής ενός ατόμου στις απαιτούμενες συνθήκες και την αποδεδειγμένη ικανότητα του να εκτελεί ικανοποιητικά τις εργασίες που του ανατίθενται στο πλοίο.

8 Τα πρότυπα ιατρικής καταλληλότητας θα, όσο είναι δυνατό, καθορίζουν ανικαμενικά κριτήρια όσον αφορά την καταλληλότητα για θαλάσσια υπηρεσία, λαμβάνοντας υπόψη πρόσβαση στις ιατρικές εγκαταστάσεις και ιατρική εμπειρία σε πλοία. Θα πρέπει, συγκεκριμένα, να ορίζουν τις συνθήκες υπό τις οποίες οι ναυτικοί των οποίων πιθανώς κινδυνεύει η ζωή τους λόγω ιατρικών συνθηκών και ότι ελέγχονται με φάρμακα και μπορεί να τους επιτρέπεται να συνεχίσουν την υπηρεσία τους στη θάλασσα.

9 Τα ναυτικά πρότυπα θα πρέπει επίσης να αναγνωρίζουν ιδιαίτερες ιατρικές συνθήκες, όπως αχρωματοψία, η οποία μπορεί να αποκλείουν τους ναυτικούς από την κατοχή συγκεκριμένων θέσεων στο πλοίο.

10 Τα ελάχιστα πρότυπα ορατότητας κατά την εκτέλεση υπηρεσίας σε κάθε οφθαλμό για όραση απόστασης χωρίς βοήθεια πρέπει να είναι τουλάχιστον 0,1*.

11 Τα άτομα που απαιτούν την χρήση γυαλιών ή φακών επαφής για να εκτελέσει τα καθήκοντα θα πρέπει να έχουν επιπλέον ζευγάρι ή ζευγάρια γυαλιών, όπως απαιτείται, διαθέσιμα εύκολα στο πλοίο. Όπου ανάγκη να φορούν οπτικά βοηθήματα πρέπει να πληροί απαραίτητα πρότυπα πρέπει να καταγράφεται στο πιστοποιητικό ιατρικής καταλληλότητας που εκδίδεται.

* Η τιμή δίνεται σε δεκαδικό συμβολισμό Snellen.

12 Δοκιμές χρωματικής όρασης πρέπει να είναι σύμφωνα με τη Διεθνή Σύσταση για Απειθήσεις Χρωματικής όρασης για Μεταφορά, που εκδόθηκε από τη Διεθνή Επιτροπή Εκκαθάρισης (CIE 143-2001 που περιλαμβάνει όποιες μεταγενέστερες εκδόσεις) ή ισότιμες μεθόδους δοκιμής.

Πίνακας Β-1/9

Αξιολόγηση ελάχτου επιπέδου Β σόδου και εσωτερικής υπηρεσίας φυσικών ικανοτήτων για ναυτικούς

Καθήκοντα, λατουργίες, γεγονός ή όρα	Σχετική φυσική ικανότητα	Ένας ιατρικός εξεταστής πρέπει να ικανοποιεί τα όσα υποψήφιος
<p>Κινήσεις ρουτίνας γύρω από το σκάφος :</p> <ul style="list-style-type: none"> - Στο κατάστρωμα - Ανάμεσα στα επίπεδα - Ανάμεσα στα διαμερίσματα <p><i>Η σημείωση 1 που εφαρμόζεται σε αυτή την σειρά</i></p>	<p>Διατήρηση ισορροπίας και ευκνησίας</p> <p>Ανέβασμα και κατέβασμα κάθετων σκάλων και χώρων κλιμακοστασίου</p> <p>Διασκελισμός στομιών (π.χ Σύμβαση Γραμμών Φόρτισης απαιτεί τα στόμα να είναι ύψους 600mm)</p> <p>Άναγμα και κλείσιμο υδατοστεγών θυρών</p>	<p>Δεν έχω καμία ενόχληση ισορροπίας. Δεν έχω καμία βλάβη ή ασθένεια που εμποδίζει τις σχετικές κινήσεις και τις φυσικές δραστηριότητες.</p> <p>Μπορεί χωρίς βοήθεια να:</p> <ul style="list-style-type: none"> - Σκαρφαλώνω κάθετες σκάλες και τις σκάλες κλιμακοστασίου - Διασκελίζω υψηλές κρηπίδες - Χαρίζεται συστήματα κλεισίματος θύρας
<p>Καθήκοντα ρουτίνας στο πλοίο:</p> <ul style="list-style-type: none"> - Χρήση εργαλείων δια χειρός - Μετακίνηση τρομηθαιών πλοίου - Γενικές εργασίες - Λατουργία βαλβίδων - Τήρηση τετράωρης φυλακής - εργασία σε περιορισμένο χρόνο - Ανταπόκριση σε συναγεμικούς, προαδοπαήσας και οδηγίες - Προφορική επικοινωνία <p><i>Η σημείωση 1 ισχύει σε αυτή την σειρά</i></p>	<p>Δύναμη, επιδεξιότητα και αντοχή χειρισμού μηχανικών συσκευών</p> <p>Ανασήκωμα, σύρσιμο και μεταφορά βάρους φορτίου (πχ 18 kg)</p> <p>Να μπορεί να φτάνα σε υψηλά επίπεδα</p> <p>Να στέκεται, περπατά και να παραμένει σε εταμότητα για μεγάλη χρονική περίοδο</p> <p>Εργασία σε περιορισμένους χώρους και μετακίνηση μέσα από απαγορευμένα ανοίγματα (π.χ SOLAS απαιτεί ελάχιστα ανοίγματα στους χώρους φορτίου και στις εξόδους διαφυγής έκτακτης ανάγκης να έχουν τις ελάχιστες διαστάσεις 600mm x 600mm- SOLAS κανονισμός 3.6.5.1)</p> <p>Να μπορεί να διακρίνει οπτικά αντικείμενα, σχήματα και σημάδια</p> <p>Να μπορεί να ακούει προαδοπαήσας και οδηγίες</p> <p>Να μπορεί να δίνει σαφής προφορική περιγραφή</p>	<p>Δεν έχω καθορισμένη εξασθένηση ή διαγνωσμένη ιατρική κατάσταση που μειώνει την ικανότητά του να εκτελεί καθήκοντα ρουτίνας σημαντικά για την ασφαλή λατουργία του πλοίου</p> <p>Να έχω ικανότητα να :</p> <ul style="list-style-type: none"> - εργάζετα με τα χέρια ανυψωμένα - να στέκοντα και να περπατούν για μεγάλη χρονική περίοδο - να εισέρχοντα σε περιορισμένους χώρους - να πληροί πρότυπα δράσης (πίνακας Α-1/9) - να πληροί πρότυπα ακουστικής θανάτητας που καθορίζοντα από την αρμόδια αρχή να λαμβάνω υπόψη διασθενείς οδηγίες - να συζητήσω φυσιολογικά
<p>Καθήκοντα έκτακτης ανάγκης στο πλοίο:</p> <ul style="list-style-type: none"> - Διαφυγή - Γυρόσβεση - Εκκένωση <p><i>Η σημείωση 2 ισχύει σε αυτή την στήλη</i></p>	<p>Να φορά τα σωσίβιο γιλέκο ή στολή κατάδυσης</p> <p>Διαφυγή από χώρους γεμάτους με καπνό</p> <p>Συμμετοχή σε καθήκοντα πυρόσβεσης, περιλαμβάνοντας χρήση αναπνευστικής συσκευής</p> <p>Συμμετοχή στις διαδικασίες εκκένωσης πλοίου</p>	<p>Δεν έχω καθορισμένη βλάβη ή διαγνωσμένη ιατρική κατάσταση που μειώνει την ικανότητά να εκτελεί καθήκοντα έκτακτης ανάγκης σημαντικά για την ασφαλή λατουργία του πλοίου</p> <p>Έχω την ικανότητα να:</p> <ul style="list-style-type: none"> - Φορά σωσικό γιλέκο ή ατολή κατάδυσης - Βαδίζω με τα τέσσερα - Αισθάνετα τις διαφορές στη θερμοκρασία - Χαρίζετα εξοπλισμό πυρόσβεσης - Φορά αναπνευστική συσκευή (όπου απαιτείτα ως μέρος των καθηκόντων)

Σημειώσεις:

1 Στρές 1 και 2 του ανωτέρω πίνακα περιγράφω (α) τακτικά καθήκοντα πλοίου, λατουργίες, περιστατικά και συνθήκες, (β) τις αντίστοιχες φυσικές ικανότητες που μπορεί να θεωρούνται απαραίτητες για την ασφάλεια του ναυτικού, των άλλων μελών του πληρώματος και του πλοίου, και (γ) υψηλού επιπέδου κριτήρια από εδκευμένους ιατρούς εξακριβώνοντας την ιατρική κατάσταση, λαμβάνοντας υπόψη τα διαφορετικά καθήκοντα των ναυικών και τη φύση της εργασίας στο πλοίο όπου εργάζοντα.

2 Στρά 3 του ανωτέρω πίνακα περιγράφω (α) τακτικά καθήκοντα του πλοίου, λατουργίες, γεγονότα και καταστάσεις (β) τις αντίστοιχες φυσικές ικανότητες που μπορεί να θεωρούνται απαραίτητες για την ασφάλεια του ναυτικού, των άλλων μελών του πληρώματος και του πλοίου, και (γ) υψηλού επιπέδου κριτήρια από εδκευμένους ιατρούς εξακριβώνοντας την ιατρική κατάσταση, λαμβάνοντας υπόψη τα διαφορετικά καθήκοντα των ναυικών και τη φύση της εργασίας στο πλοίο όπου εργάζοντα.

3 Αυτός ο πίνακας δεν έχω στόχο να αναφέρω όλες τις πιθανές καταστάσεις του πλοίου ή πιθανές ιατρικές καταστάσεις απαλλαγής. Τα Μέρη θα πρέπει να καθορίζουν φυσικές ικανότητες που ισχύουν στην κατηγορία ναυικών (όπως «Αξιωματικός

Καταστώματος» και «προσωπικό μηχανής»). Οι ειδικές συνθήκες των ατόμων και για εκείνους που έχουν ειδικά καθήκοντα θα πρέπει να λαμβάνονται ιδιαίτερα υπόψη.

- 4 Εάν υπάρχει αμφιβολία, ο ειδικευμένος ιατρός θα πρέπει να προσδιορίζει το βαθμό ή την σοβαρότητα σχετικής βλάβης μέσω ανικαμενικών δοκιμών, όπου απαιτούνται απαραίτητες δοκιμές ή παραπέμποντας στον ναυτικό για περαιτέρω αξιολόγηση.
- 5 Ο όρος «βοήθαα» σημαίνει την χρήση άλλου ατόμου για την ολοκλήρωση καθήκοντος.
- 6 Ο όρος «καθήκοντα έκτακτης ανάγκης» χρησιμοποιείται για να καλύψει όλα τα πρότυπα έκτακτης ανάγκης ανταπόκρισης καταστάσεων όπως εγκατάληψη πλοίου ή πυρόσβεση καθώς επίσης και διαδικασίες που ακολουθούνται από κάθε ναυτικό για να διασφαλιστεί ασφαλή διαβίωση.

Τμήμα Β-Ι/10

Οδηγίες όσον αφορά την αναγνώριση πιστοποιητικών

1 Εκπαίδευση που πραγματοποιείται σύμφωνα με την Σύμβαση STCW που δεν οδηγεί σε έκδοση πιστοποιητικού ικανότητας και στο οποίο πληροφορίες που παρέχονται από το Μέρος βρίσκονται στην Επιτροπή Ναυτικής Ασφάλειας για να θέσει σε πλήρη και ολοκληρωτική ισχύ την Σύμβαση σύμφωνα με τον Κανονισμό I/7, παράγραφος 2 μπορεί να είναι αποδεκτές από άλλα Συμβαλλόμενα Μέρη στην Σύμβαση καθώς πληροί τις σχετικές απαιτήσεις εκπαίδευσης

2 Διευθυντικές Διακήσεις θα εκδίδουν έγγραφα αποδεικτικά που αναφέρονται στον κανονισμό I/10, παράγραφος 5 για να καθιστά ικανές τις αρχές του Κράτους λιμένα ελέγχου να αποδεχθεί το ίδιο αντί θεωρήσης πιστοποιητικού που εκδόθηκε από άλλο Μέρος για περίοδο τριών μηνών από την ημερομηνία έκδοσης, παρέχοντας τις ακόλουθες πληροφορίες:

- .1 όνομα ναυτικού
- .2 ημερομηνία γέννησης
- .3 αριθμός πρωτότυπου Πιστοποιητικού Ικανότητας
- .4 ειδικότητα
- .5 περιορισμοί
- .6 λεπτομέρειες επαφής της Διοίκησης
- .7 ημερομηνίες έκδοσης και λήξης

3 Αυτά τα αποδεικτικά στοιχεία μπορεί να διατίθενται από ηλεκτρονικά μέσα

Τμήμα Β-Ι/11

Οδηγίες όσον αφορά την ανανέωση των πιστοποιητικών

1 Οι κύκλοι σπουδών που απαιτούνται από τον κανονισμό I/11 θα πρέπει να περιλαμβάνουν τις σχετικές αλλαγές στη ναυτική νομοθεσία, τεχνολογία και συστάσεις σχετικές με την ασφάλεια της ανθρώπινης ζωής στη θάλασσα και την προστασία του θαλάσσιου περιβάλλοντος.

2 Τα τεστ μπορεί να είναι γραπτά ή προφορικά, η χρήση εξομοιωτών ή άλλων κατάλληλων μέσων.

3 Εγκεκριμένη θαλάσσια υπηρεσία που αναφέρεται στο τμήμα Α-Ι/ΙΙ, παράγραφος 1 μπορεί να υπηρετεί σε βαθμό κατώτερου αξιωματικού από αυτό που αναφέρεται στο πιστοποιητικό κατόχου.

4 Εάν γίνεται αίτηση για ανανέωση πιστοποιητικού που αναφέρεται στην παράγραφο 1 του κανονισμού I/11 μέσα σε διάστημα έξι μηνών πριν από την λήξη του πιστοποιητικού, το πιστοποιητικό μπορεί να ανανεωθεί έως το έτος ισχύος του ή επέκταση ισχύος του πιστοποιητικού.

Τμήμα Β-Ι/12

Οδηγίες που αφορούν την χρήση προσομοιωτών

1 Όταν χρησιμοποιούνται προσομοιωτές για εκπαίδευση ή αξιολόγηση ικανότητας οι παρακάτω οδηγίες θα πρέπει να λαμβάνονται υπόψη κατά τη διεξαγωγή κάθε τέτοιας εκπαίδευσης ή αξιολόγησης.

ΕΚΠΑΙΔΕΥΣΗ ΚΑΙ ΑΞΙΟΛΟΓΗΣΗ ΣΕ ΠΑΡΑΤΗΡΗΣΗ ΚΑΙ ΥΠΟΤΥΠΩΣΗ ΡΑΝΤΑΡ

2 Εκπαίδευση και αξιολόγηση στην παρατήρηση και υποτύπωση ραντάρ θα πρέπει:

- .1 να περιλαμβάνει την χρήση εξοπλισμού προσομοίωσης ραντάρ, και

.2 να συμμορφώνεται με πρότυπα που δεν είναι κατώτερα αυτών που παρατίθενται στις παραγράφους 3 έως 11 παρακάτω.

2. Επιδείξεις και πρακτική άσκηση στην παρατήρηση ραντάρ πρέπει να εκτελούνται, όπου απαιτείται, σε πραγματικό εξοπλισμό ναυπιακού ραντάρ, περιλαμβανομένης της χρήσης απομνημών. Οι ασκήσεις υποτίπωσης θα πρέπει κατά προτίμηση να πραγματοποιούνται σε πραγματικό χρόνο, προκειμένου να αυξηθεί η ενημέρωση του εκπαιδευόμενου όσον αφορά τους κινδύνους από την μη συνεχή χρησιμοποίηση των σταχείων του ραντάρ και για να βελτιωθούν οι τεχνικές της υποτίπωσης σε πρότυπο υποτίπωσης ραντάρ που είναι απαραίτητο για την ασφαλή εκτέλεση ελλιγμών αποφυγής σύγκρουσης σε πραγματικές συνθήκες πλου.

Γενικά

Παράγοντες που επηρεάζουν την απόδοση και την ακρίβεια

4. Πρέπει να αποκτηθεί βασική κατανόηση των αρχών του ραντάρ και πλήρης πρακτική γνώση των:

.1 Μέτρηση αποστάσεων και διοπτύσεων, χαρακτηριστικά της συσκευής ραντάρ που καθορίζουν την ποιότητα απεικόνισης, κεραιών του ραντάρ, πολλαπλά διαγράμματα, των επιπτώσεων της ισχύος που ακτινοβολείται σε κατευθύνσεις εκτός της κύριας δέσμης, μία μη τεχνική περιγραφή του συστήματος του ραντάρ περιλαμβανομένων παραλλαγών στα χαρακτηριστικά που εμφανίζονται σε διαφορετικούς τύπους συσκευών ραντάρ, διατάξεις ελέγχου απόδοσης και παραγόντων της συσκευής που επηρεάζουν την μέγιστη και ελαχίστη εμβέλεια ανίχνευσης και την ακρίβεια των πληροφοριών.

.2 Τις τρέχουσες προδιαγραφές λειτουργίας ναυπικών ραντάρ που έχουν γίνει αποδεκτές από τον Οργανισμό.

.3 Τις επιπτώσεις από την θέση της κεραίας του ραντάρ, τομείς σκιάς και κυκλικοί τομείς μειωμένης ευαισθησίας, ψευδοηχοί, επιπτώσεις του ύψους της κεραίας στην εμβέλεια ανίχνευσης, του σημείου εγκατάστασης των μονάδων ραντάρ και αποθήκευσης εξαρτημάτων κοντά σε μαγνητικές πυξίδες, περιλαμβανομένων των ασφαλών αποστάσεων από μαγνητική πυξίδα, και

.4 Τους κινδύνους της ακτινοβολίας και τα προστατευτικά μέτρα ασφαλείας που πρέπει να λαμβάνονται στην περιοχή της κεραίας και σε ανακτούς κυματοδηγούς

Αναγνώριση εσφαλμένων πληροφοριών, περιλαμβανομένων των εσφαλμένων ηχών και θαλασσίων επιστροφών

5. Γνώση όσον αφορά τους περιορισμούς ανίχνευσης στόχου είναι ουσιώδης, για να είναι σε θέση ο παρατηρητής να υπολογίσει τους κινδύνους που προέρχονται από αποτυχία ανίχνευσης στόχων. Θα πρέπει να δίνεται έμφαση στους παρακάτω παράγοντες:

- .1 Πρότυπα απόδοσης του εξοπλισμού,
- .2 Φωτανότητα, απολαβή και ρυθμίσεις ελέγχου οπτικού ενισχυτή (video),
- .3 Ορίζοντας ραντάρ,
- .4 Μέγεθος, σχήμα και σύσταση των στόχων,
- .5 Επιπτώσεις των κινήσεων του πλοίου κατά την διάρκεια του πλου,
- .6 Συνθήκες διάδοσης,
- .7 Μετεωρολογικές συνθήκες, παρεμβολές λόγω θαλασσίων επιστροφών ή λόγω βροχής,
- .8 Ρυθμίσεις ελέγχου επιστροφών,
- .9 Τομείς σκιάς, και
- .10 Παρεμβολή από ραντάρ σε ραντάρ.

6 Πρέπει να αποκτάται γνώση όσον αφορά τους παράγοντες οι οποίοι ενδεχομένως οδηγήσουν σε εσφαλμένη ερμηνεία περιλαμβανομένων των εσφαλμένων ηχών, επιπτώσεις λόγω γειννίασης με πυλώνες και μεγάλες υπερκατασκευές, επιπτώσεις γραμμών μεταφοράς ισχύος που διασχίζουν ποτάμια και εκβολές ποταμών, ηχοί από μακρινούς στόχους που συμβαίνουν σε επόμενη διαδρομή.

7 Πρέπει να αποκτάται γνώση όσον αφορά τα βοηθήματα ερμηνείας περιλαμβανομένων κωκικών ανακλαστήρων και ραδιοφάρων ραντάρ. Ανίχνευση και αναγνώριση στόχων ξηράς και επιπτώσεις των τοπογραφικών χαρακτηριστικών, επιπτώσεις του μήκους του παλμού και πλάτους της δέσμης. Εμφανείς και δυσδιάκριτα στόχα ραντάρ, παράγοντες που έχουν επιπτώσεις στην ένταση της ηχούς από στόχους.

Πρακτική

Ρύθμιση και έλεγχος οθόνων

8 Πρέπει να αποκτάται γνώση σε:

.1 Διάφορους τρόπους απεικόνισης σε οθόνη ραντάρ, σχετική απεικόνιση, απεικόνιση πλήρους άνω (head-up), πορεία άνω και βορράς άνω, σταθεροποιημένη σχετική και αληθής κίνηση,

.2 τις επιπτώσεις των σφαλμάτων όσον αφορά την ακρίβεια των απεικονιζόμενων πληροφοριών, τις επιπτώσεις σφαλμάτων της πυξίδας σε σταθεροποιημένη και αληθή κίνηση που εμφανίζονται στην οθόνη, επιπτώσεις σφαλμάτων των δρομομέτρων στην οθόνη αληθούς κίνησης και οι επιπτώσεις μη ακριβούς ρύθμισης της ταχύτητας με το χέρι σε απεικόνιση αληθούς κίνησης,

.3 μέθοδοι εντοπισμού εσφαλμένης ρύθμισης της ταχύτητας στους ελέγχους αληθούς κίνησης, οι επιπτώσεις του θορύβου του δέκτη που περιορίζουν την ικανότητα απεικόνισης στην οθόνη ασθενείς επιστροφές, επιπτώσεις λόγω υπερβολικής στάθμης θορύβου του δέκτη κ.λ.π. ρύθμιση των διακοπών και διατάξεων ελέγχου, κριτήρια αξιολόγησης ορθών ρυθμίσεων, αναγκαιότητα ρυθμίσεων με την ορθή σειρά και οι συνέπειες από κακές ρυθμίσεις, ο εντοπισμός εσφαλμένων ρυθμίσεων και η αποκατάστασή των:

.3.1 ρυθμίσεων που επηρεάζουν την εμβέλεια ανίχνευσης, και

.3.2 ρυθμίσεων που έχουν επιπτώσεις στην ακρίβεια,

.4 Οι κίνδυνοι χρησιμοποίησης του εξοπλισμού ραντάρ με κακούς ρυθμισμένους ελέγχους, και

.5 Η ανάγκη συχνών ελέγχων της απόδοσης και η σχέση μεταξύ του δείκτη απόδοσης και εμβέλειας ανίχνευσης της συσκευής του ραντάρ.

Εμβέλεια και διόπτευση

9 Πρέπει να αποκτώνται γνώσεις σε :

.1 Μεθόδους μέτρησης απόστασης, δακτύλια μέτρησης απόστασης και μεταβλητός μετρητής απόστασης,

.2 Η ακρίβεια εκάστης μεθόδου και η σχετική ακρίβεια διαφορετικών μεθόδων,

.3 πως εμφανίζονται στην οθόνη τα στοιχεία απόστασης, αποστάσεις σε καθορισμένα διαστήματα, ψηφιακός μετρητής, διαβαθμισμένη κλίμακα,

.4 Οι μέθοδοι μέτρησης διόπτευσης, περιστρεφόμενος δείκτης σε διαφανή δίσκο που καλύπτει την οθόνη, ηλεκτρονικός δείκτης διόπτευσης και άλλες μέθοδοι,

.5 Ακρίβεια διόπτευσης και ανακρίβειες λόγω: παράλλαξης, μετακίνησης της γραμμής πλήρης, κακής ρυθμίσεως του κέντρου,

.6 πως εμφανίζονται τα στοιχεία διόπτευσης, διαβαθμισμένη κλίμακα και ψηφιακός μετρητής, και

.7 ανάγκη τακτικού ελέγχου ανακρίβειών απόστασης και διόπτευσης, μέθοδοι ελέγχου ανακρίβειών και διόρθωση ή ανοχή αυτών.

Τεχνικές υποτύπωσης και έννοιες σχετικής κίνησης

10 Πρέπει να γίνεται πρακτική εξάσκηση σε τεχνικές υποτύπωσης με το χέρι, περιλαμβανομένης της χρήσης υποτυπωτών ανάκλασης με ανικειμενικό σκοπό να εξασφαλιστεί λεπτομερής κατανόηση της συσχέτισης της κίνησης μεταξύ του ιδίου πλοίου και άλλων πλοίων, περιλαμβανομένων των επιπτώσεων των ελλειγμών που γίνονται για να αποφευχθεί σύγκρουση. Στα αρχικά στάδια αυτής της εκπαίδευσης πρέπει να εκπονούνται απλές ασκήσεις υποτύπωσης προκαμένου να επιτευχθεί πολύ καλή εκτίμηση της γεωμετρίας υποτύπωσης και των εννοιών της σχετικής κίνησης. Ο βαθμός πολυπλοκότητας των ασκήσεων πρέπει να αυξάνει κατά τη διάρκεια της εκπαίδευσης έως ότου ο εκπαιδευόμενος κατανοήσει όλες τις πλευρές του θέματος. Η ικανότητα μπορεί να προαχθεί κατά τον καλύτερο τρόπο υποβάλλοντας τον εκπαιδευόμενο σε ασκήσεις πραγματικού χρόνου που πραγματοποιούνται σε προσομοιωτή ή με την χρήση άλλων αποτελεσματικών μέσων.

Εντοπισμός κρίσιμων στόχων

11 Πρέπει να επιτευχθεί λεπτομερής γνώση :

- .1 Προσδιορισμού στίγματος από στόχους ξηράς και θαλάσσιους σημαντήρες,
- .2 Ακρίβεια του προσδιορισμού του στίγματος χρησιμοποιώντας απόσταση και διόπτρευση,
- .3 Σημασία επιβεβαίωσης της ακρίβειας του ραντάρ με άλλα βοηθήματα ναυσιπλοΐας, και
- .4 Αξία καταγραφής αποστάσεων και διοπτύσεων σε συχνά, τακτικά χρονικά διαστήματα όταν γίνεται χρήση του ραντάρ ως βοήθημα αποφυγής συγκρούσεων.

Πορεία και ταχύτητα άλλων πλοίων

12 Πρέπει να επιτευχθεί λεπτομερής γνώση των:

- .1 Διαφόρων μεθόδων με τις οποίες μπορούν να βρεθούν η πορεία και ταχύτητα άλλων πλοίων από καταγεγραμμένες αποστάσεις και διοπτύσεις, περιλαμβανομένων των παρακάτω:
 - .1.1 της ασταθούς σχετικής υποτύπωσης,
 - .1.2 της σταθεράς σχετικής υποτύπωσης, και
 - .1.3 της αληθούς υποτύπωσης, και
- .2 Τη σχέση μεταξύ οπτικών παρατηρήσεων και ραντάρ, περιλαμβανομένων λεπτομερειών και την ακρίβεια εκτιμήσεων πορείας και ταχύτητας άλλων πλοίων και την ανίχνευση αλλαγών στις κινήσεις άλλων πλοίων.

Χρόνος και απόσταση για άφιξη στο πλησιέστερο σημείο προσέγγισης, κατά την προσέγγιση ή απομάκρυνση από άλλα πλοία

13 Πρέπει να επιτευχθεί λεπτομερής γνώση των :

- .1 Χρήσης καταγεγραμμένων σταχείων για να επιτευχθεί:
 - .1.1 Μέτρηση της απόστασης του σημείου εγγυτέρας προσέγγισης και διόπτρευσης,
 - .1.2 Χρόνο της εγγυτέρας προσέγγισης, και
- .2 Σημασίας των συχνών και κانونικών παρατηρήσεων

Ανίχνευση αλλαγών πορείας και ταχύτητας άλλων πλοίων

14 Πρέπει να επιτευχθεί λεπτομερής γνώση των

- .1 επιπτώσεων των αλλαγών πορείας και/ή ταχύτητας άλλων πλοίων στα ίχνη τους επί της οθόνης,

- .2 καθυστέρησης μεταξύ αλλαγής πορείας και ταχύτητας και εντοπισμός αυτής της αλλαγής, και
- .3 κινδύνου μικρών αλλαγών σε σύγκριση με σημαντικές αλλαγές πορείας και ταχύτητας σε σχέση με το ρυθμό και την ακρίβεια ανίχνευσης.

Επιπτώσεις των αλλαγών της πορείας ή ταχύτητας του ιδίου πλοίου ή και των δύο

15 Λεπτομερής γνώση των επιπτώσεων στην οθόνη σχεπικής κίνησης, των κινήσεων του ιδίου πλοίου και οι επιπτώσεις των κινήσεων άλλων πλοίων και τα πλεονεκτήματα σταθεροποίησης της πυξίδας σε οθόνη σχεπικής απεικόνισης.

16 Ως προς τις οθόνες αληθούς κίνησης, πρέπει να επιτευχθεί λεπτομερής γνώση των :

- .1 επιπτώσεων των ανακρίβειών των:
 - .1.1 ρυθμίσεων ταχύτητας και πορείας, και
 - .1.2 σταχείων σταθεροποίησης της πυξίδας που τροφοδοτούν οθόνη σταθεροποιημένης σχεπικής κίνησης.
- .2 επιπτώσεων των αλλαγών πορείας ή ταχύτητας του πλοίου ή και των δύο στα ίχνη άλλων πλοίων που εμφανίζονται στην οθόνη, και
- .3 σχέσης της ταχύτητας ως προς τη συχνότητα των παρατηρήσεων.

Εφαρμογή των Διεθνών Κανονισμών Πρόληψης συγκρούσεων στη Θάλασσα, 1972, όπως τροποποιήθηκε

17 Θα πρέπει να επιτευχθεί πλήρης κατανόηση της σχέσης των Διεθνών Κανονισμών Πρόληψης Συγκρούσεων στη θάλασσα, 1972, όπως τροποποιήθηκε σχετικά με τη χρήση του ραντάρ περιλαμβανομένων:

- .1 των ενεργειών αποφυγής σύγκρουσης, κίνδυνοι από υποθέσεις που έγιναν με βάση ανεπαρκείς πληροφορίες και οι κίνδυνοι λόγω μικρών αλλαγών πορείας ή ταχύτητας,
- .2 των πλεονεκτημάτων ταχύτητας ασφαλείας όταν γίνεται χρήση του ραντάρ για να αποφευχθεί σύγκρουση,
- .3 της σχέσης ταχύτητας ως προς την εγγύτερα απόσταση προσέγγισης και χρόνου και τα χαρακτηριστικά ελιγμών διαφόρων τύπων πλοίου,
- .4 της σημασίας των επιμελών αναφορών των παρατηρήσεων του ραντάρ και τον ακριβή προσδιορισμό των διαδικασιών αναφορών ραντάρ,
- .5 της χρήσης του ραντάρ σε αίθριο καιρό, για να γίνει εκτίμηση των ικανοτήτων και περιορισμών, σύγκριση του ραντάρ και των οπτικών παρατηρήσεων και επίτευξη αξιολόγησης όσον αφορά τη σχεπική ακρίβεια των πληροφοριών,
- .6 της ανάγκης έγκαιρης χρησιμοποίησης του ραντάρ σε αίθριο καιρό κατά τη νύκτα και όταν υπάρχουν ενδείξεις ότι η ορατότητα πρόκειται να μειωθεί,
- .7 της σύγκρισης των χαρακτηριστικών που εμφανίζονται σε οθόνη ραντάρ με χαρακτηριστικά που έχουν χαρτογραφηθεί, και
- .8 της σύγκρισης των επιπτώσεων των διαφορών μεταξύ των διαφόρων κλιμάκων εμβέλειας.

ΕΚΠΑΙΔΕΥΣΗ ΚΑΙ ΑΞΙΟΛΟΓΗΣΗ ΣΤΗΝ ΕΠΙΧΕΙΡΗΣΙΑΚΗ ΧΡΗΣΗ ΤΩΝ ΒΟΗΘΗΜΑΤΩΝ ΑΥΤΟΜΑΤΟΥ ΥΠΟΤΥΠΩΣΗΣ ΡΑΝΤΑΡ (ARPA)

18 Εκπαίδευση και αξιολόγηση στην επιχειρησιακή χρήση των βοηθημάτων αυτόματου υποτύπωσης ραντάρ θα πρέπει:

.1 να απαιτείται πριν από την ολοκλήρωση της εκπαίδευσης σε παρατήρηση ραντάρ και υποτύπωση ή να συνδυάζουν αυτή την εκπαίδευση με την εκπαίδευση που παρατίθεται στις παραγράφους 19 έως 35 παρακάτω*,

.2 Να περιλαμβάνει την χρήση εξοπλισμού προσαρμοίωσης ARPA, και

.3 Να ανταποκρίνεται σε πρότυπα που δεν είναι υποδεέστερα εκείνων που παρατίθεται στις παραγράφους 19 έως 35 παρακάτω :

19 Όπου εκπαίδευση σε ARPA παρέχεται ως τμήμα της γενικής εκπαίδευσης σύμφωνα με τη Σύμβαση STCW 1978, πλοίαρχα, ύπαρχα και αξιωματικοί που είναι υπεύθυνα φυλακής ναυσιπλοΐας πρέπει να κατανοούν τους παράγοντες που παρεμβαίνουν προκειμένου να ληφθεί απόφαση που βασίζεται στις πληροφορίες που δίνονται από ARPA σε συσχέτισμό με άλλα στοιχεία της ναυσιπλοΐας, έχοντας πλήρως κατανοήσει τις επιχειρησιακές πτυχές και τα σφάλματα συστήματος των μοντέρνων συστημάτων ναυσιπλοΐας. Η εκπαίδευση πρέπει να είναι προοδευτική στη φύση της, ανάλογη των ευθυνών του ατόμου και των πιστοποιητικών που εκδίδονται από τα Κράτη μέλη σύμφωνα με την Σύμβαση STCW 1978.

Θεωρία και Επίδειξη.

Πθανοί Κίνδυνοι από υπέρμετρη εμπιστοσύνη στο ARPA

20 Αξιολόγηση ότι το ARPA είναι απλώς ένα βοήθημα ναυσιπλοΐας και :

.1 ότι οι περιορισμοί του, περιλαμβανομένων αυτών των αισθητήρων του, καθιστούν την υπέρμετρη εμπιστοσύνη στο ARPA επικίνδυνη, ιδιαίτερα για τη χρησιμοποίηση σπτήρα, και

.2 η ανάγκη να εφαρμόζονται πάντοτε οι αρχές που πρέπει να τηρούνται κατά τη διάρκεια φυλακής ναυσιπλοΐας και οι Οδηγίες όσον αφορά τη τήρηση φυλακής ναυσιπλοΐας.

Βασικοί τύποι συστημάτων ARPA και τα χαρακτηριστικά της οθόνης τους

21 Γνώση των βασικών τύπων συστημάτων ARPA που χρησιμοποιούνται, τα διάφορα χαρακτηριστικά της οθόνης και κατανόηση του πότε πρέπει να χρησιμοποιηθούν οι σταθεροποιημένα τρόποι σε σχέση με τη ξηρά ή τη θάλασσα και παρουσίαση σε βορρά άνω (north-up), πορεία άνω (course-up) και πλήρη άνω (head-up).

Πρότυπα λειτουργίας για το ARPA του IMO

22 Εκτίμηση των προτύπων λειτουργίας του IMO για το ARPA ιδιαίτερα τα πρότυπα που έχουν σχέση με την ακρίβεια*.

Παράγοντες που επιδρούν στην λειτουργία και ακρίβεια του συστήματος

23 Γνώση των παραμέτρων λειτουργίας των αισθητήρων εισόδου του ARPA- εισόδων ραντάρ, πυξίδας και ταχύτητας και επιπτώσεις της δυσλειτουργίας των αισθητήρων στην ακρίβεια των στοιχείων του ARPA.

24 Γνώση των:

.1 επιπτώσεων των περιορισμών διάκρισης της ακριβείας και διόπτευσης στο ραντάρ και των περιορισμών ακριβείας πυξίδας και ταχύτητας σαν στοιχείων εισόδου, στην ακρίβεια των στοιχείων του ARPA, και

.2 παραγόντων που επιδρούν στην διανυσματική ακρίβεια.

Ικανότητες και περιορισμοί υποτύπωσης πορείας

25 Γνώση των :

* Η σχετική πρότυπη σειρά εκπαίδευσης του IMO και η απόφαση MSC.64 (67), όπως τροποποιήθηκε, μπορεί να βοηθούν στην προετοιμασία των εκπαιδεύσεων.

* Δείτε σχεπικά/κατάλληλα πρότυπα εκτέλεσης που υιοθετήθηκαν από τον Οργανισμό.

- .1 κριτηρίων αυτόματης επιλογής των στόχων,
- .2 παραγόντων που οδηγούν στη σωστή επιλογή των στόχων χειροκίνητα,
- .3 επιπτώσεων στην υποτύπωση πορείας "χαμένων" στόχων και εξασθένηση στόχου, και
- .4 των συνθηκών που προκαλούν «αντιμετάθεση στόχων» και οι επιπτώσεις του στα απεικονιζόμενα στοιχεία.

Καθυστερήσεις επεξεργασίας

26 Γνώση των καθυστερήσεων που ενυπάρχουν στην παρουσίαση των επεξεργασθεισών πληροφοριών ARPA ιδιαίτερα στην κτήση και επανάκτηση στόχου ή όταν ένας στόχος εκτελεί ελιγμούς.

Επιχειρησιακές προειδοποιήσεις, τα οφέλη τους και οι περιορισμοί τους

27 Αξιολόγηση των χρήσεων, οφελών και περιορισμών των επιχειρησιακών προειδοποιήσεων του ARPA και η σωστή τους ρύθμιση, όπου είναι εφαρμόσιμο, για να αποφευχθούν τυχαίες παρεμβολές.

Δοκιμές λειτουργίας συστήματος

28 Γνώση των :

- .1 μεθόδων δοκιμών για δυσλειτουργίες των συστημάτων ARPA περιλαμβανομένων των λειτουργικών αυτοελέγχων, και
- .2 προληπτικών μέτρων που πρέπει να λαμβάνονται όταν παρατηρηθεί δυσλειτουργία

Χειροκίνητη και αυτόματη κτήση στόχων και οι αντίστοιχοι περιορισμοί τους

29 Γνώση των ορίων που τίθενται και από τους δύο τύπους κτήσης σε σενάρια πολλαπλών στόχων, και οι επιπτώσεις κτήσης στόχου που εξασθενίζει και αντιμετάθεση στόχων.

Αληθή και σχετικά ανύσματα και τυπική γραφική αναπαράσταση πληροφοριών στόχου και επικίνδυνες περιοχές

30 Λεπτομερής γνώση των πραγματικών και σχετικών διανυσμάτων, παραγωγή της πραγματικής πορείας και ταχύτητας των στόχων περιλαμβανομένων των:

- .1 Αξιολόγησης απειλής, εκτίμησης του προβλεπόμενου σημείου εγγύτερης προσέγγισης και προβλεπόμενου χρόνου για το εγγύτερο σημείο προσέγγισης με ευθεία διανυσματική παρέκταση, χρήση γραφικών απεικονίσεων των επικίνδυνων περιοχών,
- .2 Επιπτώσεων αλλαγής πορείας και/ή ταχύτητας του ίδιου πλοίου και/ή στόχων στο προβλεπόμενο σημείο εγγύτερης προσέγγισης και προβλεπόμενος χρόνος έως το σημείο εγγύτερης προσέγγισης και επικίνδυνες περιοχές,
- .3 Των επιπτώσεων λανθασμένων διανυσμάτων και επικίνδυνων περιοχών, και
- .4 Του οφέλους εναλλαγής μεταξύ αληθών και σχετικών διανυσμάτων.

Πληροφορίες για την προγενέστερη θέση των στόχων που υποτυπώνονται

31 Γνώση της παραγωγής προγενεστέρων σημάτων στόχων που υποτυπούνται, αναγνώριση ιστορικών στοιχείων ως μέσο ένδειξης προσφάτων ελλειψών των στόχων και ως μέθοδος ελέγχου της αξιοπιστίας υποτύπωσης του ARPA.

Πρακτική

Ρυθμίσεις και τήρηση οθόνης

32 Ικανότητα επίδειξης:

- .1 της σωστής διαδικασίας εκκίνησης για επίτευξη άριστης παρουσίασης των πληροφοριών ARPA,
- .2 της επιλογής παρουσίασης πληροφοριών, παρουσίασης σταθεροποιημένης σχετικής κίνησης και αληθούς κίνησης,
- .3 της σωστής ρύθμισης των ρυθμιστικών κομβίων ελέγχου της οθόνης ραντάρ για άριστη παρουσίαση των στοιχείων,
- .4 της επιλογής, ανάλογα με τη περίπτωση, της απαιτούμενης εισόδου ταχύτητας στο ARPA,
- .5 της επιλογής των κομβίων ελέγχου υποτύπωσης του ARPA, χειροκίνητης/αυτόματης κτήσης στόχου, παρουσίαση στοιχείων διανυσματικά/γραφικά,
- .6 της επιλογής της κλίμακας χρόνου των διανυσμάτων / γραφικών παραστάσεων,
- .7 της χρήσης των εξαιρουμένων περιοχών όταν χρησιμοποιείται από το ARPA αυτόματη κτήση στόχων, και
- .8 ελέγχων λειτουργίας του ραντάρ, πυξίδας, εισόδου ταχύτητας και ARPA.

Δοκιμές λειτουργίας του συστήματος

33 Ικανότητες εκτέλεσης ελέγχων του συστήματος και προσδιορισμού της ακρίβειας των στοιχείων του ARPA, περιλαμβανομένης της εγκατάστασης δοκιμής ελιγμών ελέγχοντας το βασικό ίχνος του ραντάρ.

Λήψη πληροφοριών από την οθόνη του ARPA

34 Επίδειξη της ικανότητας λήψης πληροφοριών τόσο σε σχετικό όσο και σε αληθή τρόπο κίνησης της οθόνης περιλαμβανομένων:

- .1 του εντοπισμού των κρίσιμων ηχών,
- .2 της ταχύτητας και πορείας της σχετικής κίνησης του στόχου,
- .3 του χρόνου και της προβλεπόμενης απόστασης για άφιξη του στόχου στο πλησιέστερο σημείο προσέγγισης,
- .4 των πορειών και ταχυτήτων των στόχων,
- .5 ανίχνευσης αλλαγών πορείας και ταχύτητας των στόχων και των περιορισμών τέτοιας φύσης πληροφοριών,
- .6 της επίπτωσης των αλλαγών πορείας του ιδίου πλοίου ή της ταχύτητας ή και των δύο, και
- .7 της λειτουργίας του συστήματος δοκιμής ελιγμών.

Εφαρμογή των Διεθνών Κανονισμών Πρόληψης Συγκρούσεων στην Θάλασσα, 1972, όπως τροποποιήθηκε

35 Ανάλυση των επικείμενων καταστάσεων σύγκρουσης από τις πληροφορίες που παρατίθενται, προσδιορισμό και εκτέλεση των ενεργειών για να αποφευχθούν καταστάσεις συμφοράς σύμφωνα με τους Διεθνείς Κανονισμούς Πρόληψης Συγκρούσεων στη Θάλασσα, 1972, όπως τροποποιήθηκε, σε ισχύ.

ΕΚΠΑΙΔΕΥΣΗ ΚΑΙ ΑΞΙΟΛΟΓΗΣΗ ΣΤΗΝ ΕΠΙΧΕΙΡΗΣΙΑΚΗ ΧΡΗΣΗ ΗΛΕΚΤΡΟΝΙΚΩΝ ΣΥΣΤΗΜΑΤΩΝ ΠΑΡΟΥΣΙΑΣΗΣ ΧΑΡΤΗ ΚΑΙ ΠΛΗΡΟΦΟΡΙΩΝ (ECDIS)

Εισαγωγή

36 Όταν χρησιμοποιούνται εξομοιωτές για εκπαίδευση και αξιολόγηση στην επιχειρησιακή χρήση Ηλεκτρονικών συστημάτων Παρουσίασης Χαρτών και Πληροφοριών (ECDIS), οι ακόλουθες προσωρινές οδηγίες πρέπει να εξετασθούν σε όποια τέτοια εκπαίδευση και αξιολόγηση.

37 Εκπαίδευση και αξιολόγηση στην επιχειρησιακή χρήση του ECDIS πρέπει :

.1 να ενσωματώνει την χρήση εξοπλισμού προσομοίωσης ECDIS, και

.2 να συμμορφώνεται στα πρότυπα που δεν είναι κατώτερα από εκείνα που δίνονται στις παραγράφους 38 έως 65 παρακάτω.

38 Ο εξοπλισμός προσομοίωσης ECDIS πρέπει, επιπροσθέτως σε όλα τα πρότυπα εκτέλεσης που εφαρμόζονται στην συνάντηση και παρατίθενται στο τμήμα A-II/12 του Κώδικα STCW, όπως τροποποιήθηκε, να μπορούν να προσομοιώνουν εξοπλισμό ναυσιπλοΐας και τους επιχειρησιακούς ελέγχους γέφυρας που πληρούν όλα τα εφαρμοστέα πρότυπα που υιοθετήθηκαν από τον Οργανισμό, να ενσωματώνουν εγκαταστάσεις για να ενεργοποιούν βυθομετρήσεις και:

.1 να δημιουργούν ένα περιβάλλον επιχείρησης σε πραγματικό χρόνο, περιλαμβάνοντας έλεγχο ναυσιπλοΐας και όργανα επικινδυνότητας και κατάλληλο εξοπλισμό για καθήκοντα ναυσιπλοΐας και τήρησης φυλακής και προσόντα πραγματοποίησης ελιγμών να αξιολογούνται, και

.2 ρεαλιστικά χαρακτηριστικά προσομοίωσης του «ιδίου πλοίου» σε καταστάσεις αναιχτής θάλασσας, καθώς επίσης και επιδράσεις καιρικών συνθηκών, παλίρροιας και ρευμάτων.

39 Επιδείξεις, και πρακτική, της χρήσης ECDIS πρέπει να διεξάγονται, όταν είναι απαραίτητο, με την χρήση εξομοιωτών. Εκπαιδευτικές ασκήσεις πρέπει να πραγματοποιούνται σε πραγματικό χρόνο, με σκοπό την αύξηση της γνώσης των εκπαιδευόμενων σχετικά με τους κινδύνους ακατάλληλης χρήσης του ECDIS. Επιταχυνόμενο πρόγραμμα μπορεί να χρησιμοποιείται μόνο για επιδείξεις.

Γενικά

Στόχα εκπαιδευτικού προγράμματος ECDIS

40 Ο εκπαιδευόμενος ECDIS πρέπει να μπορεί να:

.1 χειρίζεται εξοπλισμό ECDIS, χρησιμοποιεί τις λειτουργίες ναυσιπλοΐας του ECDIS, επιλέγει και αξιολογεί όλες τις σχετικές πληροφορίες και δρα κατάλληλα σε περίπτωση δυσλειτουργίας,

.2 δηλώνει τα πιθανά λάθη των δεδομένων που παρουσιάζονται και τα συνήθη λάθη μετάφρασης, και

.3 εξηγεί γιατί το ECDIS δεν πρέπει να βασίζεται σε αυτό ως το μόνο αξιόπιστο βοήθημα ναυσιπλοΐας.

Θεωρία και επίδειξη

41 Όπως η ασφαλής χρήση του ECDIS απαιτεί γνώση και κατανόηση των βασικών αρχών που διέπουν τα δεδομένα ένα ECDIS και τους κανόνες παρουσίαισής τους καθώς επίσης και πιθανά λάθη στα παρουσιασμένα δεδομένα και στους σχετικούς με ECDIS περιορισμούς και πιθανούς κινδύνους, πρέπει να παρέχονται ένας αριθμός ομιλών που να καλύπτουν τη θεωρητική εξήγηση. Όσο είναι δυνατό, τέτοια μαθήματα πρέπει να παρέχονται μέσα σε εκείνο πλαίσιο και να γίνεται χρήση πρακτικών παραδειγμάτων. Πρέπει να ενισχύονται κατά τη διάρκεια ασκήσεων προσομοίωσης.

42 Για ασφαλή χειρισμό εξοπλισμού ECDIS και σχετικών πληροφοριών ECDIS (χρήση λειτουργιών ναυσιπλοΐας του ECDIS, επιλογή και αξιολόγηση όλων των σχετικών πληροφοριών για να εξακλειωθούν με τα στοιχεία της ανθρώπινης μηχανής ECDIS), πρακτικές ασκήσεις και εκπαίδευση στους εξομοιωτές ECDIS πρέπει να αποτελούν το βασικό περιεχόμενο της εκπαιδευτικής σειράς.

43 Για τον καθορισμό των εκπαιδευτικών σκοπών, μια δομή δραστηριοτήτων πρέπει να καθορίζεται, λεπτομερής προσδιορισμός των σκοπών εκμάθησης πρέπει να αναπτύσσονται για κάθε θέμα αυτής της δομής.

Ασκήσεις προσομοίωσης

44 Ασκήσεις πρέπει να πραγματοποιούνται σε ατομικούς εξομοιωτές ECDIS, ή σε εξομοιωτές ναυσιπλοΐας πλήρους αποστολής συμπεριλαμβανομένου του ECDIS, για να καθιστά ικανούς τους εκπαιδευόμενους να αποκτήσουν τις απαραίτητες πρακτικές δεξιότητες. Για ασκήσεις ναυσιπλοΐας πραγματικού χρόνου, συνιστάται οι εξομοιωτές ναυσιπλοΐας να καλύπτουν την σύνθετη κατάσταση ναυσιπλοΐας. Οι ασκήσεις πρέπει να παρέχουν εκπαίδευση στην χρήση διάφορων κλιμάκων, τρόπων ναυσιπλοΐας και τρόπων παρουσίασης που διατίθενται, έτσι ώστε οι εκπαιδευόμενοι να μπορούν να χρησιμοποιήσουν τον εξοπλισμό στην ιδιαίτερη κατάσταση.

45 Η επιλογή ασκήσεων και σεναρίων διέπεται από τις διαθέσιμες εγκαταστάσεις εξομοιωτή. Εάν ένας ή περισσότεροι σταθμοί εργασίας ECDIS καθώς και ένας προσομοιωτής πολυάριθμων αποστολών διατίθενται, οι σταθμοί μπορεί αρχικά να χρησιμοποιούνται για βασικές ασκήσεις με την χρήση εγκαταστάσεων ECDIS και για ασκήσεις σχεδιασμού περάσματος, εφόσον οι προσομοιωτές πολυάριθμων αποστολών μπορεί αρχικά να χρησιμοποιηθούν για ασκήσεις που έχουν σχέση με τις λειτουργίες παρακολούθησης περάσματος σε πραγματικό χρόνο, όσο ρεαλιστικό είναι δυνατό σε σχέση με τον πραγματικό φόρτο εργασίας μιας τήρησης φυλακής ναυσιπλοΐας. Ο βαθμός πολυπλοκότητας των ασκήσεων πρέπει να αυξάνεται μέσω του προγράμματος εκπαίδευσης έως ο εκπαιδευόμενος έχει συγκεντρώσει όλες τις πλευρές του θέματος που μαθαίνει.

46 Οι ασκήσεις πρέπει να είναι όσο γίνεται ρεαλιστικές. Για να επιτευχθεί αυτό, τα σενάρια πρέπει να εντοπίζονται σε φανταστικές θαλάσσιες περιοχές. Καταστάσεις, λειτουργίες και ενέργειες για διάφορους μαθησιακούς σκοπούς που συμβαίνουν σε διαφορετικές θαλάσσιες περιοχές μπορούν να ενσωματωθούν σε μια άσκηση και σε πραγματικό χρόνο.

47 Ο κύριος αντικατασκευαστικός σκοπός των ασκήσεων εξομοίωσης είναι να διασφαλίζει ότι οι εκπαιδευόμενοι κατανοούν τις ευθύνες τους στην επιχειρησιακή χρήση του ECDIS σε όλες τις απόψεις σχετικές με την ασφάλεια και είναι διεξοδικά εξοικειωμένοι με το σύστημα και τον εξοπλισμό που χρησιμοποιείται.

Βασικοί τύποι των συστημάτων ECDIS και χαρακτηριστικά παρουσιάσεώς τους.

48 Ο εκπαιδευόμενος πρέπει να αποκτήσει γνώση των βασικών τύπων ECDIS που χρησιμοποιούνται, τα διάφορα χαρακτηριστικά παρουσίασης, δομής δεδομένων και κατανόησης των:

- .1 διαφορών ανάμεσα στην ακτίνα και στους χάρτες οριζόντιων γραμμών,
- .2 διαφορών ανάμεσα άμεσα ECDIS και ECS,
- .3 διαφορών ανάμεσα ECDIS και RCDS*,
- .4 χαρακτηριστικών του ECDIS και διάφορες λύσεις τους, και
- .5 χαρακτηριστικών συστημάτων για ειδικούς σκοπούς (συνήθεις σταθμοί/ έκτακτες ανάγκες).

Κίνδυνα υπερεξάρτησης στο ECDIS

49 Η εκπαίδευση στην επιχειρησιακή χρήση του ECDIS πρέπει να ασχολείται με :

- .1 τους περιορισμούς του υψ του ECDIS ως εργαλείο ναυσιπλοΐας,
- .2 τους πιθανούς κινδύνους μη σωστής λειτουργίας του συστήματος,
- .3 τους περιορισμούς του συστήματος, περιλαμβανομένους εκείνους των αισθητήρων του,
- .4 ανακρίβεια υδρογραφικών δεδομένων, των περιορισμών ακτίνας και ηλεκτρονικών χαρτών οριζόντιων γραμμών (ECDIS κατά RCDS και ENC κατά RNC), και
- .5 πιθανός κίνδυνος ανθρώπινων λαθών.

Πρέπει να δίνεται έμφαση στην ανάγκη κατάλληλης τήρησης φυλακής και εκτέλεσης περιοδικού ελέγχου ιδιαίτερα του στίγματος του πλοίου, με ανεξάρτητες μεθόδους ECDIS.

Ανίχνευση λανθασμένης μετάφρασης πληροφοριών

50 Γνώση των περιορισμών εξοπλισμού και ανίχνευση λανθασμένης ερμηνείας πληροφοριών είναι βασική για την ασφαλή χρήση του υψ του ECDIS. Οι ακόλουθα παράγοντες πρέπει να τονίζονται κατά τη διάρκεια της εκπαίδευσης:

- .1 πρότυπα εκτέλεσης εξοπλισμού,
- .2 παρουσίαση δεδομένων ραντάρ σε ηλεκτρονικούς χάρτες, περιορισμός ανιφάσεων ανάμεσα στην εικόνα του ραντάρ και στον ηλεκτρονικό χάρτη,

* S/NCirc.207/Rev.1- Διαφορές μεταξύ RCDS και ECDIS.

- .3 πιθανή προβολή ανφάσεων ανάμεσα στους ηλεκτρονικούς και δια χειρός χάρτες,
- .4 πιθανές ανφάσεις διαβάθμισης (υπερσκελισμός και υποσκελισμός) κατά την παρουσίαση ηλεκτρονικού χάρτη και της αρχικής διαβάθμισης του,
- .5 επιπτώσεις της χρήσης διαφορετικών συστημάτων αναφοράς για τον ορισμό στίγματος,
- .6 επιπτώσεις της χρήσης διαφορετικών οριζόντων και κάθετων δεδομένων απόδοσης μηχανής,
- .7 επιπτώσεις της κίνησης του πλοίου σε θαλάσσια δίοδο,
- .8 περιορισμοί ECDIS στον τρόπο παρουσίασης χάρτη οριζόντων γραμμών,
- .9 πιθανά λάθη στην παρουσίαση:
 - .9.1 του στίγματος του πλοίου,
 - .9.2 δεδομένα ραντάρ και πληροφορίες ARPA και AIS,
 - .9.3 διαφορετικά γεωδαιτικά συστήματα συντονισμού, και
- .10 πιστοποίηση των αποτελεσμάτων της δια χειρός ή αυτόματης επιδιόρθωσης δεδομένων
 - .10.1 σύγκριση δεδομένων χάρτη και εικόνας ραντάρ, και
 - .10.2 έλεγχος στίγματος του πλοίου χρησιμοποώντας άλλα ανεξάρτητα συστήματα ορισμού στίγματος.

51 Η Λανθασμένη ερμηνεία των δεδομένων και κατάλληλα μέτρα που λαμβάνονται για την αποφυγή λαθών ερμηνείας πρέπει να εξηγηθεί. Πρέπει να δίνεται ιδιαίτερη έμφαση στις συνέπειες των ακόλουθων:

- .1 αγνόηση του υπερσκελισμού της παρουσίασης,
- .2 μη κριτική αποδοχή του στίγματος,
- .3 σύγκριση τρόπου παρουσίασης,
- .4 σύγκριση διαβάθμισης χάρτη,
- .5 σύγκριση συστημάτων αναφοράς,
- .6 διάφορα τρόπα παρουσίασης,
- .7 διάφορα τρόπα σταθεροποίησης ακτίνας,
- .8 διαφορές ανάμεσα στον πραγματικό βορρά και στον γύρο βορρά (ραντάρ),
- .9 χρήση του ίδιου συστήματος αναφοράς δεδομένων,
- .10 χρήση της κατάλληλης διαβάθμισης χάρτη,
- .11 χρήση του καλύτερου προσαρμοσμένου αισθητήρα στη δοθείσα θέση και περιπτώσεις,
- .12 είσοδος διορθωμένων αξιών δεδομένων ασφάλειας,
 - .12.1 περίμετρος ασφάλειας πλοίου
 - .12.2 ασφάλειας (ασφαλή ύδατα), και
 - .12.3 γεγονότα, και
- .13 κατάλληλη χρήση όλων των διαθέσιμων δεδομένων.

52 Εκτίμηση ότι το RCDS είναι το μόνο βοήθημα ναυσιπλοΐας και ότι, όταν λειτουργεί σε τρόπο RCDS, ο ECDIS εξοπλισμός πρέπει να χρησιμοποιείται μαζί με το κατάλληλο χαρτοφύλακα ενημερωμένων χαρτών:

- .1 εκτίμηση διαφορών στην χρήση RCDS όπως περιγράφεται στο SN.1 /Circ.207/Rev.1 «Διαφορές ανάμεσα στο RCDS και ECDIS», και
- .2 ECDIS, σε οποιοδήποτε τρόπο, πρέπει να χρησιμοποιείται στην εκπαίδευση με κατάλληλο χαρτοφύλακα ενημερωμένων χαρτών.

Παράγοντες που επηρεάζουν το σύστημα εκτέλεσης και ακρίβειας

53 Μία στοιχειώδη κατανόηση των αρχών του ECDIS πρέπει να επιτυγχάνεται, καθώς και πλήρη πρακτική γνώση:

- .1 έναρξης και θέσπισης ECDIS, αισθητήρες δεδομένων σύνδεσης, αποδέκτες συστημάτων δορυφορικής και ραδιοναυσιπλοΐας, ραντάρ, γυροπυξίδα, δρομομέτρο, ηχητικός βυθομετρητής, ακρίβεια και περιορισμοί αυτών των αισθητήρων, περιλαμβανομένων επιπτώσεων των λαθών υπολογισμού και της ακρίβειας στίγματος πλοίου, χαρακτηρισμοί ακρίβειας του δείκτη εκτέλεσης πορείας, λάθος πυξίδας στην ακρίβεια ένδεξης εκτέλεσης πορείας, ρηχά ύδατα σχετικά με την ακρίβεια της λειτουργίας δρομομέτρου, διόρθωση δρομομέτρου σχετικά με την ακρίβεια υπολογισμού ταχύτητας, παρεμβολή (κατάσταση θάλασσας) στην ακρίβεια της λειτουργίας του ηχητικού βυθομετρητή, και
- .2 τα υφιστάμενα πρότυπα λειτουργίας για παρουσίαση ηλεκτρονικού χάρτη και συστήματα πληροφοριών που υιοθετήθηκαν από τον Οργανισμό.

Πρακτική

Ρυθμίσεις και τήρηση παρουσίασης

54 Γνώση και κατάρτιση πρέπει να αποκτάται για :

- .1 την σωστή διαδικασία έναρξης για την απόκτηση άριστης παρουσίασης πληροφοριών ECDIS,
- .2 την επιλογή τρόπου παρουσίασης (πρότυπα παρουσίασης, βάση παρουσίασης, όλες οι άλλες πληροφορίες που παρουσιάζονται ατομικά μετά από αίτημα),
- .3 σωστή προσαρμογή όλων των πακίλλων ελέγχων παρουσίασης ραντάρ /ARPA για άριστη παρουσίαση δεδομένων,
- .4 επιλογή εύκολης διαμόρφωσης,
- .5 επιλογή, όπως απαιτείται, εισαγωγής απαιτούμενης ταχύτητας στο ECDIS,
- .6 επιλογή χρονικού φάσματος διανυσμάτων, και
- .7 έλεγχο εκτέλεσης στίγματος ραντάρ / ARPA, πυξίδα, αισθητήρες δεδομένων ταχύτητας και ECDIS.

Επιχειρησιακή χρήση ηλεκτρονικών χαρτών

55 Γνώση και δεξιοτεχνίες πρέπει να αποκτώνται όσον αφορά:

- .1 τα κύρια χαρακτηριστικά παρουσίασης δεδομένων ECDIS και την επιλογή κατάλληλων πληροφοριών για καθήκοντα ναυσιπλοΐας,
- .2 τις αυτόματες λειτουργίες που απαιτούνται για την παρακολούθηση της ασφάλειας του πλοίου, όπως παρουσίαση στίγματος, κατεύθυνση/πορεία, ταχύτητα, αξίες ασφάλειας και χρόνος,
- .3 δια χειρός λειτουργίες (με δρομέα, ηλεκτρονική γραμμή διόπτευσης, δαχτύλιους περιοχών),
- .4 επιλογή και τροποποίηση περιεχομένου ηλεκτρονικού χάρτη,
- .5 διαβάθμιση (περιλαμβανομένου υπερσκελισμού και υποσκελισμού),

- .6 την εστίαση,
- .7 τοποθέτηση δεδομένων ασφάλειας πλοίου,
- .8 χρήση τρόπου παρουσίασης κατά τη διάρκεια ημέρας ή νύχτας,
- .9 ανάγνωση όλων των συμβόλων και των συντομογραφιών χάρτη,
- .10 χρήση διαφορετικών ειδών δρομέων και ηλεκτρονικών διαγραμμίσεων για απόκτηση δεδομένων ναυσιπλοΐας,
- .11 παρακολούθηση μιας περιοχής από όλες τις κατευθύνσεις και επιστροφή στο στίγμα του πλοίου,
- .12 εύρεση απαραίτητης περιοχής, χρησιμοποιώντας γεωγραφικές συντεταγμένες,
- .13 παρουσίαση αναγκαίων στρωμάτων δεδομένων για απόκτηση δεδομένων ναυσιπλοΐας,
- .14 επιλογή κατάλληλων και σαφών δεδομένων (στίγμα, πορεία, ταχύτητα),
- .15 εισαγωγή σημειώσεων ναυτικών,
- .16 χρήση παρουσίασης βόρειου προσανατολισμού και άλλων ειδών προσανατολισμού, και
- .17 χρήση πραγματικών και σχετικών τρόπων κίνησης

Σχεδιασμός πορείας

56 Γνώση και δεξιότητες πρέπει να αποκτώνται όσον αφορά :

- .1 την εισαγωγή χαρακτηριστικών πλοίου στο ECDIS,
- .2 την επιλογή θαλάσσιας περιοχής για τον σχεδιασμό πορείας,
 - .2.1 αναθεώρηση των απαιτούμενων υδάτων για θαλάσσια περάσματα, και
 - .2.2 αλλαγή διαβάθμισης χάρτη,
- .3 εξακρίβωση ότι κατάλληλα και ενημερωμερωμένα χάρτες είναι διαθέσιμα,
- .4 σχεδιασμός πορείας με παρουσίαση μέσω ECDIS, χρήση γραφικού συντάκτη, λαμβάνοντας υπόψη λοξοδρομική καμπύλη και πλεύση μέγιστου κύκλου:
 - .4.1 χρήση βάσης δεδομένων ECDIS για απόκτηση δεδομένων ναυσιπλοΐας, υδρομετεωρολογικών και άλλων,
 - .4.2 να λαμβάνουν υπόψη την προσωρινή ακτίνα και περιστροφικές γραμμές / σημεία όταν εκφράζονται σε διαβάθμιση χάρτη,
 - .4.3 χάραξη επικίνδυνων βαθών και περιοχών που εκθέτουν περιβάλλοντα προστασίας βάθους,
 - .4.4 χάραξη διαδρομών με διασταύρωση περιβάλλοντων βαθών και ουσιώδεις παρεκλίσεις διασταυρούμενων πορεία , προσθέτοντας, αντικαθιστώντας και σβήνοντας διαδρομές,
 - .4.5 λαμβάνοντας υπόψη ασφαλή ταχύτητα,
 - .4.6 έλεγχος προσχεδιασμένης πορείας για ασφάλεια ναυσιπλοΐας, και
 - .4.7 δημιουργία συναγεμύων και προειδοποιήσεων,
- .5 σχεδιασμός πορείας με υπολογισμό στον πίνακα, περιλαμβάνοντας:
 - .5.1 επιλογή σημείων πορείας,

- .5.2 ανάκληση καταλόγου σημείων πορείας,
- .5.3 σημειώσεις σχεδιασμού,
- .5.4 προσαρμογή σε σχεδιασμένη πορεία,
- .5.5 έλεγχος προσχεδιασμένης πορείας για ασφάλεια ναυσιπλοΐας,
- .5.6 σχεδιασμός εναλλακτικής πορείας,
- .5.7 αποθήκευση σχεδιασμένων πορειών, φορτώση και εκφόρτωση ή διαγραφή διαδρομών,
- .5.8 δημιουργία γραφικού ανηγράφου οθόνης και εκτύπωση πορείας,
- .5.9 έκδοση και τροποποίηση σχεδιασμένης πορείας,
- .5.10 καθορισμός αξιών ασφάλειας σύμφωνα με το μέγεθος και τις παραμέτρους χειρισμού του πλοίου,
- .5.11 σχεδιασμός πορείας επιστροφής, και
- .5.12 σύνδεση αρκετών πορειών

Παρακολούθηση πορείας

57 Γνώση και δεξιότητες πρέπει να αποκτώνται όσον αφορά:

- .1 την χρήση ανεξάρτητων δεδομένων ελέγχου στίγματος πλοίου ή την χρήση εναλλακτικών συστημάτων στα πλαίσια του ICSA του ECDIS
- .2 χρήση εμπρόσθιας λειτουργίας (look ahead):
 - .2.1 αλλαγή χαρτών και άλλων διαβαθμίσεων,
 - .2.2 αναθεώρηση χαρτών ναυσιπλοΐας,
 - .2.3 επιλογή ακτίνας χρόνου,
 - .2.4 πρόβλεψη στίγματος πλοίου για κάποιο χρονικό μεσοδιάστημα,
 - .2.5 αλλαγή προσχεδιασμένης πορείας (τροποποίηση πορείας),
 - .2.6 εισαγωγή ανεξάρτητων δεδομένων για τον υπολογισμό αλλαγής ρευμάτων ανέμου και ανοχής ρευμάτων,
 - .2.7 σωστή αντίδραση σε συναγερμό,
 - .2.8 εισαγωγή διορθώσεων για ανιφάσεις γεωδαιτικού δεδομένου,
 - .2.9 παρουσίαση χρονικών επισημάνσεων στην πορεία του πλοίου,
 - .2.10 εισαγωγή δια χειρός στίγματος πλοίου, και
 - .2.11 συντεταγμένες υπολογισμού, πορείας, διοπτεύσεις και αποστάσεις σε χάρτη

Χαρτισμός συναγερμού

58 Γνώση και ικανότητα ερμηνείας και σωστής αντίδρασης σε όλα τα είδη συστημάτων, όπως αισθητήρες ναυσιπλοΐας, δείκτες δεδομένα και συναγερμοί χαρτών και δείκτες προειδοποιήσεων, περιλαμβανομένου συστήματος σηματοδότησης αλλαγής ηχητικού και οπτικού συναγερμού, πρέπει να αποκτάται σε περίπτωση:

- .1 απουσίας επόμενου χάρτη στη βάση δεδομένων του ECDIS,

- .2 διασταύρωση περιβάλλοντος ασφάλειας,
- .3 υπέρβαση ορίων διασταυρούμενης πορείας,
- .4 παρέκκλιση από την σχεδιασμένη πορεία,
- .5 προσέγγιση σημείου διαδρομής,
- .6 προσέγγιση σημαντικού σημείου,
- .7 διαφορά ανάμεσα στον υπολογισμένο και πραγματικό χρόνο άφιξης στο σημείο,
- .8 πληροφορίες σχετικά με τον υπερσκελισμό και του υποσκελισμό,
- .9 προσέγγιση απομονωμένου κινδύνου ή περιοχής κινδύνου,
- .10 διάσχιση συγκεκριμένης περιοχής,
- .11 επιλογή ενός διαφορετικού γεωδαιπικού δεδομένου,
- .12 προσέγγιση άλλων πλοίων,
- .13 λήξη φυλακής,
- .14 αλλαγή χρονοδιακόπτη,
- .15 αποτυχία δοκιμής συστήματος,
- .16 δυσλειτουργία συστήματος καθορισμού στίγματος που χρησιμοποιείται στο ECDIS,
- .17 αποτυχία υπολογισμού στίγματος κατ' εκτίμηση, και
- .18 ανικανότητα καθορισμού στίγματος με την χρήση συστήματος ναυσιπλοΐας.

Διόρθωση διαχειρισμός του στίγματος του πλοίου και των παραμέτρων κίνησης

59 Γνώση και δεξιότητες πρέπει να αποκτώνται όσον αφορά τη διόρθωση διαχειρισμός:

- .1 του στίγματος του πλοίου σε θέση υπολογισμού στίγματος κατ' εκτίμηση, όταν ο αποδέκτης του δορυφορικού και ραδιοπικοινωνιακού συστήματος είναι κλειστός,
- .2 του στίγματος του πλοίου, όταν οι αυτόματα αποκλειθής συντεταγμένες είναι ανακριβείς, και
- .3 πορείας και τιμές ταχύτητας.

Καταχώρησης στο ημερολόγιο πλοίου

60 Γνώση και δεξιότητες πρέπει να αποκτώνται όσον αφορά:

- .1 αυτόματη καταγραφή πλοίου,
- .2 αναπαράσταση προηγούμενης πορείας, λαμβάνοντας υπόψη:
 - .2.1 μέσα καταγραφής,
 - .2.2 ενδιάμεσες καταγραφές,
 - .2.3 πιστοποίηση βάσης δεδομένων που χρησιμοποιείται,
- .3 παρακολούθηση αρχείων στο ηλεκτρονικό ημερολόγιο πλοίου,
- .4 άμεση καταχώρηση στο ηλεκτρονικό ημερολόγιο του πλοίου,

- .5 αλλαγή ώρας πλοίου,
- .6 εισαγωγή επιπρόσθετων δεδομένων,
- .7 εκτύπωση του περιεχομένου του ηλεκτρονικού ημερολογίου του πλοίου,
- .8 θέση σε λειτουργία των αυτόματων χρονικών διαστημάτων καταγραφής,
- .9 σύνθεση δεδομένων πλοίου και αναφοράς, και
- .10 διασύνδεση με τον ανιχνευτή δεδομένων πλοίου (VDR).

Ενημέρωση χαρτών

61 Γνώση και δεξιότητες πρέπει να αποκτώνται όσον αφορά:

- .1 την διαχειριστική ενημέρωση των ηλεκτρονικών χαρτών. Ιδιαίτερη προσοχή πρέπει να δίνεται στη συμμορφία ελλειψοειδούς αναφοράς και στην συμμόρφωση με τις μονάδες υπολογισμού που χρησιμοποιούνται σε χάρτη και στο κείμενο διόρθωσης.
- .2 εκτέλεση ημιαυτόματης ενημέρωσης ηλεκτρονικών χαρτών, χρησιμοποιώντας τα δεδομένα που αποκτήθηκαν με ηλεκτρονικά μέσα σε ηλεκτρονικό χάρτη, και
- .3 εκτέλεση αυτόματης ενημέρωσης ηλεκτρονικών χαρτών, χρησιμοποιώντας ενημερωμένους φακέλους που αποκτήθηκαν μέσω γραμμών επικοινωνίας ηλεκτρονικών δεδομένων.

Στα σενάρια όπου χρησιμοποιούνται μη ενημερωμένα δεδομένα για να δημιουργηθεί μία κρίσιμη κατάσταση οι εκπαιδευόμενοι θα απαιτείται να παρουσιάζουν *ad hoc* ενημέρωση του χάρτη.

Επιχειρησιακή χρήση ECDIS όπου συνδέεται ραντάρ/ ARPA

62 Γνώση και δεξιότητες πρέπει να αποκτώνται όσον αφορά:

- .1 την σύνδεση ARPA στο ECDIS,
- .2 την ένδειξη ακτίνων ταχύτητας στόχου,
- .3 την ένδειξη πορείας στόχου,
- .4 αρχικοθέτηση πορείας στόχου,
- .5 παρακολούθηση πίνακα στόχων,
- .6 τον έλεγχο ευθυγράμμισης επικάλυψης ραντάρ με τα χαρτογραφημένα γεωγραφικά χαρακτηριστικά,
- .7 την εξομοίωση ενός ή περισσότερων ελιγμών,
- .8 διορθώσεις στίγματος πλοίου, χρησιμοποιώντας σημείο αναφοράς που υποτυπώνεται από το ARPA, και
- .9 διορθώσεις χρησιμοποιώντας τον δρομέα και την ηλεκτρονική μπάρα του ARPA.

Δείτε επίσης το τμήμα B-II/12, Οδηγία που αφορά την χρήση προσομοιωτών (αφορά ραντάρ/ ARPA), ιδιαίτερα τις παραγράφους 17 έως 19 και 36 έως 38.

Επιχειρησιακή χρήση ECDIS όπου συνδέεται AIS

63 Γνώση και δεξιότητες αποκτώνται όσον αφορά:

- .1 τη διασύνδεση με AIS,
- .2 την ερμηνεία δεδομένων AIS,

- .3 ένδειξη ακτίνας ταχύτητας στόχου,
- .4 ένδειξη πορείας στόχου, και
- .5 αρχαιοθέτηση πορείας στόχου

Επιχειρησιακές προαδοποιήσεις, τα οφέλη τους και οι περιορισμοί τους

64 Οι εκπαιδευόμενοι πρέπει να μπορούν να αξιολογούν τις χρήσεις, τα οφέλη και τους περιορισμούς των επιχειρησιακών προαδοποιήσεων του ECDIS και της ορθής διάταξης, όπου εφαρμόζεται, προς αποφυγή πλαστικής παρέμβασης.

Σύστημα επιχειρησιακών δοκιμών

65 Γνώση και δεξιότητες πρέπει να αποκτώνται όσον αφορά:

- .1 τις μεθόδους δοκιμής δυσλειτουργιών του ECDIS, περιλαμβάνοντας λειτουργική αυτοδοκιμή,
- .2 λήψη προφυλακικών μέτρων όταν υπάρχει δυσλειτουργία, και
- .3 επαρκείς ρυθμίσεις υποστήριξης (ανάληψη και πλοήγηση με την χρήση συστήματος υποστήριξης).

Άσκηση αναφοράς

66 Ο εκπαιδευτής πρέπει να αναλύει τα αποτελέσματα όλων των ασκήσεων που ολοκληρώνονται από όλους τους εκπαιδευόμενους και να τις τυπώνει. Ο χρόνος που δαπανάται στην αναφορά πρέπει να καταλαμβάνει το 10% και 15% του συνολικού χρόνου ασκήσεων προσομοίωσης.

Συνιστώμενα πρότυπα λειτουργίας για μη υποχρεωτικούς τύπους προσομοίωσης

67 Τα πρότυπα λειτουργίας μη υποχρεωτικού εξοπλισμού προσομοίωσης που χρησιμοποιείται για εκπαίδευση και/ή αξιολόγηση της ικανότητας ή επίδειξης δεξιοτήτων καθορίζονται παρακάτω. Τέτοιου είδους προσομοίωση περιλαμβάνει αλλά δεν περιορίζεται, στους παρακάτω τύπους:

- .1 ναυσιπλοΐα και τήρηση φυλακής,
- .2 χειρισμός πλοίου και ελιγμοί,
- .3 χειρισμός φορτίου και σταβάσια,
- .4 ραδιοεπικοινωνίες και αναφορά, και
- .5 λειτουργία κύριων και βοηθητικών μηχανημάτων

Προσομοίωση ναυσιπλοΐας και τήρησης φυλακής

68 Ο εξοπλισμός προσομοίωσης ναυσιπλοΐας και τήρησης φυλακής θα πρέπει εκτός του ότι πρέπει να ανταποκρίνεται σε όλες τις ισχύουσες απαιτήσεις που καθορίζονται στο τμήμα A-1/2, να είναι σε θέση να προσομοιώνει εξοπλισμό ναυσιπλοΐας και τις επιχειρησιακές διατάξεις ελέγχου της γέφυρας που ανταποκρίνονται σε όλα τα ισχύοντα πρότυπα λειτουργίας που έχουν γίνει αποδεκτά από τον Οργανισμό*, να διαθέτει σύστημα παραγωγής ηχοβόλησης και:

- .1 να δημιουργεί επιχειρησιακό περιβάλλον πραγματικού χρόνου, περιλαμβάνοντας διατάξεις ελέγχου ναυσιπλοΐας και όργανα και συσκευές επικοινωνιών που χρησιμοποιούνται για τη ναυσιπλοΐα και τα καθήκοντα που πρέπει να εκτελούνται κατά την τήρηση φυλακής και των δεξιοτήτων ελιγμών που πρόκειται να αξιολογηθούν,
- .2 παροχή ρεαλιστικού οπτικού σεναρίου ημέρας ή νύχτας, περιλαμβανομένης μεταβαλλόμενης ορατότητας ή κατά τη νύχτα μόνο όπως φαίνονται από τη γέφυρα, με ένα ελάχιστο οριζόντιο οπτικό πεδίο διαθέσιμο στον εκπαιδευόμενο που καλύπτει τους οπτικούς τομείς που απαιτούνται για τις εργασίες ναυσιπλοΐας και τους ανεικαιμενικούς σκοπούς τήρησης φυλακής.

* Βλέπε σχεπικά κατάλληλα πρότυπα εκτέλεσης που υιοθετήθηκαν από τον Οργανισμό.

.3 ρεαλιστική προσομοίωση της δυναμικής συμπεριφοράς του ιδίου πλοίου σε συνθήκες ανακτής θάλασσας περιλαμβανομένων των επιπτώσεων του καιρού, παλλοίριας, ρευμάτων και αλληλεπίδρασης με άλλα πλοία, και

.4 ρεαλιστικές διαδικασίες προσομοίωσης επικοινωνίας VTS ανάμεσα στο πλοίο και στην ξηρά.

Προσομοίωση χειρισμού και ελιγμών πλοίου

69 Εκτός από την συμμόρφωση με τα πρότυπα λειτουργίας που καθορίζονται στην παράγραφο 37 ο εξοπλισμός προσομοίωσης χειρισμού πλοίου θα πρέπει:

.1 να παρέχει ρεαλιστικό οπτικό σενάριο όπως φαίνεται από τη γέφυρα την ημέρα και την νύκτα με μεταβαλλόμενη ορατότητα σε όλο το οριζόντιο οπτικό πεδίο που είναι στη διάθεση του εκπαιδευόμενου σε τομείς όρασης που προσφέρονται για εκπαιδευτικές εργασίες και τους ανικαιμενικούς σκοπούς χειρισμού του πλοίου και ελιγμών*, και

.2 Να προσομοιώνεται ρεαλιστικά η δυναμική συμπεριφορά του «ιδίου πλοίου» σε περιορισμένες θαλάσσιες οδούς περιλαμβανομένων των επιπτώσεων των αβαθών και των οχθών.

70 Πρότυπα κλίμακας επανδρωμένων χρησιμοποιούνται για να παρέχουν προσομοίωση χειρισμών και ελιγμών πλοίου, επιπρόσθετα των προτύπων λειτουργίας που καθορίζονται στις παραγράφους 68.3 και 69.2. Τέτατος εξοπλισμός θα πρέπει :

.1 να περιλαμβάνει παράγοντες κλίμακας που αντιπροσωπεύουν με ακρίβεια τις διαστάσεις, όγκο και εκτόπισμα, ταχύτητα, χρόνο και ρυθμό στροφής ενός πραγματικού πλοίου, και

.2 να περιλαμβάνουν ελέγχους για το πηδάλιο και τις μηχανές στη σωστή κλίμακα χρόνου.

Προσομοίωση χειρισμών φορτίου και σταβασίας

71 Ο εξοπλισμός προσομοίωσης χειρισμού φορτίου θα πρέπει να είναι σε θέση να προσομοιώνει τον εξοπλισμό χειρισμού και ελέγχου φορτίου ο οποίος ανταποκρίνεται σε όλα τα εφαρμοζόμενα πρότυπα λειτουργίας που έχουν γίνει αποδεκτά από τον Οργανισμό* και να περιλαμβάνει ευκολίες για:

.1 να δημιουργηθεί αποτελεσματικό επιχειρησιακό περιβάλλον στο οποίο περιλαμβάνεται σταθμός ελέγχου φορτίου με εκείνα τα όργανα που ενδεχομένως είναι απαραίτητα για τον συγκεκριμένο τύπο συστήματος φορτίου του οποίου γίνεται απομίμηση,

.2 να είναι ικανό να κάνει απομίμηση των δραστηριοτήτων φόρτωσης και εκφόρτωσης και των καταλλήλων δεδομένων ευστάθειας και κινδύνου για τις εργασίες χειρισμού φορτίου που πρόκειται να γίνουν και για τη δεξιότητα που πρόκειται να αξιολογηθούν, και

.3 προσομοίωση εργασιών φόρτωσης, εκφόρτωσης, ερμαπισμού και αφερμαπισμού και τους ανάλογους υπολογισμούς ευστάθειας, διαγωγής, κλίσης, διαμήκους αντοχής, στρεπτικής τάσεως και ζημιών ευστάθειας*.

Προσομοίωση επικοινωνιών GMDSS

72 Ο εξοπλισμός προσομοίωσης επικοινωνιών GMDSS πρέπει να είναι σε θέση να προσομοιώνει εξοπλισμό επικοινωνιών GMDSS που ανταποκρίνεται σε όλα τα εφαρμοζόμενα πρότυπα λειτουργίας που έχουν γίνει αποδεκτά από τον Οργανισμό* και να διαθέτει εγκαταστάσεις για:

* Οι σχετικές πρότυπες σερές εκπαίδευσης IMO μπορεί να βοηθούν στην προεταμασία των εκπαιδευσεων.

* Δεν έχουν υιοθετηθεί ακόμα πρότυπα από τον Οργανισμό.

** Βλέπε σχεπικά/ κατάλληλα πρότυπα εκτέλεσης που υιοθετήθηκαν από τον Οργανισμό.

- .1 προσομοίωση της λειτουργίας του VHF, VHF-DSC, NAVTEX, EPIRB, και εξοπλισμού τήρησης φυλακής που απαιτείται από το Πιστοποιητικό Χειριστή Περιορισμένης χρήσης (ROC),
- .2 προσομοίωση της λειτουργίας των επίγειων σταθμών πλοίου INMARSAT - A, -B και -C, MF/HF, NBDP, MF/HF-DSC, VHF, VHF-DSC, NAVTEX EPIRB και εξοπλισμού τήρησης φυλακής όπως απαιτείται από το Πιστοποιητικό Χειριστή Γενικής χρήσης (GOC),
- .3 Παροχή επικοινωνιών φωνής με θόρυβο βάθους,
- .4 Παροχή εγκατάστασης καινοτομίας εκτυπωμένου καιμένου, και
- .5 Δημιουργία επιχειρησιακού περιβάλλοντος πραγματικού χρόνου, που αποτελείται από ένα ολοκληρωμένο σύστημα το οποίο περιλαμβάνει τουλάχιστον ένα σταθμό καθηγητή / αξιολογητή και τουλάχιστον δύο σταθμούς GMDSS πλοίου ή ξηράς.

Προσομοίωση λειτουργίας κύριας μηχανής και βοηθητικών μηχανημάτων

73 Ο εξοπλισμός προσομοίωσης εγκαταστάσεων μηχανοστασίου πρέπει να είναι σε θέση να προσομοιώνει σύστημα κύριας μηχανής και βοηθητικών μηχανημάτων και να ενσωματώνει εγκαταστάσεις για:

- .1 Δημιουργία περιβάλλοντος πραγματικού χρόνου για εργασίες εν πλω και σε λιμάνι με συσκευές επικοινωνίας και κατάλληλη προσομοίωση της κύριας μηχανής πρόωσης και βοηθητικών μηχανημάτων και πινάκων ελέγχου,
- .2 προσομοίωση των σχετικών υποσυστημάτων που πρέπει να περιλαμβάνουν, αλλά δεν θα περιορίζονται στο λέβητα, πηδάλιο, σύστημα γενικής εγκατάστασης και διανομής ηλεκτρικής ισχύος περιλαμβανομένων των παροχών ηλεκτρικής ισχύος ανάγκης και συστημάτων καυσίμου, ύδατος, ψύξης, έρματος και σενιτών,
- .3 παρακολούθηση και αξιολόγηση της λειτουργίας της μηχανής και των αισθητήρων συστημάτων που λειτουργούν εξ αποστάσεως,
- .4 προσομοίωση δυσλειτουργίας μηχανημάτων,
- .5 να επιτρέπει μεταβολή εξωτερικών συνθηκών έτσι ώστε να επιδρούν στις προσομοιούμενες λειτουργίες: καιρικές συνθήκες, βύθισμα πλοίου, θερμοκρασίες αέρα και θάλασσας,
- .6 να επιτρέπει στις εξωτερικές συνθήκες που ελέγχονται από τον εκπαιδευτή να μεταβάλλονται: ατμός καταστρώματος, ατμός χώρων ενδαίτησης, αέρας καταστρώματος, συνθήκες παγετού, γερανοί καταστρώματος, αυξημένη ισχύς, ελικοπηδάλιο, φορτίο πλοίου,
- .7 να επιτρέπει αλλαγή προσομοιωτή δυναμικής που ελέγχεται από τον εκπαιδευτή: κατάσταση ανάγκης, ανιδράσεις διαδικασιών, ανιδράσεις πλοίου, και
- .8 να παρέχεται η εγκατάσταση απομόνωσης ορισμένων διεργασιών, όπως ταχύτητα, ηλεκτρικό σύστημα, σύστημα πετρελαίου Diesel, σύστημα λιπαντικού, σύστημα βαρέως πετρελαίου, σύστημα θαλασσίου ύδατος, σύστημα ατμού, καυσαέρια λέβητα και στροβιλογεννήτριας προκειμένου να πραγματοποιηθούν ειδικό εκπαιδευτικοί στόχοι*.

Τμήμα Β- I/13

Οδηγίες όσον αφορά την διεξαγωγή δοκιμών

(Δεν υπάρχουν διατάξεις).

Τμήμα Β- I/14

Οδηγίες όσον αφορά τις ευθύνες των εταιριών και συνιστώμενες ευθύνες πλοιάρχου και μελών του πληρώματος

* Οι σχετικές πρότυπες σφρές εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαιδύσεων.

Εταιρείες

1 Οι Εταιρείες πρέπει να εφοδιάζουν το πλοίο με συγκεκριμένα εισαγωγικά προγράμματα που σκοπεύουν να βοηθήσουν τους νεοαπασχολούμενους ναυτικούς να εξοικειωθούν με όλες τις διεργασίες και εξοπλισμό που είναι σχετικά με την περιοχή ευθύνης τους. Οι Εταιρείες πρέπει να διασφαλίζουν ότι:

- .1 όλα οι ναυτικοί σε πλοίο εξοπλισμένο με σωστικές λέμβους ελεύθερης πτώσης πρέπει να λαμβάνουν εκπαίδευση εξοικείωσης στις διαδικασίες ανέλκυσης και επιβίβασης για κάθε σωστική λέμβο,
- .2 πριν την επιβίβαση σε πλοίο οι ναυτικοί που ορίζονται ως προσωπικό λειτουργίας των σωστικών λέμβων ελεύθερης πτώσης πρέπει να έχουν εκπαιδευτεί στην επιβίβαση, ανέλκυση και ανάκτηση τέτοιων σωστικών λέμβων, συμπεριλαμβανομένης της συμμετοχής σε τουλάχιστον μια ανέλκυση ελεύθερης πτώσης, και
- .3 προσωπικό που μπορεί να χρειάζεται για να λειτουργεί ο εξοπλισμός GMDSS να λαμβάνει εκπαίδευση εξοικείωσης με το GMDSS, κατά την επιβίβαση στο πλοίο και σε τακτικά χρονικά διαστήματα.

2 Η εκπαίδευση εξοικείωσης που απαιτείται από την παράγραφο 3 του τμήματος A-I/14 πρέπει τουλάχιστον να διασφαλίζει επίτευξη ικανοτήτων που είναι απαραίτητες για την ειδικότητα και τα καθήκοντα και τις ευθύνες ως ακολούθως:

Σχεδιασμός και επιχειρησιακοί περιορισμοί

- .1 Ικανότητα να κατανοούν και να παρατηρούν επιχειρησιακούς περιορισμούς που επιβάλλονται στο πλοίο και να κατανοεί και εφαρμόζει τους περιορισμούς εκτέλεσης, περιλαμβάνοντας περιορισμούς ταχύτητας σε δυσμενείς καιρικές συνθήκες, που έχουν στόχο τη διατήρηση ασφάλειας ζωής, πλοίου και φορτίου.

Διαδικασίες ανοίγματος, κλεισίματος και ασφάλισης των ανοιγμάτων του κύτους

- .2 Ικανότητα να εφαρμόζει κατάλληλα τις διαδικασίες που θεσπίζονται για το πλοίο σχετικά με το άνοιγμα, κλείσιμο και ασφάλιση της πλώρης, πρύμνης και πλευρικών θυρών και ραμπών και να λειτουργούν ορθά τα σχετικά συστήματα.

Νομοθεσία, κώδικες και συμφωνίες που επηρεάζουν τα go-go επιβατηγά πλοία

- .3 Ικανότητα να κατανοεί και εφαρμόζει διεθνείς και εθνικές απαιτήσεις για go-go επιβατηγά πλοία σχετικές με το πλοίο και τα καθήκοντα προς εκτέλεση.

Ευστάθεια και απαιτήσεις και περιορισμοί κινδύνου

- .4 Ικανότητα να λαμβάνει υπόψη τους περιορισμούς κινδύνου για ευαίσθητα τμήματα του πλοίου, όπως τις θύρες της πλώρης και άλλες συσκευές κλεισίματος που τηρούν την στεγανότητα και ιδιαίτερων εξετάσεων ευστάθειας που μπορεί να επηρεάζουν την ασφάλεια των go-go επιβατηγών πλοίων.

Διαδικασίες για την τήρηση ειδικού εξοπλισμού σε go-go επιβατηγά πλοία

- .5 Ικανότητα για να εφαρμόζει κατάλληλα στο πλοίο τις διαδικασίες τήρησης ιδιαίτερου εξοπλισμού σε go-go επιβατηγά πλοία όπως πλώρη, πρύμνη και πλευρικές θύρες και ράμπες, σπές και σχετικά συστήματα.

Εγχειρίδια φόρτωσης και ασφάλισης φορτίου και υπολογισμοί

- .6 Ικανότητα να χρησιμοποιούν ορθά τα εγχειρίδια φόρτωσης και ασφάλισης όσον αφορά όλους τους τύπους οχημάτων όπου εφαρμόζεται, και να υπολογίζει και εφαρμόζει τους περιορισμούς κινδύνου για οχήματα καταστρώματος.

Επικίνδυνες περιοχές φορτίου

- .7 Ικανότητα για να διασφαλίσει κατάλληλη παρατήρηση ειδικών προφυλάξεων και περιορισμών που ισχύουν στις ορισμένες επικίνδυνες περιοχές φορτίου.

Διαδικασίες έκτακτης ανάγκης

.8 Ικανότητα εξασφάλισης κατάλληλης εφαρμογής ειδικών διαδικασιών για να :

- .8.1 προλαμβάνει ή μειώνει την είσοδο υδάτων στα καταστρώματα οχημάτων,
- .8.2 απομακρύνει τα ύδατα από τα καταστρώματα οχημάτων, και
- .8.3 ελαχιστοποιεί τα αποτελέσματα του ύδατος στα καταστρώματα οχημάτων.

Πλοίαρχος

3 Ο Πλοίαρχος πρέπει να λαμβάνει όλα τα απαραίτητα μέτρα για την εφαρμογή των οδηγιών της εταιρίας που εκδίνονται σύμφωνα με το τμήμα A- I/14. Σε αυτά τα μέτρα πρέπει να περιλαμβάνονται:

- .1 αναγνώριση όλων των ναυτικών που πρόσφατα ναυτολογήθηκαν, προτού τους ανατεθούν καθήκοντα,
- .2 παροχή δυνατότητας σε όλους τους ναυτικούς που πρόσφατα επιβιβάστηκαν να:
 - .2.1 Επισκεφθούν τους χώρους που θα εκτελούν τα κύρια καθήκοντα τους,
 - .2.2 Εξαικωθούν με τη θέση, διατάξεις ελέγχου και χαρακτηρισικά απεικόνισης του εξοπλισμού που θα χειρίζονται ή θα χρησιμοποιούν,
 - .2.3 Ενεργοποιούν όποτε είναι δυνατόν τον εξοπλισμό και να εκτελούν εργασίες χρησιμοποίησης τις διατάξεις ελέγχου του εξοπλισμού, και
 - .2.4 Παρατηρούν και να ερωτούν οποιονδήποτε είναι ήδη εξαικωμένος με τον εξοπλισμό, δι-εργασίες και άλλες ρυθμίσεις και ο οποίος μπορεί να κοινοποιεί πληροφορίες ή σε γλώσσα που ο ναυτικός καταλαβαίνει, και
- .3 να παρέχεται επαρκές χρονικό διάστημα επιτήρησης όταν υπάρχει αμφιβολία ως προς το κατά πόσον ο νεοναυτολογηθείς ναυτικός είναι εξαικωμένος με τον εξοπλισμό του πλοίου, λειτουργικές διαδικασίες και άλλες ρυθμίσεις που απαιτούνται για τη σωστή εκτέλεση των καθηκόντων του/ της.

Μέλη πληρώματος

4 Ναυτικοί που έχουν πρόσφατα ναυτολογηθεί σε πλοίο πρέπει να εκμεταλλεύονται κάθε ευκαιρία που τους δίνεται ώστε να εξαικωθούν με τον εξοπλισμό του πλοίου, τις λειτουργικές διαδικασίες και άλλες ρυθμίσεις που απαιτούνται για τη σωστή εκτέλεση των καθηκόντων τους. Αμέσως μετά την αρχική επιβίβαση, κάθε ναυτικός έχει υποχρέωση να προσαρμοσθεί με το εργασιακό περιβάλλον του πλοίου ιδιαίτερα όσον αφορά νέο και άγνωστο εξοπλισμό, διαδικασίες ή ρυθμίσεις με τις οποίες δεν είναι εξαικωμένος.

5 Ναυτικοί που δεν κατορθώνουν να επιτύχουν το επίπεδο εξαικώσεως που απαιτείται για την εκτέλεση των καθηκόντων τους έχουν υποχρέωση να το γνωστοποιήσουν στον επιτηρητή τους ή στο μέλος του πληρώματος που έχει καθορισθεί σύμφωνα με το τμήμα A-I/14, παράγραφος 2.2. και να προσδιορίσουν όποιο εξοπλισμό, διαδικασία ή ρύθμιση με την οποία δεν έχουν εξαικωθεί ακόμη.

Τμήμα B-I/15

Οδηγίες αναφορικά με μεταβατικές διατάξεις

(δέν υπάρχουν προβλέψεις)

ΚΕΦΑΛΑΙΟ II

Οδηγίες όσον αφορά τον πλοίαρχο και το προσωπικό καταστρώματος

Τμήμα Β-II/1

Οδηγίες όσον αφορά την πιστοποίηση αξιωματικών που είναι υπεύθυνοι φυλακής ναυσιπλοΐας σε πλοία 500 ο.χ. και άνω

Εκπαίδευση

1 Κάθε υποψήφιος για πιστοποίηση σαν αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας πρέπει να έχει ολοκληρώσει κατάλληλα σχεδιασμένο και δομημένο πρόγραμμα εκπαίδευσης που έχει εκπονηθεί για να βοηθήσει τον μέλλοντα αξιωματικό να επιτύχει επίπεδο ικανότητας σύμφωνα με τον πίνακα Α-II/1.

2 Η δομή του προγράμματος εκπαίδευσης πρέπει να καθορίζεται σε σχέδιο εκπαίδευσης που σαφώς εκφράζει για τα ενδιαφερόμενα Συμβαλλόμενα Μέρη τους ανηκμενικούς σκοπούς κάθε βαθμίδας εκπαίδευσης τόσο στο πλοίο όσο και στην ξηρά. Είναι σημαντικό όπως ο μελλοντικός αξιωματικός, οι εκπαιδευτές το προσωπικό του πλοίου και το προσωπικό της εταιρείας είναι ενήμερα ως προς τις ικανότητες που πρόκειται να επιτευχθούν στο τέλος του προγράμματος και πως αυτές επιτυγχάνονται μέσω συνδυασμένης, εκπαίδευσης, άσκησης και πρακτικής εμπειρίας τόσο στο πλοίο όσο και στην ξηρά.

3 Οι υποχρεωτικές περιόδους θαλάσσιας υπηρεσίας είναι πρωταρχικής σημασίας για την απόκτηση της απαραίτητης γνώσης που απαιτείται σε αξιωματικό πλοίου και να αποκτήσει το επίπεδο ικανότητας που είναι αναγκαία. Σωστά σχεδιασμένες και δομημένες περιόδους θαλάσσιας υπηρεσίας θα δώσουν την δυνατότητα στους μελλοντικούς αξιωματικούς να αποκτήσουν και εφαρμόσουν τις απαραίτητες δεξιότητες και θα προσφέρουν ευκαιρίες να επιδειχθούν και αξιολογηθούν οι επιτευχθείσες δεξιότητες.

4 Όπου η θαλάσσια υπηρεσία αποτελεί τμήμα εγκεκριμένου προγράμματος εκπαίδευσης πρέπει να τηρούνται οι παρακάτω αρχές:

.1 Το πρόγραμμα εκπαίδευσης στο πλοίο θα είναι αναπόσπαστο τμήμα ενός γενικού σχεδίου εκπαίδευσης.

.2 Το πρόγραμμα εκπαίδευσης στο πλοίο πρέπει να διευθύνεται και συντονίζεται από την εταιρεία που διαχειρίζεται το πλοίο στο οποίο πραγματοποιείται η θαλάσσια υπηρεσία.

.3 Ο μελλοντικός αξιωματικός πρέπει να εφοδιάζεται με εγχειρίδιο εκπαίδευσης* για να είναι δυνατή η καταγραφή της πρακτικής εκπαίδευσης και εμπειρίας που αποκτάται στη θάλασσα. Το εγχειρίδιο εκπαίδευσης πρέπει να έχει τέτοια διάταξη ώστε να είναι δυνατή η λεπτομερής αναφορά των ενεργειών και καθηκόντων τα οποία πρέπει να αναληφθούν και η πρόοδος ως προς την ολοκλήρωσή τους. Το πλήρως συμπληρωμένο εγχειρίδιο εκπαίδευσης θα είναι το μοναδικό αποδοκτικό στοιχείο ότι το πρόγραμμα εκπαίδευσης στο πλοίο έχει ολοκληρωθεί και μπορεί να λαμβάνεται υπόψη στη διαδικασία αξιολόγησης της ικανότητας του ναυτικού για την έκδοση πιστοποιητικού.

.4 Πάντοτε ο μελλοντικός αξιωματικός πρέπει να είναι ενήμερος για δύο άτομα τα οποία γνωρίζει και που είναι άμεσα υπεύθυνα για τη διαχείριση του προγράμματος εκπαίδευσης στο πλοίο. Ο πρώτος εξ αυτών είναι προσοντούχος αξιωματικός, μνημονεύεται ως ο επί του πλοίου αξιωματικός εκπαίδευσης, ο οποίος, με εξουσιοδότηση του πλοιάρχου, θα οργανώνει και επιβλέπει το πρόγραμμα εκπαίδευσης κατά την διάρκεια κάθε πλου. Ο δεύτερος θα είναι άτομο που ορίζεται από την εταιρεία, και αναφέρεται ως αξιωματικός εκπαίδευσης της εταιρείας, που θα έχει την ολική ευθύνη του προγράμματος εκπαίδευσης και το συντονισμό με κολέγια και εκπαιδευτικά ιδρύματα.

.5 Η εταιρεία πρέπει να εξασφαλίζει ότι ορίζονται κατάλληλες περιόδους για την ολοκλήρωση του προγράμματος της επί του πλοίου εκπαίδευσης, εντός των ορίων των συνηθισμένων επιχειρησιακών απαιτήσεων του πλοίου.

* Οι σχετικές πρότυπες σελίδες εκπαίδευσης IMO και ένα παρόμοιο έγγραφο εκδοθέν από τη Διεθνή Ναυτική Ομοσπονδία, μπορεί να βοηθήσουν στην προετοιμασία των εγχειριδίων εκπαίδευσης.

Ρόλα και ευθύνες

5 Το παρακάτω τμήμα δίνει περιληπτικά τους ρόλους και ευθύνες των ατόμων που εμπλέκονται στην οργάνωση και υλοποίηση της εκπαίδευσης στο πλοίο:

.1 Ο αξωματικός εκπαίδευσης της εταιρείας θα είναι υπεύθυνος για:

.1.1 την γενική διαχείριση του προγράμματος εκπαίδευσης,

.1.2 την παρακολούθηση της προόδου του μελλοντικού αξωματικού καθ' όλη τη διάρκεια του προγράμματος, και

.1.3 την έκδοση των οδηγιών που απαιτούνται και εξασφάλιση ότι όλα τα εμπλεκόμενα με το πρόγραμμα εκπαίδευσης εξαντλούν τις υποχρεώσεις τους.

.2 Ο αξωματικός εκπαίδευσης στο πλοίο είναι υπεύθυνος για:

.2.1 την οργάνωση του προγράμματος πρακτικής εκπαίδευσης εν πλω,

.2.2 να εξασφαλίζει με την ιδιότητα του επιβλέποντος, ότι το εγχειρίδιο εκπαίδευσης τηρείται σωστά και πληρούνται όλες οι απαιτήσεις, και

.2.3 Να βεβαιώνεται, όσο αυτό είναι πρακτικά δυνατόν, ότι ο χρόνος που ο μελλοντικός αξωματικός περνά στο πλοίο είναι κατά το μέτρο του δυνατού επωφελής όσον αφορά την εκπαίδευση και εμπειρία και ικανοποιεί τους αντικειμενικούς σκοπούς του προγράμματος εκπαίδευσης, την πρόοδο της εκπαίδευσης και τους επιχειρησιακούς περιορισμούς του πλοίου.

.3 Οι ευθύνες του πλοιάρχου πρέπει να είναι:

.3.1 Να ενεργεί ως σύνδεσμος μεταξύ του αξωματικού εκπαίδευσης στο πλοίο και του αξωματικού εκπαίδευσης της εταιρείας στη ξηρά,

.3.2 Να διασφαλίζει την συνέχεια της εκπαίδευσης αν ο αξωματικός εκπαίδευσης στο πλοίο απασχοληθεί κατά τη διάρκεια του πλου, και

.3.3 Να εξασφαλίζει ότι όλα τα ενδιαφερόμενα εκτελούν αποτελεσματικά το πρόγραμμα εκπαίδευσης στο πλοίο.

.4 Οι ευθύνες του μελλοντικού αξωματικού πρέπει να είναι:

.4.1 Να παρακολουθεί επιμελώς το πρόγραμμα εκπαίδευσης όπως αυτό έχει εκπονηθεί,

.4.2 Να κάνει την καλύτερη δυνατή χρήση των ευκαιριών που παρουσιάζονται, άσχετα αν αυτές είναι εντός ή εκτός των ωρών εργασίας, και

.4.3 Να τηρεί το εγχειρίδιο εκπαίδευσης ενήμερο και να εξασφαλίζει ότι είναι πάντοτε διαθέσιμο για έλεγχο.

Εξασφάλιση συνέχειας

6 Κατά την έναρξη του προγράμματος και στην αρχή κάθε πλου σε διαφορετικό πλοίο, οι μελλοντικοί αξωματικοί θα πρέπει να λαμβάνουν σαφείς πληροφορίες και οδηγίες όσον αφορά, το π αναμένεται από αυτούς και πως το πρόγραμμα εκπαίδευσης πρόκειται να οργανωθεί. Η εξασφάλιση συνέχειας δίδει στους μελλοντικούς αξωματικούς την ευκαιρία να ενημερωθούν όσον αφορά τις σημαντικές πτυχές των εργασιών που θα αναλάβουν, με ιδιαίτερη αναφορά στις πρακτικές ασφαλούς εργασίας και προστασίας του θαλάσσιου περιβάλλοντος.

Πρόγραμμα εκπαίδευσης στο πλοίο

7 Το εγχειρίδιο εκπαίδευσης πρέπει να περιλαμβάνει μεταξύ άλλων ένα αριθμό εργασιών ή καθηκόντων εκπαίδευσης που πρέπει να αναληφθούν σαν τμήμα εγκεκριμένου προγράμματος εκπαίδευσης στο πλοίο. Τέτοιες φύσεως εργασίες και καθήκοντα πρέπει να έχουν σχέση τουλάχιστον με τις εξής περιοχές:

- .1 Συστήματα πηδαλιουχίας,
- .2 Γενική ναυπική τέχνη,
- .3 Πρόσδεση, αγκυροβολία και εργασίες λιμένα,
- .4 Συσκευές διάσωσης και πυρόσβεσης,
- .5 Συστήματα και εξοπλισμός,
- .6 Έργασίες φορτίου,
- .7 Εργασίες γέφυρας και τήρηση φυλακής, και
- .8 Εξακείωση με μηχανοστάσιο.

8 Είναι πάρα πολύ σημαντικό όπως στο μελλοντικό αξιωματικό δίνονται επαρκείς ευκαιρίες για απόκτηση εμπειρίας τήρησης φυλακής γέφυρας υπό επιτήρηση, ιδιαίτερα στα μεταγενέστερα στάδια του προγράμματος εκπαίδευσης στο πλοίο.

9 Η απόδοση των μελλοντικών αξιωματικών σε κάθε μία από τις αναφερόμενες στο εγχειρίδιο εκπαίδευσης εργασίες και καθήκοντα θα πρέπει να μονογραφείται από προσοντούχο αξιωματικό όταν, κατά τη γνώμη του εν λόγω αξιωματικού, ο μελλοντικός αξιωματικός έχει επιτύχει επαρκές επίπεδο ικανότητας. Είναι σημαντικό ο μελλοντικός αξιωματικός να επιδεικνύει τις ικανότητές του σε αρκετές περιπτώσεις πριν ο προσοντούχος αξιωματικός πισθεί ότι έχει επιτευχθεί ικανοποιητικό επίπεδο ικανότητας.

Παρακολούθηση και απολογισμός

10 Οι οδηγίες και ο απολογισμός είναι ουσιώδεις για να εξασφαλισθεί ότι οι μελλοντικοί αξιωματικοί είναι πλήρως ενήμεροι για την πρόοδο τους και να τους δίνεται η δυνατότητα να συμμετέχουν σε αποφάσεις περί του μελλοντικού τους προγράμματος. Για να είναι αποτελεσματικός, ο απολογισμός πρέπει να συνδέεται με τις πληροφορίες που αποκτώνται μέσω του ημερολογίου εκπαίδευσης και άλλων πηγών ανάλογα με τη περίπτωση. Το εγχειρίδιο εκπαίδευσης πρέπει να ελέγχεται και να οπισθογραφείται τυπικά από τον Πλοίαρχο και τον αξιωματικό εκπαίδευσης του πλοίου στην αρχή, κατά τη διάρκεια και στο τέλος κάθε πλοίου. Το εγχειρίδιο εκπαίδευσης πρέπει επίσης να εξετάζεται και να οπισθογραφείται από τον αξιωματικό εκπαίδευσης της εταιρείας μεταξύ των ταξιδίων.

Αξιολόγηση των ικανοτήτων και δεξιοτήτων κατά την τήρηση φυλακής ναυα πλοΐας

11 Ο υποψήφιος για πιστοποίηση που απαιτείται να έχει υποβληθεί σε ειδική εκπαίδευση και αξιολόγηση των ικανοτήτων και δεξιοτήτων σε καθήκοντα τήρησης φυλακής είναι απαραίτητο να μπορεί να αποδείξει, με επίδειξη είτε σε προσομοιωτή ή σε πλοίο ως τμήμα ενός εγκεκριμένου προγράμματος επί πλοίου εκπαίδευσης, ότι έχει αποκτήσει τις απαιτούμενες δεξιότητες και ικανότητες ώστε να λειτουργήσει ως αξιωματικός υπεύθυνος φυλακής ναυα πλοΐας τουλάχιστον στις εξής περιοχές:

- .1 Προετοιμασία και πραγματοποίηση πλοίου που περιλαμβάνει:
 - .1.1 Ερμηνεία και εφαρμογή πληροφοριών που λαμβάνονται από χάρτη,
 - .1.2 Εντοπισμός στίγματος σε παράκτια ύδατα,
 - .1.3 Εφαρμογή βασικών πληροφοριών που λαμβάνονται από πίνακες παλιρραιών και άλλες ναυπιακές εκδόσεις,
 - .1.4 Έλεγχος και χρήση του εξοπλισμού γέφυρας,
 - .1.5 Έλεγχος των μαγνητικών και γυροσκοπικών πυξίδων,
 - .1.6 Αξιολόγηση των διαθέσιμων μετεωρολογικών πληροφοριών,
 - .1.7 Χρήση ουρανίων σωμάτων για καθορισμό στίγματος,

- .1.8 Προσδιορισμός του σφάλματος πυξίδας με ουράνια και γήινα μέσα, και
- .1.9 Εκτέλεση υπολογισμών για πλόες διάρκειας μέχρι 24 ωρών.
- .2 Χειρισμός ηλεκτρονικών συστημάτων ναυσιπλοΐας και εφαρμογή των παρεχομένων πληροφοριών,
- .3 Χειρισμός ραντάρ και ARPA και ECDIS και εφαρμογή των πληροφοριών του ραντάρ για ναυσιπλοΐα και αποφυγή συγκρούσεων,
- .4 Χειρισμός συστημάτων πρόωσης και πηδαλουχίας για τον έλεγχο πορείας και ταχύτητας,
- .5 Εφαρμογή συνήθων ενεργειών και διαδικασιών φυλακής ναυσιπλοΐας,
- .6 Εφαρμογή των ελιγμών που απαιτούνται για τη διάσωση ατόμων που είναι στη θάλασσα,
- .7 εκτέλεση των απαιτούμενων ενεργειών σε περίπτωση επικείμενης κατάστασης ανάγκης (π.χ. πυρκαϊά, σύγκρουση, προσάραξη) και λήψη μέτρων αμέσως μετά την κατάσταση ανάγκης,
- .8 εκτέλεση των απαιτούμενων ενεργειών σε περίπτωση δυσλειτουργίας ή βλάβης μεγάλης σημασίας μηχανημάτων ή εγκαταστάσεων (π.χ. μηχανισμός πηδαλουχίας, συστήματα ισχύος και ναυσιπλοΐας),
- .9 πραγματοποίηση επικοινωνιών με χρήση ραδιοεπικοινωνιακών συστημάτων και οπτικών και ακουστικών σημάτων σε κανονικές συνθήκες και σε καταστάσεις ανάγκης, και
- .10 Παρακολούθηση και χειρισμός των συστημάτων ασφαλείας και συναγερμού περιλαμβανομένου και του συστήματος ενδοεπικοινωνίας.

12 Η αξιολόγηση των ικανοτήτων και δεξιοτήτων κατά τη τήρηση φυλακής θα πρέπει:

- .1 Να γίνεται με βάση τα κριτήρια αξιολόγησης ικανότητας για τη λειτουργία της ναυσιπλοΐας που καθορίζονται στον πίνακα A-11/1,
- .2 Να εξασφαλίζεται ότι ο υποψήφιος εκτελεί τα καθήκοντα τήρησης φυλακής σύμφωνα με τις Αρχές που πρέπει να τηρούνται κατά τη τήρηση ασφαλούς φυλακής ναυσιπλοΐας (τμήμα A- III/2 τμήμα 3-1) και τις οδηγίες για τη τήρηση φυλακής ναυσιπλοΐας (τμήμα B -III/2 τμήμα 3-1).

Αξιολόγηση της ικανότητας

13 Το επίπεδο ικανότητας που πρέπει να επιτευχθεί για πιστοποίηση ως αξιωματικός υπεύθυνος φυλακής ναυσιπλοΐας καθορίζεται στον Πίνακα A-III/1. Το πρότυπο καθορίζει τις γνώσεις και δεξιότητες που απαιτούνται και την εφαρμογή αυτών των γνώσεων και δεξιοτήτων ως προς το απαιτούμενο επίπεδο απόδοσης στο πλοίο.

14 Η επαγγελματική ικανότητα είναι άμεσα συνδεδεμένη με την γνώση. Η αξιολόγηση της ικανότητας θα πρέπει επομένως, να περικλείει περισσότερα από τις άμεσες τεχνικές απαιτήσεις για την εργασία, τις δεξιότητες και τις εργασίες που πρέπει να πραγματοποιούνται και να ανιχνεύει ευρύτερες περιοχές στις οποίες πρέπει να ανταποκρίνεται ο υποψήφιος, απαραίτητες για την πλήρη ικανοποίηση των απαιτήσεων απασχόλησης με την ιδιότητα του αξιωματικού του πλοίου. Σε αυτό περιλαμβάνονται οι σχετικές γνώσεις, θεωρία, αρχές και νοητικές ικανότητες, οι οποίες σε παικίλους βαθμούς, ενισχύουν όλα τα επίπεδα ικανότητας. Περικλείει επίσης την επαγγελματική επάρκεια στο π, τότε και πως και γιατί θα ενεργήσει. Με σωστή εφαρμογή των παραπάνω θα εξασφαλισθεί ότι ο υποψήφιος είναι σε θέση:

- .1 να εργασθεί αποδοτικά σε διαφορετικά πλοία και σε ένα εύρος καταστάσεων,
- .2 προβλέπει, προετοιμάζεται και αντιμετωπίζει καταστάσεις ανάγκης, και
- .3 προσαρμόζεται σε νέες και μεταβαλλόμενες απαιτήσεις.

15 Τα κριτήρια αξιολόγησης ικανότητας (στήλη 4 του πίνακα A-III/1) εντοπίζουν, αρχικά με όρους αποτελέσματος, τις ουσιαστικές πτυχές της ικανότητας. Εκφράζονται κατά τέτοιο τρόπο ώστε η αξιολόγηση της απόδοσης του υποψηφίου να μπορεί να γίνει ως προς αυτά και θα πρέπει να είναι επαρκώς τεκμηριωμένα στο εγχειρίδιο εκπαίδευσης.

16 Αξιολόγηση της ικανότητας είναι η διαδικασία της:

- .1 συλλογής επαρκών ισχυρών και αξιόπιστων αποδεικτικών στοιχείων όσον αφορά τις γνώσεις, την κατανόηση και επάρκεια του υποψηφίου για να εκτελέσει εργασίες καθήκοντα και ευθύνες που παρατίθενται στη στήλη 1 του πίνακα A-II/1, και
- .2 αξιολόγησης των αποδεικτικών αυτών στοιχείων ως προς τα κριτήρια που καθορίζονται στα πρότυπα.

17 Οι ρυθμίσεις για την αξιολόγηση της ικανότητας πρέπει να εκπονηθούν έτσι ώστε να λαμβάνουν υπόψη τις διαφορετικές μεθόδους αξιολόγησης που μπορεί να παρέχουν διαφορετικοί τύποι αποδεικτικών στοιχείων όσον αφορά την ικανότητα του υποψηφίου π.χ.:

- .1 άμεση παρατήρηση των δραστηριοτήτων κατά την εργασία (περιλαμβανομένης της θαλάσσιας υπηρεσίας),
- .2 εξετάσεις δεξιοτήτων/επάρκειας/ικανότητας,
- .3 σχέδια και ανατεθείσες εργασίες,
- .4 αποδεικτικά στοιχεία από προγενέστερη εμπειρία, και
- .5 τεχνικές υποβολής γραπτών, προφορικών και βασισμένων σε υπολογιστή ερωτήσεων*.

18 Μία ή περισσότερες από τις πρώτες τέσσερις μεθόδους που παρατίθενται πρέπει σχεδόν κατά κανόνα να χρησιμοποιούνται για να δίδουν αποδεικτικά στοιχεία ικανότητας, επιπρόσθετα των κατάλληλων τεχνικών ερωτήσεων που παρέχουν αποδείξεις βασικών γνώσεων και κατανόησης.

Εκπαίδευση στην αστρονομική ναυσιπλοΐα

19 Οι ακόλουθες περικοχές περιγράφουν περιληπτικά την συμιστώμενη εκπαίδευση στην αστρονομική ναυσιπλοΐα:

- .1 ορθή προσαρμογή εξάντα για ρυθμιζόμενα λάθη,
- .2 καθορισμός διορθωμένης ανάγνωσης του ύψους του εξάντα των επίγειων σωμάτων,
- .3 ακριβής υπολογισμός μείωσης οπτικότητας, χρησιμοποιώντας επιθυμητή μέθοδο,
- .4 υπολογισμός της ώρας του ύψους του μεσημβρινού ήλιου,
- .5 υπολογισμός γεωγραφικού πλάτους με Ροίaris ή με το μεσημβρινό ύψος ήλιου,
- .6 ακριβής αποτύπωση γραμμών στίγματος και θέσης,
- .7 καθορισμός ώρας ανατολής –δύσης ήλιου ,με την επιθυμητή μέθοδο,
- .8 αναγνώριση και επιλογή των πιο κατάλληλων επίγειων σωμάτων κατά τη δύση,
- .9 καθορισμός λαθών πυξίδας με γωνία αζμούθου ή με ύψος, χρησιμοποιώντας την επιθυμητή μέθοδο,
- .10 ναυτική αστρονομία όπως απαιτείται για την υποστήριξη της απαιτούμενης ικανότητας στις παραγράφους 19.1 έως 19.9 ανωτέρω.

20 Εκπαίδευση στην αστρονομική ναυσιπλοΐα μπορεί να περιλαμβάνει τη χρήση ηλεκτρονικών ναυτικών ημερολογίων και λογισμικό υπολογισμού αστρονομικής ναυσιπλοΐας.

Τμήμα Β - III/2

Οδηγίες όσον αφορά την πιστοποίηση πλοιάρχων και υποπλοιάρχων πλοίων 500 ο.χ. και άνω.

* Οι σχετικές πρότυπες σαφείς εκπαίδευσης IMO μπορεί να βοηθούν στην προεταρμασία των εκπαιδεύσεων

(βλέπε Τμήμα Β-II/1 για παροχή οδηγιών)

Τμήμα Β - II/3

Οδηγίες όσον αφορά την πιστοποίηση αξιωματικών που είναι υπεύθυνοι τήρησης φυλακής ναυσιπλοΐας και πλοιάρχων πλοίου μικρότερων των 500 ο.χ.

(βλέπε Τμήμα Β-II/1 για παροχή οδηγιών)

Τμήμα Β - II/4

Οδηγίες όσον αφορά τα μέλη του πληρώματος που αποτελούν τμήμα φυλακής ναυσιπλοΐας.

1 Εκτός των απαιτήσεων που παρατίθενται στον πίνακα Α-II/4 αυτού του Κώδικα, τα Μέρη ενθαρρύνονται για λόγους ασφαλείας να περιλάβουν τα παρακάτω θέματα στην εκπαίδευση μελών του πληρώματος που αποτελούν τμήμα φυλακής ναυσιπλοΐας.

- .1 Βασικές γνώσεις των Διεθνών Κανονισμών Πρόληψης Συγκρούσεων στη Θάλασσα,
- .2 Τοποθέτηση της κλίμακας του πλοηγού,
- .3 Κατανόηση των εντολών που δίνονται στον πηδαλιούχο από πλοηγούς στα Αγγλικά,
- .4 Εκπαίδευση επάρκειας σε σκάφη επιβίωσης και λέμβους διάσωσης,
- .5 Καθήκοντα υποστήριξης όταν γίνεται παραβολή και απομάκρυνση από προβλήματα και κατά τη διάρκεια εργασιών ρυμούλκησης,
- .6 Βασική γνώση σκυροβολίας,
- .7 Βασική γνώση επικίνδυνων φορτίων,
- .8 Βασική γνώση των διαδικασιών σταβασίας και ρύθμισης παράδοσης εφοδίων στο πλοίο, και
- .9 Βασική γνώση συντήρησης καταστρώματος και εργαλεία που χρησιμοποιούνται στο κατάστρωμα.

Τμήμα Β - II/5

Οδηγίες που αφορούν την πιστοποίηση κατώτερου πληρώματος ως προσοντούχος ναυικός καταστρώματος

Η εκπαίδευση στο πλοίο πρέπει να σταχλωθετείται με έγγραφα σε εγκεκριμένο εγχειρίδιο εκπαίδευσης.

ΚΕΦΑΛΑΙΟ III

Οδηγίες όσον αφορά το τμήμα μηχανής

Τμήμα B-III/1

Οδηγίες όσον αφορά την πιστοποίηση των αξιωματικών που είναι υπεύθυνοι φυλακής μηχανής σε επανδρωμένο μηχανοστάσιο ή που έχουν ορισθεί ως αξιωματικοί υπηρεσίας σε περιοδικά μη επανδρωμένο μηχανοστάσιο

1 Στον πίνακα A-III/1 στήλη 1, στο άνω τμήμα, στα εργαλεία τα οποία μνημονεύονται θα πρέπει να περιλαμβάνονται εργαλεία χιρός, συνηθισμένος εξοπλισμός μετρήσεων, κεντρικούς τόνρους, διατρητικές μηχανές, εξοπλισμός ηλεκτροσυγκολλήσεων και φρέζες κατά περίπτωση.

2 Η εκπαίδευση σε δεξιότητες συνεργείου στην ξηρά μπορεί να γίνει σε εκπαιδευτικό ίδρυμα ή σε εγκεκριμένο συνεργείο.

3 Η εκπαίδευση στο πλοίο πρέπει να είναι επαρκώς τεκμηριωμένη στο βιβλίο εγγραφών εκπαίδευσης από προσοντούχους αξιολογητές.

Τμήμα B-III/2

Οδηγίες όσον αφορά την πιστοποίηση πρώτων μηχανικών και δεύτερων μηχανικών πλοίου που κινούνται από κύρια μηχανής ισχύος 3000 KW ή και μεγαλύτερη

(Δεν υπάρχουν διατάξεις)

Οδηγίες που αφορούν την εκπαίδευση του προσωπικού μηχανής που έχουν ευθύνες διοίκησης για την λειτουργία και την ασφάλεια εγκατάστασης ηλεκτρικής ισχύος άνω 1000 volts

1 Η εκπαίδευση προσωπικού μηχανής που έχουν ευθύνες διοίκησης για την λειτουργία και την ασφάλεια της εγκατάστασης ηλεκτρικής ισχύος άνω των 1000 V πρέπει τουλάχιστον να περιλαμβάνει:

- .1 τις λειτουργικές, επιχειρησιακές και ασφαλείας απαιτήσεις για θαλάσσιο σύστημα υψηλής τάσης,
- .2 ανάθεση κατάλληλα προσοντούχου προσωπικού για να διεξάγει τη διατήρηση και επισκευή υψηλής τάσεως μηχανισμού διάφορων τύπων,
- .3 λήψη απαραίτητων διορθωτικών ενεργειών κατά τη διάρκεια βλαβών στο σύστημα υψηλής τάσεως,
- .4 παρουσίαση εναλλασσόμενης στρατηγικής για απομονωμένα τμήματα συστήματος υψηλής τάσεως,
- .5 επιλογή κατάλληλης συσκευής για απομόνωση και δοκιμή εξοπλισμού υψηλής τάσεως,
- .6 διεκπαιρέωση διαδικασίας εναλλαγής και απομόνωσης θαλάσσιου συστήματος υψηλής τάσεως, σταχοθετημένη με έγγραφα ασφαλείας, και
- .7 διεξαγωγή δοκιμών αντίστασης μόνωσης και δείκτη πόλωσης σε εξοπλισμό υψηλής τάσης.

Τμήμα B-III/3

Οδηγίες όσον αφορά την πιστοποίηση πρώτων μηχανικών και δεύτερων μηχανικών πλοίων που κινούνται από κύρια μηχανή ισχύος πρόωσης μεταξύ 250 και 3000 KW

(Δεν υπάρχουν διατάξεις)

Τμήμα B-III/4

Οδηγίες όσον αφορά την εκπαίδευση και πιστοποίηση μελών του πληρώματος που αποτελούν τμήμα φυλακής μηχανής σε επανδρωμένο μηχανοστάσιο ή έχουν ορισθεί να εκτελούν καθήκοντα σε περιοδικά μη επανδρωμένο μηχανοστάσιο

1 Εκτός των απαιτήσεων που παρατίθενται στο τμήμα A-III/4 αυτού του Κώδικα, τα Συμβαλλόμενα Μέρη παροτρύνονται για λόγους ασφαλείας να περιλαμβάνουν τα παρακάτω θέματα στην εκπαίδευση των μελών του πληρώματος που αποτελούν τμήμα φυλακής μηχανής.

- .1 Βασική γνώση των συνηθισμένων εργασιών άντλησης, όπως σενιπνών, έρματος και φορτίου,
- .2 Βασική γνώση των ηλεκτρικών εγκαταστάσεων και των σχετικών κινδύνων,
- .3 Βασική γνώση συντήρησης και επισκευών μηχανημάτων και εργαλείων που χρησιμοποιούνται στο μηχανοστάσιο, και
- .4 Βασική γνώση σταβάσις και διαδικασιών μεταφοράς εφοδίων στο πλοίο.

Τμήμα B-III/5

Οδηγίες που αφορούν την πιστοποίηση μελών του πληρώματος ως προσοντούχος ναυτικός μηχανής

Εκπαίδευση στο πλοίο πρέπει να σταχιοθετείται εγγράφως σε εγκεκριμένο εγχειρίδιο εκπαίδευσης.

Τμήμα B-III/6

Οδηγίες σχετικά με την εκπαίδευση και την πιστοποίηση ηλεκτροτεχνικών αξιωματικών

Εκτός των απαιτήσεων που παρατίθενται στον πίνακα A-III/6 αυτού του Κώδικα, τα Συμβαλλόμενα Μέρη παροτρύνονται να λάβουν υπόψη την απόφαση A. 702 (17) που αφορά τις οδηγίες τήρησης ασυρμάτου για το Παγκόσμιο Θαλάσσιο Σύστημα Κινδύνου και Ασφάλειας (GMDSS) μέσα στα πλαίσια προγραμμάτων εκπαίδευσης.

Τμήμα B-III/7

Οδηγίες που αφορούν την εκπαίδευση και την πιστοποίηση ηλεκτροτεχνικών μελών πληρώματος

(Δεν υπάρχουν διατάξεις)

ΚΕΦΑΛΑΙΟ IV

—Οδηγίες όσον αφορά τις ραδιοεπικοινωνίες και το προσωπικό ραδιοεπικοινωνιών

Τμήμα B-IV/1

Οδηγίες όσον αφορά την εφαρμογή του Κεφαλαίου IV.

(Δεν υπάρχουν διατάξεις)

Τμήμα B-IV/2

Οδηγίες όσον αφορά την εκπαίδευση και πιστοποίηση προσωπικού του GMDSS.

ΕΚΠΑΙΔΕΥΣΗ ΠΟΥ ΣΧΕΤΙΖΕΤΑΙ ΜΕ ΤΟ ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΡΑΔΙΟΗΛΕΚΤΡΟΝΙΚΟΥ ΠΡΩΤΗΣ ΤΑΞΗΣ

Γενικά

1 Οι απαιτήσεις ιατρικής καταλληλότητας, ιδιαίτερα όσον αφορά την ακοή, όραση και ομιλία πρέπει να ικανοποιούνται από τον υποψήφιο πριν από την έναρξη της εκπαίδευσης.

2 Η εκπαίδευση πρέπει να είναι σχετική με τις διατάξεις της Σύμβασης STCW, τις διατάξεις του Κανονισμού Ραδιοεπικοινωνιών που αποτελούν παράρτημα της Διεθνούς Σύμβασης Ραδιοεπικοινωνιών και τις διατάξεις της Διεθνούς Σύμβασης για την Ασφάλεια της Ανθρώπινης Ζωής στη θάλασσα (SOLAS) που ισχύει, με ιδιαίτερη έμφαση στις διατάξεις του Παγκόσμιου Θαλάσσιου Συστήματος Κινδύνου και Ασφάλειας

(GMDSS). Κατά την ανάπτυξη απαιτήσεων εκπαίδευσης, πρέπει να λαμβάνονται υπόψη τουλάχιστον οι γνώσεις και εκπαίδευση που παρατίθεται στις παραγράφους 3 έως 14 παρακάτω.

Θεωρία

3 Γνώση των γενικών αρχών και βασικών παραγόντων που είναι απαραίτητες για την ασφαλή και αποδοτική χρήση όλων των υποσυστημάτων και εξοπλισμού που απαιτείται στο GMDSS σε επαρκή βαθμό για να υποστηρίζονται οι απαιτήσεις πρακτικής εκπαίδευσης που δίνονται στην παράγραφο 13.

4 Γνώση της χρήσης λειτουργίας και υποπεριοχών των υποσυστημάτων του GMDSS, περιλαμβανομένων των χαρακτηριστικών των δορυφορικών συστημάτων, των συστημάτων μετάδοσης πληροφοριών ναυτικής ασφαλείας και επιλογής των καταλλήλων τηλεπικοινωνιακών δικτύων.

5 Γνώση των αρχών ηλεκτρισμού και της θεωρίας ραδιοεπικοινωνιών και ηλεκτρονικών σε επαρκές επίπεδο για να πληρούνται οι οδηγίες που παρατίθενται στις παραγράφους 6 έως 10 παρακάτω.

6 Θεωρητική γνώση του εξοπλισμού ραδιοεπικοινωνιών GMDSS περιλαμβανομένης της τηλεγραφίας περιορισμένου εύρους άμεσης εκτύπωσης και πομπών και δεκτών ραδιοτηλεφωνίας, εξοπλισμού ψηφιακής επλεκτικής κλήσης, επίγειων σταθμών πλοίου, Ραδιοφάρων ένδεξης θέσης κινδύνου, διατάξεων ναυτικών κεραιών, ραδιοεξοπλισμού σωστικών μέσων μαζί με όλα τα βοηθητικά υποσυστήματα, περιλαμβανομένων των διατάξεων παροχής ισχύος, καθώς επίσης γενικές γνώσεις των αρχών άλλου εξοπλισμού που γενικά χρησιμοποιείται για τη ραδιοναυπλία με ιδιαίτερη αναφορά στη συντήρηση του εν χρήσει εξοπλισμού.

7 Γνώση των παραγόντων που επηρεάζουν την αξιοπιστία του συστήματος, τη διαθεσιμότητα, και διαδικασίες συντήρησης και σωστή χρήση των συσκευών ελέγχου.

8 Γνώση των μικροεπεξεργαστών και ανίχνευση σφαλμάτων σε συστήματα χρησιμοποιώντας μικροεπεξεργαστές.

9 Γνώση των διατάξεων ελέγχου που χρησιμοποιούνται στον ραδιοεξοπλισμό GMDSS περιλαμβανομένων δοκιμών και ανάλυσης.

10 Γνώση της χρήσης λογισμικού που χρησιμοποιείται στον ραδιοεξοπλισμό GMDSS και μέθοδα αποκατάστασης σφαλμάτων που προκαλούνται από την απώλεια ελέγχου του λογισμικού του εξοπλισμού.

Κανονισμοί και έγγραφα

11. Γνώση των:

.1 Της σύμβασης SOLAS και των Κανονισμών Ραδιοεπικοινωνιών με ιδιαίτερη έμφαση σε :

.1.1 Ραδιοεπικοινωνίες κινδύνου, επείγοντος και ασφαλείας,

.1.2 Αποφυγή επιβλαβών παρεμβολών, ιδιαίτερα με την κυκλοφορία ανάγκης και ασφαλείας, και

.1.3 Αποφυγή ανηκανονικών εκπομπών.

.2 Άλλα έγγραφα που σχετίζονται με τις λειτουργικές διαδικασίες και τρόπους επικοινωνιών κινδύνου, ασφαλείας και εμπορικής ανταπόκρισης, περιλαμβανομένων των τρόπων χρέωσης, ναυσιπλοϊκών προειδοποιήσεων και μετεωρολογικών δελτίων στη Κινητή Ναυτική Υπηρεσία και στην Κινητή Ναυτική Δορυφορική Υπηρεσία, και

.3 Χρήση του Διεθνούς Κώδικα Σημάτων και του πρότυπου Ναυπιακού Λεξιλογίου όπως αντικαταστάθηκε από τις τυποποιημένες φράσεις Ναυτικών Επικοινωνιών του IMO.

Τήρηση Φυλακής και διαδικασίες

12 Γνώση και εκπαίδευση σε :

.1 Διαδικασίες επικοινωνιών και πρόληψης επιβλαβών παρεμβολών στα υποσυστήματα GMDSS,

.2 Διαδικασίες χρήσης των πληροφοριών εκτίμησης συνθηκών διάδοσης για επιλογή των καταλλήλων συχνοτήτων ραδιοεπικοινωνιών,

.3 Φυλακή ραδιοεπικοινωνιών με όλα τα υποσυστήματα GMDSS, εκπομπή και λήψη ραδιοηχημάτων, ιδιαίτερα σε ό,τι αφορά διαδικασίες κινδύνου, επείγοντος και ασφαλείας και τήρηση ημερολογίου,

.4 Χρήση του διεθνούς φωνητικού αλφαβήτου,

.5 Παρακολούθηση συχνοτήτων κινδύνου ενώ συγχρόνως γίνεται παρακολούθηση ή εργασία σε μία τουλάχιστον άλλη συχνότητα,

.6 Συστήματα αναφοράς πλοίων και διαδικασίες,

.7 Τηλεπικοινωνιακές διαδικασίες του Διεθνούς Εγχειριδίου Αεροναυτικής και Θαλάσσιας Έρευνας και Διάσωσης (IAMSAR),

.8 Ραδιο-Ιατρικά συστήματα και διαδικασίες, ΚΑΙ

.9 Αίτια των ψευδών συναγερμών κινδύνου και μέσα αποφυγής τους*.

Πρακτική

13 Πρακτική εκπαίδευση που υποστηρίζεται από κατάλληλη εργασία σε εργαστήριο, πρέπει να γίνεται σε :

.1 Σωστή και αποδοτική λειτουργία όλων των υποσυστημάτων GMDSS και εξοπλισμού κάτω από κανονικές συνθήκες μετάδοσης και τυπικές συνθήκες παρεμβολών,

.2 Ασφαλή λειτουργία όλου του εξοπλισμού επικοινωνιών του GMDSS και βοηθητικών συσκευών περιλαμβανομένων των προληπτικών μέτρων ασφαλείας,

.3 Επαρκείς και ακριβείς δεξιότητες πληκτρολόγιου για την ασφαλή ανταλλαγή επικοινωνιών,

.4 Επιχειρησιακές τεχνικές για:

.4.1 Ρύθμιση δέκτη και πομπού για τον κατάλληλο τρόπο λειτουργίας περιλαμβανομένης της ψηφιακής επιλογικής κλήσης και τηλεγραφίας άμεσης εκτύπωσης,

.4.2 Ρύθμιση κεραίας και επαναπροσανατολισμός, κατά περίπτωση,

.4.3 Χρήση ραδιοσυσκευών διάσωσης, και

.4.4 Χρήση των Ραδιοφάρων ένδειξης θέσης κινδύνου (EPIRBs).

.5 Τοποθέτηση κεραίας, επισκευή και συντήρηση κατά περίπτωση,

.6 Ανάγνωση και κατανόηση εικόνων, λογικών και ηλεκτρονικών διαγραμμάτων,

.7 Χρήση και φροντίδα εκείνων των εργαλείων και οργάνων δοκιμών που είναι απαραίτητα για να εκτελεσθεί εν πλω ηλεκτρονική συντήρηση,

.8 Τεχνικές συγκόλλησης και αποκόλλησης με το χέρι, περιλαμβανομένων εκείνων που γίνονται σε ημιαγωγούς και σύγχρονα κυκλώματα και η ικανότητα για κόλλημα ή ξεκόλλημα με το χέρι,

.9 Ανίχνευση και επισκευή βλαβών σε επίπεδο εξαρτήματος όπου είναι πρακτικά δυνατόν, και σε επίπεδο πλακέτας ή μονάδας σε άλλες περιπτώσεις,

.10 Αναγνώριση και διόρθωση των καταστάσεων που συμβάλλουν στην πρόκληση βλαβών,

.11 Διαδικασίες συντήρησης, τόσο προληπτικές όσο και διορθωτικές για εξοπλισμό επικοινωνιών GMDSS και εξοπλισμό ραδιοναυτικής, και

.12 Μέθοδοι μείωσης της ηλεκτρικής και ηλεκτρομαγνητικής παρεμβολής όπως παρεμπόδιση, μόνωση και διάχυση.

* Βλέπε COM/Circ.127 – Οδηγίες αποφυγής ψευδών συναγερμών κινδύνου.

Διάφορα

14 Γνώση και/ή εκπαίδευση σε :

- .1 Στην Αγγλική γλώσσα τόσο εγγράφως όσο και προφορικά, για την ικανοποιητική ανταλλαγή επικοινωνιών που είναι σχετικές με την ασφάλεια της ζωής στη θάλασσα,
- .2 Παγκόσμια γεωγραφία, ιδιαίτερα τις κύριες ναυτοπλοϊκές διόδους, υπηρεσίες των κέντρων συντονισμού διάσωσης και τις σχετικές διόδους επικοινωνιών,
- .3 Επιβίωση στη θάλασσα, ο χαρισμός των σωσίβιων λέμβων, λέμβων διάσωσης, σωσίβιων σχεδίων, πλευστών συσκευών και του εξοπλισμού τους, με ιδιαίτερη αναφορά στις ραδιοσυσκευές διάσωσης,
- .4 Πρόληψη πυρκαγιάς και πυρόσβεση με ιδιαίτερη αναφορά σε ραδιοεγκαταστάσεις,
- .5 Προληπτικά μέτρα για την ασφάλεια του πλοίου και του προσωπικού σε συνδυασμό με τους κινδύνους που σχετίζονται με τον ραδιοεξοπλισμό, περιλαμβανομένων ηλεκτρικών, ακινοβολίας χημικών και μηχανικών κινδύνων,
- .6 Πρώτες βοήθειες περιλαμβανομένες τεχνικές ανάκαμψης αναπνοής –καρδιάς, και
- .7 Διεθνής χρόνος (U.T.C) παγκόσμιες ζώνες χρόνου και διεθνής γραμμή ημερομηνίας.

ΕΚΠΑΙΔΕΥΣΗ ΣΧΕΤΙΚΗ ΜΕ ΤΟ ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΡΑΔΙΟΗΛΕΚΤΡΟΝΙΚΟΥ ΔΕΥΤΕΡΑΣ ΤΑΞΕΩΣ

Γενικά

15 Προτού αρχίσει η εκπαίδευση ο υποψήφιος πρέπει να ανταποκρίνεται στις απαιτήσεις Ιατρικής καταλληλότητας, ιδιαίτερα όσον αφορά την ακοή, όραση και ομιλία.

16 Η εκπαίδευση πρέπει να είναι σχετική με τις διατάξεις της Σύμβασης STCW και της Σύμβασης SOLAS που ισχύει, με ιδιαίτερη έμφαση στις διατάξεις του GMDSS. Κατά την εκπόνηση των απαιτήσεων εκπαίδευσης, πρέπει να λαμβάνονται υπόψη τουλάχιστον οι γνώσεις και εκπαίδευση που παρατίθενται στις παραγράφους 17 έως 28 παρακάτω*:

Θεωρία

17 Γνώση των γενικών αρχών και βασικών παραγόντων που είναι απαραίτητες για την ασφαλή και αποδοτική χρήση όλων των υποσυστημάτων και εξοπλισμού που απαιτείται από το GMDSS σε επαρκή βαθμό για να υποστηρίξει τις απαιτήσεις Πρακτικής Εκπαίδευσης που παρατίθενται στην παράγραφο 27.

18 Γνώση της χρήσης λειτουργίας των υποσυστημάτων του GMDSS όλων των υποπεριοχών, περιλαμβανομένων των χαρακτηριστικών των δορυφορικών συστημάτων, συστημάτων ναυσιπλοϊκών και μετεωρολογικών προειδοποιήσεων και επιλογή των κατάλληλων δικτύων επικοινωνιών.

19 Επαρκής γνώση των αρχών της ηλεκτρολογίας και της θεωρίας ραδιοεπικοινωνιών και ηλεκτρονικών ώστε να ανταποκρίνεται στις διατάξεις που παρατίθενται στις παραγράφους 20 έως 24 παρακάτω.

20 Γενικές θεωρητικές γνώσεις του εξοπλισμού ραδιοεπικοινωνιών στο GMDSS, περιλαμβανομένων τηλεγραφίας στενού εύρους άμεσης εκτύπωσης, πομπών και δεκτών ραδιοτηλεφωνίας, εξοπλισμού ψηφιακής επιλογικής κλήσης, επιγείων σταθμών πλοίου, ραδιοφάρων ένδειξης θέσης κινδύνου, ραδιοσυσκευών σωστικών μέσων με όλα τα βοηθητικά μέσα, περιλαμβανομένων των διατάξεων ηλεκτρικής παροχής, καθώς επίσης γενικές γνώσεις του εξοπλισμού που γενικά χρησιμοποιείται για ραδιοναυσιπλοία, με ιδιαίτερη αναφορά στη συντήρηση του εν χρήσει εξοπλισμού.

21 Γενικές γνώσεις των παραγόντων που επιδρούν στην αξιοπιστία, διαθεσιμότητα, διαδικασίες συντήρησης του συστήματος και σωστής χρήσης του εξοπλισμού δοκιμών.

22 Γενικές γνώσεις των μικροεπεξεργαστών και διάγνωση σφαλμάτων στα συστήματα που χρησιμοποιούν μικροεπεξεργαστές.

* Οι σχετικές πρότυπες σαφές εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαιδύσεων

23 Γενικές γνώσεις συστημάτων ελέγχου στον ραδιοεξοπλισμό του GMDSS περιλαμβανομένων ελέγχου και ανάλυσης

24 Γνώση της χρήσης λογισμικού του ραδιοεξοπλισμού GMDSS και μεθόδων αποκατάστασης σφαλμάτων που προκαλούνται από απώλεια ελέγχου του λογισμικού του εξοπλισμού.

Κανονισμοί και έγγραφα

25 Γνώση:

.1 της σύμβασης SOLAS και του Κανονισμού Ραδιοεπικοινωνιών με ιδιαίτερη έμφαση σε:

.1.1 Ραδιοεπικοινωνίες κινδύνου, επείγοντος και ασφαλείας,

.1.2 Αποφυγή επιβλαβών παρεμβολών, ιδιαίτερα στις επικοινωνίες κινδύνου και ασφαλείας, και

.1.3 αποφυγή ανηκανονικών εκπομπών.

.2 άλλων εγγράφων που είναι σχετικά με τις επιχειρησιακές διαδικασίες και τις διαδικασίες επικοινωνιών κινδύνου, ασφαλείας και εμπορικών επικοινωνιών, περιλαμβανομένων των χρεώσεων, ναυσιπλοϊκών προειδοποιήσεων και μετάδοσης μετεωρολογικών δελτίων στη Κινητή Ναυτική Υπηρεσία και στην Κινητή Δορυφορική Ναυτική Υπηρεσία, και

.3 χρήσης του Διεθνούς Κώδικα Σημάτων και του Προτύπου Ναυτικού Ναυπιακού λεξολογίου όπως αντικαταστάθηκε από τις Πρότυπες Φράσεις Ναυτικών Επικοινωνιών του IMO.

Τήρηση φυλακής και διαδικασίες

26 Πρέπει να παρέχεται εκπαίδευση σε :

.1 Διαδικασίες επικοινωνιών και πειθαρχία για να προληφθούν επιβλαβείς παρεμβολές στα υποσυστήματα GMDSS,

.2 Διαδικασίες για τη χρήση πληροφοριών διάδοσης ραδιοκυμάτων προκαμένου επιλέγονται οι κατάλληλες συχνότητες επικοινωνιών,

.3 Τήρηση φυλακής ραδιοεπικοινωνιών με όλα τα υποσυστήματα του GMDSS, αποστολή και λήψη μηνυμάτων, ιδιαίτερα όσον αφορά επικοινωνίες κινδύνου, επείγοντος και ασφαλείας και τήρηση ημερολογίου,

.4 Χρήση των φωνητικού αλφαβήτου,

.5 Παρακολούθηση συχνότητας κινδύνου ενώ συγχρόνως γίνεται παρακολούθηση ή εργασίες σε τουλάχιστον μία άλλη συχνότητα,

.6 Συστήματα αναφοράς πλοίων και διαδικασίες,

.7 Τηλεπικοινωνιακές διαδικασίες σύμφωνα με το Εγχειρίδιο Έρευνας και Διάσωσης εμπορικών πλοίων του IMO (MERSAR),

.8 Σύστημα ραδιοατρικής και διαδικασίες, και

.9 Αίτια ψευδών συναγερμών κινδύνου και μέσα αποφυγής τους*.

Πρακτική

27 Η πρακτική εκπαίδευση, που υποστηρίζεται αυτό κατάλληλη εργαστηριακή εργασία, πρέπει να παρέχεται σε:

* Βλέπε COM/Circ.127 και την απόφαση A.814(19) της Ολομέλειας του IMO – Οδηγίες για την αποφυγή ψευδών συναγερμών κινδύνου.

- .1 Ορθό και αποδοτικό χειρισμό όλων των υποσυστημάτων GMDSS και εξοπλισμού κάτω από κανονικές συνθήκες διάδοσης και κάτω από τυπικές συνθήκες παρεμβολών,
- .2 Ασφαλή χειρισμό όλου του εξοπλισμού επικοινωνιών του GMDSS και βοηθητικών συσκευών περιλαμβανομένων των απαιτούμενων μέτρων ασφαλείας,
- .3 Επαρκείς και ακριβείς δεξιότητες πληκτρολογίου για την ικανοποιητική ανταλλαγή πληροφοριών,,
- .4 Επιχειρησιακές τεχνικές για:
 - .4.1 Ρύθμιση δέκτη και πομπού για την κατάλληλη τάξη εκπομπής περιλαμβανομένης της ψηφιακής επιλογικής κλήσης και τηλεγραφίας άμεσης εκτύπωσης,
 - .4.2 Ρύθμιση κεραίας και επαναπροσανατολισμός, κατά περίπτωση,
 - .4.3 Χρήση ραδιοσυσκευών διάσωσης, και
 - .4.4 Χρήση των ραδιοφάρων ένδειξης θέσης κινδύνου,
- .5 Τοποθέτηση κεραίας, επισκευή και συντήρηση κατά περίπτωση,
- .6 Ανάγνωση και κατανόηση εικονικών λογικών και διαγραμμάτων συνδεσμολογίας βαθμίδων,
- .7 Χρήση και φροντίδα εκείνων των εργαλείων και οργάνων δοκιμών που είναι απαραίτητα για να πραγματοποιηθεί εν πλω συντήρηση σε επίπεδο μονάδας ή αντικατάσταση βαθμίδας,
- .8 Βασική συγκόλληση και αποκόλληση με το χέρι και οι περιορισμοί τους,
- .9. Εντοπισμός και επισκευή ελαττωμάτων σε επίπεδο πλακέτας ή βαθμίδας,
- .10 Αναγνώριση και διόρθωση των συνθηκών που συμβάλλουν στην δημιουργία βλαβών,
- .11. Βασικές διαδικασίες συντήρησης, τόσο προληπτικών όσο και διορθωτικών, για όλο τον εξοπλισμό επικοινωνιών GMDSS και εξοπλισμό ραδιοναυσιπλοΐας, και
- .12. Μέθοδοι μείωσης της ηλεκτρικής και ηλεκτρομαγνητικής παρεμβολής όπως παρεμπόδιση, μόνωση και διάχυση.

Διάφορα

28 Γνώση των ή/ και εκπαίδευση σε:

- .1 Αγγλική γλώσσα, τόσο γραπτή όσο και προφορική για την ικανοποιητική ανταλλαγή πληροφοριών που είναι σχετικές με την ασφάλεια της ζωής στη θάλασσα,
- .2 Παγκόσμια γεωγραφία ιδιαίτερα των κύριων ναυτικών οδών, υπηρεσιών κέντρων συντονισμού ερευνής και των σχετικών τηλεπικοινωνιακών διοδεύσεων,
- .3 Επιβίωση στη θάλασσα, λειτουργία των σωσίβιων λέμβων, λέμβων διάσωσης, πνευστών σχεδίων, συσκευών που επιπλέουν και του εξοπλισμού τους με ιδιαίτερη αναφορά στις ραδιοεπικοινωνιακές συσκευές,
- .4 Πρόληψη πυρκαγιάς και πυρόσβεση με ιδιαίτερη αναφορά σε εγκατάσταση ραδιοεπικοινωνιών,
- .5 Προληπτικά μέτρα για την ασφάλεια του πλοίου και προσωπικού σε συνδυασμό με τους κινδύνους που έχουν σχέση με τον εξοπλισμό ραδιοεπικοινωνιών, περιλαμβανομένων ηλεκτρικών, εξ ακτινοβολίας ηλεκτρικών και μηχανικών κινδύνων,
- .6 Πρώτες βοήθειες περιλαμβανομένου της τεχνικής καρδιακής – αναπνευστικής ανάκαμψης, και
- .7 Παγκόσμιος χρόνος (UTC), παγκόσμιες ζώνες χρόνου και διεθνής γραμμή ημερομηνίας.

ΕΚΠΑΙΔΕΥΣΗ ΣΧΕΤΙΚΗ ΜΕ ΤΟ ΓΕΝΙΚΟ ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΧΕΙΡΙΣΤΟΥ

Γενικά

29 Ο υποψήφιος πρέπει να ανταποκρίνεται στις απαιτήσεις όσον αφορά την ιατρική καταλληλότητα ιδιαίτερα στην ακοή, την όραση και το λόγο πριν αρχίσει η εκπαίδευση.

30 Η εκπαίδευση πρέπει να είναι σχετική με τις διατάξεις της Σύμβασης STCW, τους Κανονισμούς Ραδιοεπικοινωνιών και τη σύμβαση SOLAS που ισχύει, με ιδιαίτερη έμφαση στις διατάξεις του GMDSS. Κατά την ανάπτυξη των απαιτήσεων εκπαίδευσης πρέπει να λαμβάνονται υπόψη τουλάχιστον οι γνώσεις των παραγράφων 31 έως 36 που παρακάτω παρατίθενται*.

Θεωρία

31 Γνώση των γενικών αρχών και βασικών παραγόντων που είναι απαραίτητες για την ασφαλή και αποδοτική χρήση όλων των υποσυστημάτων και εξοπλισμού που απαιτείται στο GMDSS σε βαθμό επαρκή για να υποστηρίξει τις απαιτήσεις πρακτικής εκπαίδευσης που παρατίθενται στη παράγραφο 35.

32 Γνώση της χρήσης λειτουργίας και υπηρετήσης των υποσυστημάτων GMDSS περιλαμβανομένων των χαρακτηριστικών των δορυφορικών συστημάτων, των συστημάτων ναυσιπλοϊκών και μετεωρολογικών προειδοποιήσεων και επιλογή των καταλλήλων δικτύων επικοινωνιών.

Κανονισμοί και έγγραφα

33 Γνώση:

- .1 Της σύμβασης SOLAS με ιδιαίτερη έμφαση στους Κανονισμούς Ραδιοεπικοινωνιών όσον αφορά:
 - .1.1 Ραδιοεπικοινωνίες κινδύνου, επείγοντος και ασφάλειας,
 - .1.2 Αποφυγή επιβλαβούς παρεμβολής, ιδιαίτερα όσον αφορά τις επικοινωνίες κινδύνου και ασφάλειας, και
 - .1.3 Πρόληψη ανεπιθυμητών εκπομπών.
- .2 Άλλων εγγράφων σχετικά με τις επιχειρησιακές και επικοινωνιακές διαδικασίες για κίνδυνο, ασφαλεία και εμπορικές επικοινωνίες, περιλαμβανομένων των χρεώσεων, ναυσιπλοϊκών προειδοποιήσεων και μετεωρολογικών εκπομπών στη Ναυτική Κινητή Υπηρεσία και στη Δορυφορική Ναυτική Κινητή Υπηρεσία, και
- .3 Χρήσης του Διεθνούς Κώδικα Σημάτων και του πρότυπου Ναυτικού Ναυπιακού Λεξιλογίου όπως αντικαταστάθηκε από τις Πρότυπες Φράσεις Ναυτικής Επικοινωνία του IMO.

Τήρηση φυλακής και διαδικασίες

34 Πρέπει να παρέχεται εκπαίδευση σε:

- .1 Διαδικασίες επικοινωνιών και πειθαρχία για να προληφθεί επιβλαβής παρεμβολή σε υποσυστήματα GMDSS,
- .2 Διαδικασίες χρήσης πληροφοριών διάδοσης ραδιοκυμάτων για να επιλέγονται οι άριστες συχνότητες ραδιοεπικοινωνιών,
- .3 Τήρηση φυλακής ραδιοεπικοινωνιών που είναι σχετική με όλα τα υποσυστήματα GMDSS, ανταλλαγή τηλεπικοινωνιακής ανταπόκρισης, ιδιαίτερα όσον αφορά διαδικασίες κινδύνου, επείγοντος και ασφάλειας και τήρηση ημερολογίου,
- .4 Χρήση διεθνούς φωνητικού αλφάβητου,
- .5 Παρακολούθηση συχνότητας κινδύνου με σύγχρονη παρακολούθηση ή εργασία σε τουλάχιστον άλλη μία συχνότητα,

* Ο σχετικός πρότυπος οαρές εκπαίδευσης IMO μπορεί να βοηθούν στην προεταμασία των εκπαδεύσεων.

- .6 Συστήματα αναφοράς πλοίου και διαδικασίες,
- .7 Διαδικασίες ραδιοεπικοινωνιών του εγχειριδίου έρευνας και διάσωσης εμπορικού πλοίου του IMO (MERSAR),
- .8 Ραδιατρικά συστήματα και διαδικασίες, και
- .9 Αίτια ψευδών συναγεργμών κινδύνου και μέσα αποφυγής τους*.

Πρακτική

35 Πρακτική εκπαίδευση πρέπει να γίνεται σε:

- .1 Σωστή και αποδοτική λειτουργία όλων των υποσυστημάτων GMDSS και εξοπλισμού κάτω από κανονικές συνθήκες διάδοσης και τυπικές συνθήκες παρεμβολών,
- .2 Ασφαλής λειτουργία όλου του εξοπλισμού επικοινωνιών GMDSS και βοηθητικών συσκευών περιλαμβανομένων των μέτρων ασφαλείας,
- .3 Ακριβείς και επαρκείς δεξιότητες πληκτρολογίου για την ικανοποιητική ανταλλαγή επικοινωνιών, και
- .4 Επιχειρησιακές τεχνικές για:
 - .4.1 Ρύθμιση δέκτη και πομπού για την κατάλληλη τάξη λειτουργίας περιλαμβανομένης της ψηφιακής επιλογικής κλήσης και τηλεγραφίας αμέσης εκτύπωσης,
 - .4.2 Ρύθμιση κεραίας και εκ νέου προσανατολισμός κατά περίπτωση,
 - .4.3 Χρήση ραδιοσυσκευών διάσωσης, και
 - .4.4 Χρήση ραδιοφάρων ένταξης θέσης κινδύνου (EPIRBs).

Διάφορα

36 Γνώση των, και/ή Εκπαίδευση σε:

- .1 Την Αγγλική γλώσσα τόσο γραπτά όσο και προφορικά για την ικανοποιητική ανταλλαγή επικοινωνιών που είναι σχετικές με την ασφάλεια της ζωής στη θάλασσα,
- .2 Παγκόσμια γεωγραφία, ιδιαίτερα των κύριων οδών ναυσιπλοΐας υπηρεσίες κέντρων συντονισμού διάσωσης και των σχετικών τηλεπικοινωνιακών διοδεύσεων,
- .3 Επιβίωση στη θάλασσα, λειτουργία σωσιβίων λέμβων, λέμβων διάσωσης, πνευστών σχεδίων, επιπλεουσών συσκευών και του εξοπλισμού τους, με ειδική αναφορά σε ραδιοεπικοινωνιακές συσκευές διάσωσης,
- .4 Πρόληψη πυρκαγιάς και πυρόσβεση με ιδιαίτερη αναφορά στην εγκατάσταση ραδιοεπικοινωνιών,
- .5 Προληπτικά μέτρα για την ασφάλεια πλοίου και προσωπικού σε συνδυασμό με τους σχετικούς κινδύνους στον εξοπλισμό ραδιοεπικοινωνίας, περιλαμβανομένων κινδύνων ηλεκτρικών, ακτινοβολίας, χημικών και μηχανικών,
- .6 Πρώτες βοήθειες περιλαμβανομένου της τεχνικής καρδιακής – αναπνευστικής ανάκαμψης, και
- .7 Παγκόσμιος χρόνος (UTC) παγκόσμιες ζώνες χρόνου και διεθνής γραμμή ημερομηνίας.

* Βλέπε COM/Circ.127 και την απόφαση A.814(19) της Ολομέλειας του IMO – Οδηγίες για την αποφυγή ψευδών συναγεργμών κινδύνου.

ΕΚΠΑΙΔΕΥΣΗ ΣΧΕΤΙΚΑ ΜΕ ΤΟ ΠΕΡΙΟΡΙΣΜΕΝΟ ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΧΕΙΡΙΣΤΟΥ

Γενικά

37 Ο υποψήφιος πρέπει να ανταποκρίνεται στις απαιτήσεις ιατρικής καταλληλότητας ιδιαίτερα όσον αφορά την ακοή, όραση και ομιλία προτού αρχίσει την εκπαίδευση.

38 Η εκπαίδευση πρέπει να είναι σχετική με τις διατάξεις της Σύμβασης STCW και τους Κανονισμούς Ραδιοεπικοινωνιών και τη Σύμβαση SOLAS που ισχύει, δίδοντας ιδιαίτερη έμφαση στις διατάξεις για το σύστημα GMDSS. Κατά την ανάπτυξη των οδηγιών εκπαίδευσης πρέπει να λαμβάνονται υπόψη τουλάχιστον οι γνώσεις και η εκπαίδευση που παρατίθενται στις παραγράφους 39 έως 44*.

Θεωρία

39 Γνώσεις των γενικών αρχών και βασικών παραγόντων περιλαμβανομένου του περιορισμού εμβείας VHF και τις επιπτώσεις του ύψους της κεραίας που είναι απαραίτητες για την ασφαλή και αποδοτική χρήση όλων των υποσυστημάτων και εξοπλισμού που απαιτείται σε θαλάσσια περιοχή A1 του GMDSS, που είναι αναγκαίες για να υποστηρίξουν τις οδηγίες εκπαίδευσης που παρατίθενται στη παράγραφο 43 παρακάτω.

40 Γνώσεις της χρήσης, λειτουργίας και υποπεριοχές GMDSS για τη θαλάσσια περιοχή A1 των υποσυστημάτων, π.χ. συστήματα προειδοποίησης, ναυσιπλοΐας και καιρού και τα κατάλληλα τηλεπικοινωνιακά δίκτυα.

Κανονισμοί και έγγραφα

41 Γνώση:

.1 Εκείνων των μερών της Σύμβασης SOLAS και των Κανονισμών Ραδιοεπικοινωνιών που είναι σχετικά με την θαλάσσια περιοχή A1 με ιδιαίτερη έμφαση σε:

1.1 Ραδιοεπικοινωνίες κινδύνου, επείγοντος και ασφαλείας,

1.2 Αποφυγή επιβλαβών παρεμβολών ιδιαίτερα σε επικοινωνίες κινδύνου και ασφαλείας, και

1.3 Πρόληψη ανεπιθύμητων εκπομπών.

.2 Άλλων εγγράφων που σχετίζονται με διαδικασίες επιχειρησιακές και επικοινωνιών για κίνδυνο, ασφαλεία και εμπορικές επικοινωνίες, περιλαμβανομένων χρεώσεων, ναυσιπλοϊκών προειδοποιήσεων και δελτίων καιρού στη Ναυτική Κινητή Υπηρεσία στη Θαλάσσια περιοχή A1, και

.3 Χρήσης του Διεθνούς Κώδικα Σημάτων και του Προτύπου Ναυτικού Ναυπιακού λεξιλογίου όπως αντεκατεστάθη τις Πρότυπες Φράσεις Ναυτικών Επικοινωνιών του IMO.

Τήρηση φυλακής και διαδικασίες

42 Πρέπει να παρέχεται εκπαίδευση σε:

.1 Διαδικασίες επικοινωνιών και παθηχία για πρόληψη επιβλαβών παρεμβολών στα υποσυστήματα GMDSS που χρησιμοποιούνται στη θαλάσσια περιοχή A1,

.2 Διαδικασίες επικοινωνιών VHF για:

.2.1 Τήρηση φυλακής ραδιοεπικοινωνιών, ανταλλαγή τηλεπικοινωνιακής ανταπόκρισης, ιδιαίτερα όσον αφορά τις διαδικασίες κινδύνου, επείγοντος και ασφαλείας και τήρηση ημερολογίου,

.2.2 Παρακολούθηση συχνότητας κινδύνου και σύγχρονη παρακολούθηση ή εργασία σε μία άλλη τουλάχιστον συχνότητα, και

.2.3 Το σύστημα ψηφιακής επιλογικής κλήσης.

.3 Χρήση του διεθνούς φωνητικού αλφάβητου,

.4 Διαδικασίες και συστήματα αναφοράς πλοίων,

* Ο σχεπικές πρότυπες σερές εκπαίδευσης IMO μπορεί να βοηθούν στην προεταμασία των εκπαιδεύσεων

.5 Διαδικασίες ραδιοεπικοινωνιών VHF του Διεθνούς Εγχειριδίου Αεροναυτικής και Θαλασσίας Έρευνας και Διάσωσης (IAMSAR),

.6 Ραδιοατρικά συστήματα και διαδικασίες, και

.7 Αίτια εσφαλμένων συναγερμών επείγοντος και μέσα αποφυγής τους.

Πρακτική

43 Πρέπει να παρέχεται πρακτική εκπαίδευση σε:

.1 Σωστή και αποδοτική λειτουργία των υποσυστημάτων του GMDSS και του εξοπλισμού που απαιτείται για ένα πλοίο που βρίσκεται στη θαλάσσια περιοχή A1 σε κανονικές συνθήκες διάδοσης και με τυπικές συνθήκες παρεμβολών,

.2 Ασφαλής λειτουργία του σχετικού εξοπλισμού τηλεπικοινωνιών του GMDSS και βοηθητικών συσκευών περιλαμβανομένων και των προληπτικών μέτρων ασφαλείας και:

.3 Επιχειρησιακές τεχνικές για:

.3.1 Χρήση του VHF, περιλαμβανομένων της επιλογής διαύλου και ρύθμισης των κυκλωμάτων φήμωσης και τάξης, ανάλογα με τη περίπτωση,

.3.2 Χρήση ραδιοσυσκευών διάσωσης,

.3.3 Ραδιοφάρα ένδειξης θέσης κινδύνου, και

.3.4 Δέκτες NAVTEX.

Διάφορα

44 Γνώση των και/ ή εκπαίδευση σε:

.1 Αγγλική γλώσσα, τόσο γραπτά, όσο και προφορικά για την ικανοποιητική ανταλλαγή επικοινωνιών σχετικά με την ασφάλεια της ζωής στη θάλασσα,

.2 Υπηρεσίες κέντρων έρευνας και διάσωσης και οι σχετικές τηλεπικοινωνιακές αοδεύσεις,

.3 Επιβίωση στη θάλασσα, η λειτουργία των σωσίβιων λέμβων και λέμβων διάσωσης, πνευστών σχεδίων, πλευστών συσκευών και του εξοπλισμού τους, με ειδική αναφορά στις ραδιοσυσκευές διάσωσης,

.4 Πρόληψη πυρκαγιάς και πυρόσβεση με ιδιαίτερη αναφορά στην εγκατάσταση ραδιοεπικοινωνιών,

.5 Προληπτικά μέτρα για την ασφάλεια του πλοίου και προσωπικού σε συνδυασμό με κινδύνους που σχετίζονται με τον εξοπλισμό ραδιοεπικοινωνιών, περιλαμβανομένων ηλεκτρικών, ακινοβολίας, χημικών και μηχανικών κινδύνων, και

.6 Πρώτες βοήθειες περιλαμβανομένης της τεχνικής καρδιακής – αναπνευστικής ανάκαμψης.

ΕΚΠΑΙΔΕΥΣΗ ΣΧΕΤΙΚΗ ΜΕ ΤΗ ΣΥΝΤΗΡΗΣΗ ΤΩΝ ΕΓΚΑΤΑΣΤΑΣΕΩΝ GMDSS ΣΕ ΠΛΟΙΑ

Γενικά

45 Γίνεται αναφορά στις απαιτήσεις συντήρησης του κανονισμού IV/15 της σύμβασης SOLAS και της απόφασης A.702 (17) του IMO όσον αφορά τις οδηγίες συντήρησης του ραδιοεξοπλισμού για το GMDSS που έχει σχέση με τις θαλάσσιες περιοχές A3 και A4 που περιλαμβάνει στο Παράρτημά της την παρακάτω διάταξη:

"4.2 Το άτομο που ορίζεται να εκτελέσει λειτουργίες ηλεκτρονικής συντήρησης εν πλω θα πρέπει είτε να είναι κάτοχος κατάλληλου πιστοποιητικού όπως καθορίζεται στους Κανονισμούς Ραδιοεπικοινωνιών, όπου απαιτείται ή να έχουν ισοδύναμα προσόντα συντήρησης ηλεκτρονικών στη θάλασσα,

όπως είναι δυνατόν να εγκριθεί από την Αρχή, λαμβάνοντας υπόψη τις συστάσεις του Οργανισμού για την εκπαίδευση τέτοιου προσωπικού”.

46 Οι παρακάτω οδηγίες ή ισοδύναμα προσόντα ηλεκτρονικής συντήρησης παρέχονται για χρήση των Αρχών, όπου απαιτηθεί.

47 Η εκπαίδευση όπως συνιστάται παρακάτω, δεν δίνει το δικαίωμα σε οποιοδήποτε ο οποίος δεν διαθέτει κατάλληλο πιστοποιητικό χειριστή Ραδιοεπικοινωνιών, να χειρίζεται τον ραδιοεξοπλισμό GMDSS.

Εκπαίδευση συντήρησης που είναι ισοδύναμη με το πιστοποιητικό Ραδιοηλεκτρονικών πρώτης τάξης.

48 Για τον ορισμό εκπαίδευσης ισοδύναμης με εκείνη του Ραδιοηλεκτρονικού Α τάξης

.1 Το περιεχόμενο της θεωρίας πρέπει τουλάχιστον να καλύπτει τα θέματα που παρατίθενται στις παραγράφους 3 έως 10,

.2 Το πρακτικό περιεχόμενο πρέπει να καλύπτει τουλάχιστον τα θέματα που δίνονται στη παράγραφο 13, και

.3 Οι διάφορες γνώσεις που περιλαμβάνονται θα πρέπει να καλύπτουν τουλάχιστον τα θέματα που δίνονται στη παράγραφο 14.

Εκπαίδευση συντήρησης που είναι ισοδύναμη με το πιστοποιητικό Ραδιοηλεκτρονικών δευτέρας τάξης

49 Για τον ορισμό εκπαίδευσης ισοδύναμης με εκείνη του Ραδιοηλεκτρονικού Β τάξης:

.1 Το περιεχόμενο της θεωρίας πρέπει τουλάχιστον να καλύπτει τα θέματα που παρατίθενται στις παραγράφους 17 έως 24,

.2 Το πρακτικό περιεχόμενο πρέπει να καλύπτει τουλάχιστον τα θέματα που δίνονται στη παράγραφο 27, και

.3 Οι διάφορες γνώσεις που περιλαμβάνονται θα πρέπει να καλύπτουν τουλάχιστον τα θέματα που δίνονται στην παράγραφο 28.

ΚΕΦΑΛΑΙΟ V

Οδηγίες αναφορικά με τις απαιτήσεις αδεικής εκπαίδευσης για το προσωπικό συγκεκριμένων τύπων πλοίων

Τμήμα Β-V/1

Οδηγίες αναφορικά με την εκπαίδευση και τα προσόντα προσωπικού δεξαμενοπλοίων

Ατομο με άμεση ευθύνη

1 Ο όρος «άτομο με άμεση ευθύνη» όπως χρησιμοποιείται στις παραγράφους 3 και 5 του κανονισμού V/1-1 και της παραγράφου 3 του κανονισμού V/1-2 σημαίνει ένα άτομο που είναι σε θέση να λαμβάνει αποφάσεις όσον αφορά την φόρτωση, εκφόρτωση, φροντίδα κατά τη μεταφορά, διαχείριση φορτίου, καθαρισμό δεξαμενών ή άλλες λειτουργίες σχετικές με το φορτίο.

ΕΚΠΑΙΔΕΥΣΗ ΕΞΟΙΚΕΙΩΣΗΣ ΓΙΑ ΟΛΟ ΤΟ ΠΡΟΣΩΠΙΚΟ ΔΕΞΑΜΕΝΟΠΛΟΙΩΝ

2 Όλο το προσωπικό δεξαμενοπλοίων θα πρέπει να λαμβάνει εκπαίδευση εξοικείωσης στο πλοίο και κατά περίπτωση, στην ξηρά, πριν την ανάθεση των καθηκόντων του, που θα παρέχεται από προσοντούχο προσωπικό, έμπειρο στο χειρισμό και τα χαρακτηριστικά φορτίων πετρελαίου, χημικών ή υγραερίου κατά περίπτωση και στις διαδικασίες ασφαλείας που απαιτούνται. Η εκπαίδευση πρέπει να καλύπτει τουλάχιστον τα θέματα που καθορίζονται στις παραγράφους 9 έως 16 παρακάτω :

Κανονισμοί

3 Γνώση των κανονισμών και διατάξεων του πλοίου που διέπουν την ασφάλεια του προσωπικού που επιβαίνει σε δεξαμενόπλοιο τόσο στο λιμάνι όσο και εν πλω.

Κίνδυνα για την υγεία και προληπτικά μέτρα που πρέπει να λαμβάνονται

4 Κίνδυνος από την επαφή με το δέρμα, εισπνοή και τυχαία κατάποση φορτίου, έλλειψη οξυγόνου, οι επιβλαβείς ιδιότητες των φορτίων που μεταφέρονται, ατυχήματα στο προσωπικό και οι σχετικές ενέργειες, κατάλογος του πλοίου πρέπει να γίνεται και π να αποφεύγεται.

Πρόληψη πυρκαγιάς και πυρόσβεση

5 Έλεγχος καπνίσματος και περιορισμός ψησίματος φαγητών, πηγές ανάφλεξης, πρόληψη πυρκαγιάς και εκρήξεων, μέθοδος πυρόσβεσης, περιγραφή φορητών πυροσβεστήρων και μονίμων εγκαταστάσεων.

Πρόληψη ρύπανσης

6 Διαδικασίες που πρέπει να ακολουθούνται προκειμένου να προληφθεί ατμοσφαιρική και θαλάσσια ρύπανση και μέτρα που θα λαμβάνονται σε περίπτωση διαρροής.

Εξοπλισμός ασφαλείας και η χρήση του

7 Η σωστή χρήση προστατευτικού ιματισμού και εξοπλισμού, εξοπλισμός διαφυγής και διάσωσης

Διαδικασίες ανάγκης

8 Εξοκίωση με διαδικασίες του σχεδίου ανάγκης

ΑΠΟΔΕΙΞΗ ΠΡΟΣΟΝΤΩΝ

9 Ο πλοίαρχος κάθε πετρελαιοφόρου, δεξαμενοπλοίου χημικών και υγραεριοφόρου θα πρέπει να εξασφαλίσει ότι ο κύριος υπεύθυνος αξιωματικός για το φορτίο διαθέτει ανάλογο πιστοποιητικό, που εκδόθηκε ή θεωρήθηκε ή τέθηκε σε ισχύ όπως απαιτείται από τον κανονισμό V/1-1, παράγραφος 3, κανονισμός V/1-1, παράγραφος 5 ή κανονισμός V/1-2, παράγραφος 3, όπως ταράζει, και διαθέτει επαρκή πρόσφατη πρακτική εμπειρία σε κατάλληλου τύπου δεξαμενόπλοια που να του επιτρέπει να εκτελεί τα καθήκοντα που του ανατίθενται.

ΟΔΗΓΙΕΣ ΣΧΕΤΙΚΑ ΕΓΚΕΚΡΙΜΕΝΗ ΕΚΠΑΙΔΕΥΣΗ ΕΝ ΠΛΩ

Γενικά

10 Ο σκοπός προσοντούχας υπηρεσίας στο πλοίο είναι να παρέχει εκπαίδευση και γνώση για την ασφαλή μεταφορά συγκεκριμένων φορτίων δεξαμενοπλοίων.

11 Για να πληροί εμπειρία κατάλληλη των καθηκόντων τους στον τύπο δεξαμενοπλοίου που υπηρετούν και που αναφέρεται στον κανονισμό V/1-1, παράγραφος 4.2.2, κανονισμός V/1-1, παράγραφος 6.2.2 και κανονισμός V/1-2, παράγραφος 4.2.2 η εν πλω εκπαίδευση πρέπει να:

.1 δίνει έμφαση στην πρακτική εμπειρία και να έχει σχέση με την εργασία του ναυτικού, πχ εκπαίδευση στα τμήματα καταστρώματος και μηχανοστασίου μπορεί να διαφέρει,

.2 να είναι υπό την επίβλεψη προσοντούχου και έμπειρου προσωπικού στη διαχείριση, στα χαρακτηριστικά και στις διαδικασίες ασφαλείας των φορτίων που μεταφέρονται με το πλοίο,

.3 να είναι στο δεξαμενόπλοιο που μεταφέρει πραιόντα σχετικά με το Πιστοποιητικό Ικανότητας/ Θεώρηση του δεξαμενοπλοίου που αναζητείται και πρέπει να είναι τέτοια ώστε ο εξειδικευμένος εξοπλισμός να τίθεται σε λειτουργία αλλά μπορεί να περνά με έρμα ανάμεσα στα φορτία για τμήμα της περιόδου,

.4 να συμμετέχει σε τουλάχιστον τρεις επιχειρήσεις φόρτωσης και εκφόρτωσης, και*

.5 τουλάχιστον να καλύπτει τα θέματα που παρατίθενται στα κριτήρια εκπαίδευσης στο πλοίο παράγραφος 19.

12 Το πρόγραμμα εκπαίδευσης στο πλοίο πρέπει με κανένα τρόπο να επηρεάζει την ασφαλή λειτουργία ή πλευσιμότητα του πλοίου.

Πρόγραμμα εκπαίδευσης στο πλοίο

13 Ο εκπαιδευόμενος πρέπει να είναι πλεονάζον προσωπικό (π.χ ο εκπαιδευόμενος δεν θα έχει άλλα καθήκοντα από εκείνα της ανάληψης εκπαιδευτικού προγράμματος και καθηκόντων έκτακτης ανάγκης).

14 Η εταιρεία, η οποία διαχειρίζεται το πλοίο στο οποίο εκτελείται η θαλάσσια υπηρεσία πρέπει να διαχειρίζεται και συντονίζει, το πρόγραμμα εκπαίδευσης στο πλοίο και να καθορίζει το πλοίο ως εκπαιδευτικό πλοίο*.

15 Πάντοτε, ο εκπαιδευόμενος πρέπει να είναι ενημερωμένος για τα δυο άτομα που είναι άμεσα υπεύθυνα για τη διαχείριση του προγράμματος εκπαίδευσης στο πλοίο. Το πρώτο από αυτά τα άτομα είναι ένας προσοντούχος ναυτικός, που αναφέρεται ως «αξωματικός εκπαίδευσης στο πλοίο», ο οποίος μετά από εντολή του πλαιάρχου, πρέπει να οργανώνει και επιβλέπει το πρόγραμμα εκπαίδευσης. Το δεύτερο άτομο πρέπει να είναι ορισμένο από την εταιρεία, αναφέρεται ως «αξωματικός εκπαίδευσης εταιρείας», ο οποίος πρέπει να έχει την γενική ευθύνη για το εκπαιδευτικό πρόγραμμα και για τον συντονισμό με εκπαιδευτικούς οργανισμούς.

16 Ο εκπαιδευόμενος πρέπει να έχει ένα εγκεκριμένο εγχειρίδιο εκπαίδευσης έτσι ώστε να τηρείται μια κατανοητή καταγραφή της πρακτικής εκπαίδευσης και εμπειρίας στη θάλασσα. Το εγκεκριμένο εγχειρίδιο εκπαίδευσης πρέπει να παρατίθεται κατά τέτοιο τρόπο ώστε να παρέχει λεπτομερείς πληροφορίες σχετικά με τα καθήκοντα προς ανάληψη και την πρόοδο ολοκλήρωσής τους. Κατάλληλα συμπληρωμένο και υπογεγραμμένο από τον πλοίαρχο το εγκεκριμένο ημερολόγιο θα είναι το μοναδικό αποδεικτικό στοιχείο ότι έχει ολοκληρωθεί στο πλοίο ένα δομημένο πρόγραμμα εκπαίδευσης στο πλοίο που οδηγεί στην έκδοση σχετικού Πιστοποιητικού Προχωρημένης Εκπαίδευσης για Επιχειρήσεις Δεξαμενοπλοίων.

17 Κατά τη διάρκεια εγκεκριμένου προγράμματος εκπαίδευσης ο εκπαιδευόμενος πρέπει να εκπαιδευεται στις επιχειρήσεις φόρτωσης, εκφόρτωσης, φροντίδας μεταφοράς, διαχείρισης φορτίου, καθαρισμού δεξαμενής ή άλλων σχετικών με το φορτίο επιχειρήσεων για να εξασφαλίζει ότι η αποκτηθείσα εμπειρία είναι τουλάχιστον ισότιμη με εκείνη που θα είχε αποκτηθεί σε τρεις μήνες κανονική υπηρεσία.

18 Εάν δεν μπορούν να επιτευχθούν τα τρία κριτήρια φόρτωσης και εκφόρτωσης μέσα σε περίοδο ενός μήνα εκπαίδευσης στο πλοίο, τότε η περίοδος εκπαίδευσης στο πλοίο πρέπει να επεκταθεί έως αυτά τα κριτήρια επιτευχθούν με επιτυχία.

Κριτήρια εκπαίδευσης στο πλοίο

19 Η εκπαίδευση στο πλοίο πρέπει τουλάχιστον να παρέχει γνώση και εμπειρία, ανάλογη με τον εφαρμοσμένο τύπο δεξαμενοπλοίου, των ακόλουθων:

.1 Ασφάλεια

.1.1 Όλα τα τύπα δεξαμενοπλοίων

.1 Σύστημα διαχείρισης ασφάλειας πλοίου

.2 Συγκεκριμένος εξοπλισμός και διαδικασίες πυρόσβεσης φορτίου

* Μία επιχείρηση φόρτωσης και εκφόρτωσης θεωρείται η φόρτωση και εκφόρτωση περισσότερου από το 60% της συνολικής χωρητικότητας της δεξαμενής φορτίου του πλοίου. Φορτώσεις/ εκφορτώσεις μικρότερες ποσότητες, μπορεί να συνυπολογισθούν στο ισότιμο αυτής της ποσότητας.

* Ένα καθορισμένο εκπαιδευτικό πλοίο είναι ένα εμπορικό πλοίο ορισμένο από την εταιρεία ότι είναι κατάλληλο για τον σκοπό αυτής της οδηγίας, όπως εφαρμόζεται.

.3 Συγκεκριμένες διαδικασίες πρώτων βοηθειών φορτίου, περιλαμβανομένου του Οδηγού Ιατρικών Πρώτων Βοηθειών για Χρήση σε Ατυχήματα Επικίνδυνων Φορτίων (MFAG)

.4 Συγκεκριμένοι κίνδυνοι πλοίου -/φορτίου, περιλαμβανομένων κανονισμών καπνού, ατμόσφαιρων περιορισμένων οξυγόνου, νάρκωση και τοξικότητα φορτίου υδρογονάνθρακα

.5 Συστήματα αξιολόγησης κινδύνου

.6 Άδεια εργασίας, περιλαμβανομένης εργασίας εν θερμώ και διαδικασίας εισόδου σε κλειστούς χώρους

.7 Χρήση ατομικού προστατευτικού εξοπλισμού

.1.2 Επιπρόσθετα για υγραεροφόρα

.1 Κίνδυνοι και προληπτικά μέτρα που έχουν σχέση με τη διαχείριση και στοίβαση φορτίων σε κρουαυονική θερμοκρασία

.2 Κατασκευή, φορτίο, δεξαμενές φορτίου και αντλίες

.2.1 Όλα α τύπα δεξαμενοπλοίων

.1 Κατασκευή Κύτους/ δεξαμενής και περιορισμοί

.2 Συνδέσεις φορτίου

.3 Ιδιότητες και κίνδυνοι που έχουν σχέση με τους τύπους φορτίου που μεταφέρεται, περιλαμβανομένης της χρήσης Φυλλαδίων Δεδομένων Υλικού Ασφάλειας

.4 Τους κινδύνους που οι επιχειρήσεις φορτίου (όπως καθαρισμός/ ελευθέρωση αερίου/ καθαρισμός δεξαμενής) που μπορεί να δημιουργήσει στα συστήματα εξαέρωσης του χώρου ενδιάμεσης και ενέργειες ελάττωσης αυτών των κινδύνων

.5 Διαμόρφωση φορτίου και συστήματος έρματος

.6 Αντλίες και σχετικός εξοπλισμός

.7 Ειδικός εξοπλισμός που έχει σχέση με τις επιχειρήσεις φορτίου

.8 Λεπτομέρειες κατασκευής δεξαμενοπλοίου και πώς αυτό επηρεάζει τις επιχειρήσεις φορτίου.

.2.2 Επιπρόσθετα για υγραεροφόρα

.1. Χρήση χωρισμού, διαχωρισμού και αεροφραγμάτων για τη διατήρηση της ασφάλειας περιοχών αερίου

.2 Δεξαμενή φορτίου, διαχωριστικό, χώροι μόνωσης, ανακουφιστικές βαλβίδες και συστήματα εξαέρωσης ατμού

.3 Συμπίεστές ατμού φορτίου και σχετικός εξοπλισμός

.3 Διαγωγή και ευστάθεια

.3.1 Όλα α τύπα Δεξαμενοπλοίων

.1 Πληροφορίες ευστάθειας δεξαμενοπλοίου και εξοπλισμός υπολογισμού

.2 Σημασία τήρησης επιπέδων κινδύνου στα επιτρεπτά όρια

.3 Κίνδυνοι επίπτωσης ελεύθερης επιφάνειας και επίπτωσης «πλαφασμού»

.4 Επιχειρήσεις φορτίου

.4.1. Όλα α τύπα δεξαμενοπλοίου

.1 Προσχεδιασμός φόρτωσης/ φροντίδας διαμετακόμισης, επιχειρήσεων εκφόρτωσης/ ερμαπισμού

.2 Τήρηση αρχείων

.3 Διαδικασίες έναρξης/ παύσης, περιλαμβανομένης διακοπής

.4 Απαιτείται προσοχή για τις διατάξεις σγκυροβόλησης κατά τη διάρκεια επιχειρήσεων φορτίου

.5 Απαιτήσεις καθαρισμού και αδράνειας και σχετικοί κίνδυνοι

.6 Φόρτωση φορτίου, περιλαμβανομένων των επιχειρήσεων φόρτωσης έως το επιτρεπόμενο όριο

.7 Εκφόρτωση φορτίου, περιλαμβανομένων επιχειρήσεων αποστράγγισης και απορρόφησης

- .8 Παρακολούθηση φορτίου κατά τη διάρκεια επιχειρήσεων φόρτωσης/εκφόρτωσης, περιλαμβανομένης της λήψης δείγματος, όπου εφαρμόζεται
- .9 Μέτρηση δεξαμενής και συστήματα συναγερμού
- .10 Κίνδυνοι από ηλεκτροστατική εκφόρτωση και πρόληψή της
- .11 Επιχειρήσεις ερματισμού και απομάκρυνσης έρματος
- .12 Απαιτήσεις τήρησης, περιλαμβανομένων επιθεωρήσεων επιχρισμάτων

4.2 Επιπρόσθετα για χημικά πλοία

- 1. Πολυμερισμός, συμβατότητα φορτίου, συμβατότητα επιχρίσματος δεξαμενής και άλλες αντιδράσεις
- 2. Λειτουργίες αναστολέων και καταλυτών
- 3. Διασκόρπιση ατμού / αερίου

4.3 Επιπρόσθετα για υγραεριοφόρα

- .1 Πολυμερισμός, συμβατότητα φορτίου, συμβατότητα επιχρίσματος δεξαμενής και άλλες αντιδράσεις
- .2 Λειτουργίες αναστολέων και καταλυτών
- .3 Αντίες αντίθλιψης και επιπτώσεις χαλάρωσης πίεσης
- .4 Χρήση αερίου βρασμού ως καύσιμο
- .5 Διασκόρπιση ατμού/ αερίου
- .6 Επιχειρήσεις καθαρισμού και ψύξης
- .7 Επιχείρηση και τήρηση εξοπλισμού επανυγροποίησης
- .8 Κατανόηση και χρήση συνήθους συστήματος μεταφοράς

4.4 Επιπρόσθετα για πετρελαιοφόρα

- .1 Συστήματα πλύσης ακατέργαστου πετρελαίου

5 Πλύσιμο/ καθαρισμός δεξαμενής

5.1 Όλα τα τύπων δεξαμενοπλοίων

- .1 Συστήματα καθαρισμού δεξαμενής και εξοπλισμός δεξαμενοπλοίου
- .2 Προσχεδιασμός επιχειρήσεων πλύσης / καθαρισμού δεξαμενής
- .3 Διαδικασίες πλύσης δεξαμενής, περιλαμβανομένων καθαρισμού και αδράνεια
- .4 Έλεγχος υπολειμμάτων /άχρηστων προϊόντων
- .5 Ηλεκτροστατικοί κίνδυνοι
- .6 Απαιτήσεις καθαριότητας
- .7 Απαιτήσεις τήρησης

5.2 Επιπρόσθετα για χημικά

- .1 Απομάκρυνση αναστολέων και κατάλοιπων
- .2 Χρήση απορρόφησης, καθαριστικών και απορρυπαντικών

5.3 Επιπρόσθετα για υγραεριοφόρα

- .1 Αεριοθέρμανση/ βρασμός υγρών υπολειμμάτων και διεργασία επαναεριοποίησης

6 Συστήματα αδρανών αερίων

6.1 Όλα τα τύπων δεξαμενοπλοίων

- .1 Συστήματα αδράνειας και εξοπλισμός δεξαμενοπλοίου
- .2 Κίνδυνοι που έχουν σχέση με την αδράνεια χώρων, με ιδιαίτερη αναφορά στην ασφαλή εισοδο στις δεξαμενές
- .3 Καθαρισμός, διατήρησης αδράνειας ατμόσφαιρας και επιχειρήσεις ελευθέρωσης αερίου
- .4 Απαιτήσεις τήρησης

.7 Πρόληψη ρύπανσης και έλεγχος

.7.1 Όλα α τύπα δεξαμενοπλοίου

- .1 Διεθνείς, κανονισμοί Κράτους σημαίας και εταιρείας, έγγραφα και σχέδια
- .2 Λειτουργία συστημάτων πρόληψης ρύπανσης δεξαμενοπλοίου και εξοπλισμός, περιλαμβανομένης παρακολούθησης εκφόρτωσης
- .3 Λειτουργία εξοπλισμού αναχαίτισης ρύπανσης δεξαμενοπλοίου

.8 Όργανα και εξοπλισμός ανίχνευσης αερίου

.8.1 Όλα α τύπα δεξαμενοπλοίου

- .1 Χρήση και βαθμονόμηση ατομικών, φορητών και σταθερών αναλυτών αερίου, με ιδιαίτερη αναφορά στον εξοπλισμό παρακολούθησης οξυγόνου και υδρογονάνθρακα
- .2 Λειτουργία, διατήρηση και όρια υπολογισμού επιπέδου δεξαμενής φορτίου, συστημάτων υπολογισμού θερμοκρασίας και επιπέδου συναγερμού

.8.2 Επιπρόσθετα για υγραεροφόρα

- .1 Λειτουργία και διατήρηση υπολογισμού θερμοκρασίας κύτους

.9 Εκδόσεις

.9.1 Όλα α τύπα δεξαμενοπλοίου

- .1 Διεθνείς, εκδόσεις εταιρείας και Κράτους σημαίας σχετικές με την λειτουργία δεξαμενοπλοίου, περιλαμβανομένων των SOLAS, MARPOL και άλλων εφαρμοσμένων εγχειριδίων οδηγιών
- .2 Συγκεκριμένα εγχειρίδια λειτουργίας και διατήρησης εξοπλισμού στο πλοίο
- .3 Θεσπισμένα εργοστασιακά πρότυπα και κώδικας πρακτικής ασφαλούς εργασίας (πχ ICS, OCIMF, SIGTTO)

Τμήμα Β- V/1-1

Οδηγίες που αφορούν εκπαίδευση και προσόντα πλοιάρχων, αξιωματικών και πληρωμάτων σε πετρελαιοφόρα και χημικά δεξαμενόπλοια

ΕΚΠΑΙΔΕΥΣΗ ΔΕΞΑΜΕΝΟΠΛΟΙΩΝ

20 Η εκπαίδευση που απαιτείται από τις παραγράφους 2.2 και 4.3 του κανονισμού V/1-1 για πετρελαιοφόρα θα πρέπει να παρατίθεται σε ένα σχέδιο εκπαίδευσης που ευκρινώς εκφράζει, για όλα τα εμπλεκόμενα Συμβαλλόμενα Μέρη, τους στόχους της εκπαίδευσης. Η εκπαίδευση μπορεί να παρέχεται είτε στο πλοίο ή στην ξηρά, όπου ταιριάζει. Πρέπει να συμπληρώνεται με πρακτική εκπαίδευση επί του πλοίου και όπου ταιριάζει, σε εγκαταστάσεις της ξηράς. Όλη η εκπαίδευση πρέπει να παρέχεται από κατάλληλα προσοντούχο και έμπειρο προσωπικό*.

21 Θα πρέπει να γίνεται όσο είναι δυνατόν μεγαλύτερη χρήση των επί πλοίου λειτουργιών και εγχειριδίων εξοπλισμού, ταινιών και κατάλληλων οπτικών βοηθημάτων και πρέπει να δίνεται η δυνατότητα εισαγωγής σε συζήτηση του ρόλου που πρόκειται να διαδραματίσει η οργάνωση ασφαλείας σε πλοίο και του ρόλου των αξιωματικών και των επιτροπών ασφαλείας.

ΕΚΠΑΙΔΕΥΣΗ ΧΗΜΙΚΩΝ ΔΕΞΑΜΕΝΟΠΛΟΙΩΝ

22 Η εκπαίδευση που απαιτείται από τις παραγράφους 2.2 και 6.3 του κανονισμού V/1-1, όσον αφορά τα χημικά δεξαμενόπλοια, θα πρέπει να παρατίθεται σε ένα σχέδιο εκπαίδευσης που ευκρινώς εκφράζει, για όλα τα εμπλεκόμενα Συμβαλλόμενα Μέρη, τους στόχους της εκπαίδευσης. Η εκπαίδευση μπορεί να παρέχεται είτε στο πλοίο ή στην ξηρά, όπου ταιριάζει. Πρέπει να συμπληρώνεται με πρακτική εκπαίδευση επί του πλοίου και όπου ταιριάζει, σε εγκαταστάσεις της ξηράς. Όλη η εκπαίδευση πρέπει να παρέχεται από κατάλληλα προσοντούχο και έμπειρο προσωπικό*.

23 Θα πρέπει να γίνεται όσο είναι δυνατόν μεγαλύτερη χρήση των επί πλοίου λειτουργιών και εγχειριδίων εξοπλισμού, ταινιών και κατάλληλων οπτικών βοηθημάτων και πρέπει να δίνεται η δυνατότητα εισαγωγής σε

* Οι σχετικές πρότυπες σφρές εκπαίδευσης IMO μπορεί να βοηθούν στην προετοιμασία των εκπαίδευσων

συζήτηση του ρόλου που πρόκειται να διαδραματίσει η οργάνωση ασφαλείας σε πλοίο και του ρόλου των αξιωματικών και των επιτροπών ασφαλείας.

Τμήμα Β-V/1-2

Οδηγίες που αφορούν την εκπαίδευση και τα προσόντα πλοιάρχων, αξιωματικών και πληρωμάτων σε υγραεριοφόρα

24 Η εκπαίδευση που απαιτείται από τις παραγράφους 2.2 και 4.3 του κανονισμού V/1-2, όσον αφορά τα υγραεριοφόρα δεξαμενόπλοια, θα πρέπει να παρατίθεται σε ένα σχέδιο εκπαίδευσης που ευκρινώς εκφράζει, για όλα τα εμπλεκόμενα Συμβαλλόμενα Μέρη, τους στόχους της εκπαίδευσης. Η εκπαίδευση μπορεί να παρέχεται είτε στο πλοίο ή στην ξηρά, όπου ταιριάζει. Πρέπει να συμπληρώνεται με πρακτική εκπαίδευση επί του πλοίου και όπου ταιριάζει, σε εγκαταστάσεις της ξηράς. Όλη η εκπαίδευση πρέπει να παρέχεται από κατάλληλα προσοντούχο και έμπειρο προσωπικό*.

25 Θα πρέπει να γίνεται όσο είναι δυνατόν μεγαλύτερη χρήση των επιπλοίου λειτουργιών και εγχειριδίων εξοπλισμού, ταινιών και κατάλληλων οπτικών βοηθημάτων και πρέπει να δίνεται η δυνατότητα εισαγωγής σε συζήτηση του ρόλου που πρόκειται να διαδραματίσει η οργάνωση ασφαλείας σε πλοίο και του ρόλου των αξιωματικών και των επιτροπών ασφαλείας.

Τμήμα Β-V/2

Οδηγίες που αφορούν την εκπαίδευση ναυτικών επιβατηγών πλοίων

ΕΝΙΣΧΥΜΕΝΗ ΠΥΡΟΣΒΕΣΗ

1 Για αξιωματικούς και πλήρωμα επιβατηγών πλοίων, επιπρόσθετη εκπαίδευση πρέπει να παρέχεται τονίζοντας τις δυσκολίες πυρόσβεσης, περιλαμβάνοντας πρόσβαση σε περιορισμένους χώρους και πρόληψη εξάπλωσης πυρός σε γειτονικούς χώρους.

ΕΛΕΓΧΟΣ ΖΗΜΙΩΝ

2 Στην ανάπτυξη προτύπων ικανότητας που παρουσιάζονται στα τμήματα A-II/1, A-II/2, A-III/2 για την ανάπτυξη απαραίτητου επιπέδου θεωρητικής γνώσης, κατανόησης και κατάρτισης στον έλεγχο ζημιών και υδατοστεγανότητας, εταιρείας και εκπαιδευτικά ιδρύματα πρέπει να λάβουν υπόψη την ελάχιστη γνώση, κατανόηση και επάρκεια για έλεγχο ζημιών και υδατοστεγανότητας όπως παρουσιάζεται παρακάτω:

Ικανότητα

Ελαχιστοποίηση κινδύνου πλημμύρας και διατήρηση κατάστασης εταμότητας ανταπόκρισης σε καταστάσεις έκτακτης ανάγκης που αφορά ζημιά στην υδατοστεγανότητα του πλοίου.

Γνώση, κατανόηση και επάρκεια

Σχέδια και οργάνωση ελέγχου ζημιών στο πλοίο

Συστήματα ελέγχου ζημιών, εξοπλισμός (ντουλάπια) και δίοδοι διαφυγής έκτακτης ανάγκης

Τα στοιχεία κλαδί διατήρησης ευστάθειας και υδατοστεγανότητας

Σημασία της διασφάλισης πλημμύρας και διατήρησης ορίων υδατοστεγανότητας.

Ενέργειες που πρέπει να γίνονται στο πλοίο σε περίπτωση έκρηξης, προσθαλάσσης, σύγκρουσης ή πυρκαγιάς

Τεχνικές ελέγχου ζημιών, συνειπεις με τον εξοπλισμό που βρίσκεται επί του πλοίου, συμπεριλαμβανομένων των συστημάτων και αντλιών υδροσυλλεκτών.

Τμήμα Β-V/a*

Οδηγίες που αφορούν στην επιπρόσθετη εκπαίδευση για πλοιάρχους και υποπλοιάρχους μεγάλων πλοίων με ασυνήθιστα χαρακτηριστικά ελιγμών.

* Σημειώστε ότι δεν υπάρχουν αντίστοιχοι κανονισμοί στη Σύμβαση ή στα τμήματα του μέρους Α του Κώδικα για τα τμήματα Β/ V-a, Β/ V-b, Β/ V-c, Β/ V-d, Β/ V-e, Β/ V-f, και Β/ V-g.

1 Είναι σημαντικό όπ οι πλοίαρχοι και υποπλοίαρχοι πρέπει να έχουν την σχετική εμπειρία και εκπαίδευση πριν την ανάληψη καθηκόντων πλοιάρχου ή υποπλοιάρχου μεγάλων πλοίων ή πλοίων που έχουν χαρακτηριστικά ασυνήθιστων ελιγμών και διαχείρισης σημαντικά διαφορετικά από εκείνα στα οποία έχουν υπηρετήσει. Τέτοια χαρακτηριστικά θα βρίσκονται γενικά σε πλοία τα οποία είναι σημαντικού νεκρού βάρους ή μεγέθους ή ειδικού σχεδιασμού ή υψηλής ταχύτητας.

2 Πριν το διορισμό τους σε τέτοιο πλοίο, πλοίαρχοι και υποπλοίαρχοι πρέπει:

.1 να ενημερώνονται για τα χαρακτηριστικά διαχείρισης από την εταιρεία, ιδιαίτερα όσον αφορά την γνώση, κατανόηση και επάρκεια που παρατίθενται κάτω από τους ελιγμούς και διαχείριση πλοίου στην στήλη 2 του πίνακα A-II/2 – Καθορισμός του ελάχιστου προτύπου ικανότητας για πλοίαρχους και υποπλοίαρχους πλοίων χωρητικότητας άνω των 500 ο.χ., και

.2 να εξοικειώνονται με την χρήση μέσων ναυσιπλοΐας και ελιγμών που βρίσκονται στο πλοίο περιλαμβανομένων των ικανοτήτων τους και των περιορισμών τους.

3 Πριν αρχικά αναλάβει την διοίκηση ενός από τα πλοία που αναφέρονται ανωτέρω, ο μελλοντικός πλοίαρχος πρέπει να έχει επαρκή και κατάλληλη γενική εμπειρία ως πλοίαρχος ή υποπλοίαρχος, και είτε:

.1 να έχει επαρκή και κατάλληλη εμπειρία ελιγμών του ίδιου πλοίου υπό επίβλεψη ελιγμών πλοίου με τα ίδια χαρακτηριστικά ελιγμών, ή

.2 να έχει παρακολουθήσει ένα εγκεκριμένο πρόγραμμα προσομοίωσης διαχείρισης πλοίου σε εγκατάσταση ικανή προσομοίωσης των χαρακτηριστικών ελιγμών τέτοιου πλοίου*.

4 Η επιπρόσθετη εκπαίδευση και προσόντα πλοιάρχων και υποπλοιάρχων δυναμικά υποστηριζόμενων και ταχύπλων πρέπει να είναι σύμφωνα με τις σχετικές οδηγίες του Κώδικα IMO Ασφάλειας Δυναμικά Υποστηριζόμενων Σκαφών και IMO Διεθνών Κωδικών Ασφάλειας Ταχύπλων Σκαφών (1994 HSC Κώδικας και 2000 HSC Κώδικας), κατά περίπτωση.

Τμήμα Β-V/b*

Οδηγίες που αφορούν την εκπαίδευση αξιωματικών και πληρωμάτων που είναι υπεύθυνοι για την διαχείριση φορτίου πλοίων που μεταφέρουν επικίνδυνες και επιβλαβείς ουσίες σε στερεά μορφή χύδην

1 Η εκπαίδευση πρέπει να διαιρείται σε δυο τμήματα, ένα γενικό τμήμα σχετικά με τις αρχές που εμπλέκονται και ένα μέρος που αφορά την εφαρμογή τέτοιων αρχών στην λειτουργία του πλοίου. Όλη η εκπαίδευση πρέπει να δίνεται από κατάλληλα προσοντούχο και έμπειρο προσωπικό και να καλύπτει τουλάχιστον τα θέματα των παραγράφων 2 έως 14 ακολούθως.

ΑΡΧΕΣ

Χαρακτηριστικά και ιδιότητες

2 Τα σημαντικά φυσικά χαρακτηριστικά και χημικές ιδιότητες των επικίνδυνων και επιβλαβών ουσιών που επιτρέπουν βασική κατανόηση των πραγματικών κινδύνων και απαιτών.

Κατάταξη υλικών που έχουν χημικούς κινδύνους

3 Οι κατηγορίες επικίνδυνων αγαθών 4-9 του IMO και οι κίνδυνοι που έχουν σχέση με κάθε τάξη, και υλικά επιβλαβή μόνο όταν είναι χύδην (MHB) που περιγράφονται στον Διεθνή Ναυτιλιακό Στερεών Χύδην Φορτίων Κώδικα (IMSBC).

Κίνδυνοι στην υγεία

4 Κίνδυνοι από επαφή με το δέρμα, εισπνοή, κατάπωση και ακτινοβολία.

Συμβάσεις, κανονισμοί και συστάσεις

* Οι σχετικές πρότυπες σειρές εκπαίδευσης IMO μπορεί να βοηθούν στην προεταρμασία των εκπαιδύσεων

* Σημώστε ότι δεν υπάρχουν αντίστοιχα κανονισμοί στη Σύμβαση ή στα τμήματα του μέρους A του Κώδικα για τα τμήματα Β/ V-a, Β/ V-b, Β/ V-c, Β/ V-d, Β/ V-e, Β/ V-f, και Β/ V-g.

5 Γενική εξαικείωση με τις σχετικές απαιτήσεις των κεφαλαίων II-2 και VII της Σύμβασης SOLAS του 1974 όπως τροποποιήθηκε.

6 Γενική εξαικείωση με τον Κώδικα ασφαλούς πρακτικής για Στερεά Χύδην Φορτία (Κώδικας IMSBC) με ιδιαίτερη αναφορά:

- .1 στην ασφάλεια του προσωπικού περιλαμβανομένου του εξοπλισμού ασφαλείας, οργάνων μέτρησης, την χρήση τους και πρακτική εφαρμογή και ερμηνεία των αποτελεσμάτων,
- .2 κίνδυνος από φορτία που έχουν τη τάση να μετατοπίζονται, και
- .3 χημικά υλικά που εγκυμονούν κινδύνους.

ΕΦΑΡΜΟΓΗ ΣΤΟ ΠΛΟΙΟ

Κατηγορία 4.1 - Εύφλεκτα στερεά

Κατηγορία 4.2 - Ουσίες που υπόκεινται σε αυτόματη ανάφλεξη

Κατηγορία 4.3 - Ουσίες που, όταν έλθουν σε επαφή με το νερό, αναδίδουν εύφλεκτα αέρια

7 Μεταφορά, σταβασία και έλεγχος θερμοκρασίας για να προληφθεί διάσπαση και πιθανή έκρηξη, κατηγορίες σταβασίας, γενικές προφυλάξεις σταβασίας περιλαμβανομένων αυτών που εφαρμόζονται σε αυτοαντιδρούσες και σχετικές ουσίες, απαιτήσεις διαχωρισμού για να προληφθεί θέρμανση και ανάφλεξη, η εκπομπή δηλητηριωδών ή ευφλέκτων αερίων και ο σχημασμός εκρηκτικών μιγμάτων.

Κατηγορία 5.1 - Οξειδωμένες ουσίες

8 Μεταφορά, σταβασία και έλεγχος της θερμοκρασίας για να προληφθεί διάσπαση και πιθανή έκρηξη, κατηγορίες σταβασίας, γενικά προληπτικά μέτρα σταβασίας και απαιτήσεις διαχωρισμού για να εξασφαλισθεί διαχωρισμός από καύσιμο υλικό, από οξεία και πηγές θερμότητας για να προληφθεί πυρκαϊά, έκρηξη και ο σχημασμός τοξικών αερίων.

Κατηγορία 6.1 - Τοξικές ουσίες

9 Μόλυνση τροφίμων, χώρων εργασίας και ενδιαίτησης και εξαερισμός.

Κατηγορία 7 – Ραδιενεργά υλικά

10 Δείκτης μεταφοράς, τύπος μεταλλευμάτων και συγκεντρώσεων, σταβασία και διαχωρισμός από άτομα, φωτογραφικό φιλμ που δεν έχει εμφανισθεί και πινάκια και τρόφιμα, κατηγορίες σταβασίας γενικές απαιτήσεις σταβασίας, ειδικές απαιτήσεις σταβασίας, απαιτήσεις διαχωρισμού και αποστάσεις διαχωρισμού, διαχωρισμός από άλλα επικίνδυνα αγαθά.

Κατηγορία 8 – Διαβρωτικές ουσίες

11 Κίνδυνος από ουσίες που έχουν υγρανθεί.

Κατηγορία 9 - Διάφορες επικίνδυνες ουσίες και εμπορεύματα

12 Παραδείγματα και οι σχετικές βλάβες, οι βλάβες των υλικών, επιβλαβή μόνο όταν είναι χύδην (MHB), γενικά και ειδικά προληπτικά μέτρα σταβασίας, προληπτικά μέτρα εργασίας και μεταφοράς, απαιτήσεις διαχωρισμού.

Προληπτικά μέτρα ασφαλείας και διαδικασίες έκτακτης ανάγκης

13 Ηλεκτρική ασφάλεια σε χώρους εμπορευμάτων, προληπτικά μέτρα που πρέπει να λαμβάνονται πριν από την είσοδο σε περικλειστούς χώρους που μπορεί να υπάρχει έλλειψη οξυγόνου, δηλητηριώδης ή εύφλεκτη ατμόσφαιρα, οι πιθανές επιπτώσεις πυρκαϊγιάς σε φορτία ουσιών από κάθε κατηγορία, χρήση των Διαδικασιών Ανταπόκρισης Έκτακτης Ανάγκης για πλοία που μεταφέρουν επικίνδυνα αγαθά, σχέδια ανάγκης και διαδικασίες που πρέπει να ακολουθούνται σε περίπτωση περιστατικών που αφορούν επικίνδυνα και επιβλα-

βή υλικά, χρήση των συγκεκριμένων εγγράφων στον Κώδικα Ασφαλούς Πρακτικής για Στέρεα Φορτία Χύδην αναφορικά με αυτά.

Ιατρικές πρώτες βοήθειες

14 Ο Κώδικας Ιατρικών Πρώτων Βοηθειών για χρήση σε Ατυχήματα που εμπλέκονται επικίνδυνα αγαθά (MFAG) του IMO και η χρήση του και εφαρμογή σε συσχέτιση με άλλους οδηγούς και ιατρικές συμβουλές και οδηγίες μέσω τηλεπικοινωνιακών συστημάτων.

Τμήμα B-V/c*

Οδηγίες όσον αφορά την εκπαίδευση αξιωματικών και μελών του πληρώματος που είναι υπεύθυνοι για την διαχείριση φορτίου σε πλοία που μεταφέρουν επικίνδυνες και επιβλαβείς ουσίες σε μορφή πακέτων

1 Η εκπαίδευση θα πρέπει να διαιρείται σε δύο μέρη, ένα γενικό τμήμα επί των αρχών που εμπλέκονται και ένα τμήμα επί της εφαρμογής αυτών των αρχών στη λειτουργία του πλοίου. Όλη η εκπαίδευση και η παροχή οδηγιών θα πρέπει να πραγματοποιείται από προσοντούχο και έμπειρο προσωπικό και να καλύπτει τουλάχιστον όλα τα θέματα που παρατίθενται στις παραγράφους 2 έως 19 παρακάτω.

ΑΡΧΕΣ

Χαρακτηριστικά και ιδιότητες

2 Τα σημαντικά φυσικά χαρακτηριστικά και χημικές ιδιότητες επικίνδυνων και επιβλαβών ουσιών που επιτρέπουν βασική κατανόηση των σχετικών εγγενών κινδύνων.

Κατάταξη των επικίνδυνων και επιβλαβών ουσιών και υλικών που εγκυμονούν χημικούς κινδύνους

3 Οι κατηγορίες 1-9 επικίνδυνων αγαθών του IMO και οι βλάβες που είναι σχετικές με κάθε κατηγορία,

Βλάβες στην υγεία

4 Βλάβες από την επαφή με το δέρμα, εισπνοή, κατάποση και ακτινοβολία.

Συμβάσεις, κανονισμοί και συστάσεις

5 Γενική εξοκείωση με τις σχετικές απαιτήσεις των κεφαλαίων II-2 και VII της σύμβασης SOLAS 1974 και του παραρτήματος III της MARPOL 73/78 περιλαμβανομένης της θέσης της σε ισχύ μέσω του κώδικα IMDG.

Χρήση και εξοκείωση με τον Διεθνή Ναυτιλιακό Κώδικα Επικίνδυνων Αγαθών (IMDG)

6 Γενική γνώση των απαιτήσεων του Κώδικα IMDG που αφορούν τη δήλωση, πιστοποίηση, συσκευασία, σήμανση και τοποθέτηση πινακίδων, φορτίο εμπορευματοκιβωτίου και φόρτωση σε όχημα, φορητές δεξαμενές, δεξαμενές που μεταφέρουν εμπορευματοκιβώτια και δεξαμενές οχημάτων, και άλλες μονάδες μεταφοράς που χρησιμοποιούνται για επικίνδυνες ουσίες.

7 Γνώσεις ταυτοποίησης, αντιγραφής επιγραφών σήμανσης για σταβασία, ασφάλιση, χωρισμό και διαχωρισμό σε διαφορετικούς τύπους πλοίου που μνημονεύονται στον κώδικα IMDG.

8 Ασφάλεια προσωπικού περιλαμβανομένου του εξοπλισμού ασφαλείας, μετρητικών οργάνων, η χρήση τους και η πρακτική εφαρμογή και η ερμηνεία των αποτελεσμάτων.

ΕΦΑΡΜΟΓΗ ΣΤΟ ΠΛΟΙΟ

Κατηγορία 1 - Εκρηκτικά

9 Οι έξι διατάξεις βλαβών και οι 13 ομάδες συμβατότητας, συσκευασίες και αποθήκες που χρησιμοποιούνται για την μεταφορά εκρηκτικών, δομική εξυπηρέτηση των εμπορευματοκιβωτίων και οχημάτων, διατάξεις σταβασίας στο κατάστρωμα και κάτω από το κατάστρωμα, διαχωρισμός από επικίνδυνα φορτία άλλων κατηγοριών εντός της κατηγορίας 1 και από μη επικίνδυνα αγαθά, μεταφορά και σταβασία σε επιβατηγά πλοία,

* Σημειώστε ότι δεν υπάρχουν αντίστοιχοι κανονισμοί στη Σύμβαση ή στα τμήματα του μέρους A του Κώδικα για τα τμήματα B/ V-a, B/ V-b, B/ V-c, B/ V-d, B/ V-e, B/ V-f, και B/ V-g.

καταλληλότητα των χώρων φορτίου, προληπτικά μέτρα ασφαλείας, προληπτικά μέτρα που πρέπει να λαμβάνονται κατά τη φόρτωση και εκφόρτωση.

Κατηγορία 2 - Αέρια (συμπιεσμένα, υγροποιημένα, ή αέρια σε διάλυμα) εύφλεκτα, μη εύφλεκτα, μη τοξικά και τοξικά.

10 Τύποι δοχείων πίεσης και φορητών δεξαμενών περιλαμβανομένων συσκευών κλεισίματος και ανακούφισης που χρησιμοποιούνται, κατηγορίες σταθασίας, γενικά προληπτικά μέτρα σταθασίας περιλαμβανομένων αυτών που αφορούν τα εύφλεκτα και δηλητηριώδη αέρια και τα αέρια που ρυπαίνουν το θαλάσσιο περιβάλλον.

Κατηγορία 3 - Εύφλεκτα υγρά

11 Συσκευασίες, δεξαμενές εμπορευματοκιβωτίων, φορητές δεξαμενές και αναχτές δεξαμενές οχημάτων, κατηγορίες σταθασίας περιλαμβανομένων των ειδικών απαιτήσεων για πλαστικά δοχεία, γενικά προληπτικά μέτρα σταθασίας περιλαμβανομένων ρυπαντικών θαλάσσιου περιβάλλοντος, απαιτήσεις διαχωρισμού, προληπτικά μέτρα που πρέπει να λαμβάνονται όταν γίνεται μεταφορά ευφλέκτων υγρών σε ανυψωμένες θερμοκρασίες.

Κατηγορία 4.1. - Εύφλεκτα στερεά

Κατηγορία 4.2. - Ουσίες που υπόκεινται σε αυτόματη ανάφλεξη

Κατηγορία 4.3. - Ουσίες οι οποίες, όταν έλθουν σε επαφή με νερό, αναδίδουν εύφλεκτα αέρια.

12 Τύπος συσκευασιών, μεταφορά και σταθασία σε ελεγχόμενες θερμοκρασίες για να προληφθεί διάσπαση και ενδεχόμενη έκρηξη, κατηγορίες σταθασίας, γενικά προληπτικά μέτρα σταθασίας περιλαμβανομένων και αυτών που εφαρμόζονται σε αυτοαντιδρούσες και σχετικές ουσίες, αδρανοποιημένα εκρηκτικά και θαλάσσια ρυπαντές, απαιτήσεις διαχωρισμού για να προληφθεί θέρμανση και ανάφλεξη, η εκπομπή δηλητηριωδών ή εύφλεκτων αερίων και ο σχηματισμός εκρηκτικών μειγμάτων.

Κατηγορία 5.1 Οξείδια και οξείες ουσίες

Κατηγορία 5.2. Οργανικά υπεροξειδιά

13 Τύπος συσκευασιών, μεταφορά και σταθασία σε ελεγχόμενες θερμοκρασίες για να προληφθεί διάσπαση και πιθανή έκρηξη, κατηγορίες σταθασίας περιλαμβανομένων και αυτών που εφαρμόζονται σε θαλάσσιους ρυπαντές, απαιτήσεις διαχωρισμού για να εξασφαλισθεί διαχωρισμός από εύφλεκτο υλικό, από οξειδία και πηγές θερμότητας για να προληφθεί πυρκαγιά, έκρηξη και ο σχηματισμός τοξικών αερίων, προληπτικά μέτρα για την ελαχιστοποίηση τριβών και πρόσκρουσης που μπορεί να προκαλέσει διάσπαση.

Κατηγορία 6.1 Τοξικές ουσίες

Κατηγορία 6.2 Μολυσματικές ουσίες

14 Τύποι συσκευασιών, κατηγορίες σταθασίας, γενικά προληπτικά μέτρα σταθασίας περιλαμβανομένων και αυτών που εφαρμόζονται σε τοξικά, εύφλεκτα υγρά και ναυπηλακούς ρύπους, απαιτήσεις διαχωρισμού ιδιαίτερα όσον αφορά ότι η κοινή ιδιότητα αυτών των ουσιών είναι η πρόκληση θανάτου ή σοβαρών βλαβών της ανθρώπινης υγείας, μέτρα απολύμανσης σε περίπτωση διαρροής.

Κατηγορία 7 – Ραδιενεργά υλικά

15 Τύπος συσκευασιών, δείκτης μεταφοράς σε σχέση με την σταθασία και διαχωρισμό, σταθασία και διαχωρισμός από άτομα, φωτογραφικό φιλμ και πλάκες που δεν έχουν εμφανισθεί και τρόφιμα, κατηγορίες σταθασίας γενικές απαιτήσεις διαχωρισμού και αποστάσεις διαχωρισμού, διαχωρισμός από άλλα επικίνδυνα αγαθά.

Κατηγορία 8 – Διαβρωτικά υλικά

16 Τύπος συσκευασιών, κατηγορίες σταθασίας, γενικά προληπτικά μέτρα σταθασίας περιλαμβανομένων και αυτών που εφαρμόζονται σε διαβρωτικά, εύφλεκτα υγρά και θαλάσσιους ρυπαντές, απαιτήσεις διαχωρισμού ιδιαίτερα όσον αφορά την κοινή ιδιότητα αυτών των ουσιών που είναι η ικανότητά τους να προκαλούν σημαντικότερη ζημιά σε ζωντανούς ιστούς.

Κατηγορία 9 - Διάφορες επικίνδυνες ουσίες και αντικείμενα

17 Παραδείγματα κινδύνου περιλαμβανομένης της θαλάσσιας ρύπανσης.

Προληπτικά μέτρα ασφαλείας και διατάξεις έκτακτης ανάγκης.

18 Ηλεκτρική ασφάλεια στους χώρους φορτίου, προληπτικά μέτρα που πρέπει να λαμβάνονται για είσοδο σε περικλειστούς χώρους που μπορεί να υπάρχει έλλειψη οξυγόνου, δηλητηριώδες ή εύφλεκτες ατμόσφαιρες, απεικνύονται ή πυρκαγιάς στην αποστολή ουσιών κάθε κατηγορίας, θεώρηση των γεγονότων στο κατάστρωμα ή κάτω από αυτό χρήση του εγχειριδίου Διεργασιών Ανάγκης για πλοία που μεταφέρουν επικίνδυνα αγαθά, σχέδια ανάγκης και διεργασίες που πρέπει να ακολουθούνται σε περιστατικά όπου εμπλέκονται επικίνδυνες ουσίες.

Ιατρικές πρώτες βοήθειες

19 Ο οδηγός Ιατρικών Πρώτων Βοηθειών του IMO για χρήση σε Ατυχήματα που εμπλέκονται επικίνδυνα αγαθά (MFAG) και η χρήση και εφαρμογή του σε συνδυασμό με άλλους οδηγούς και ιατρικές συμβουλές μέσω τηλεπικοινωνιακών συστημάτων

Τμήμα B-V/d*

Οδηγίες σχετικά με την εφαρμογή διατάξεων της STCW Σύμβασης σε κινητές θαλάσσιες μονάδες (MOUs)

1 Οι διατάξεις της Σύμβασης STCW ισχύουν για τους ναυτικούς αυτοωθούμενων MOUs δραστηριοτήτων πλόων.

2 Οι διατάξεις της Σύμβασης STCW δεν ισχύουν για μη αυτοωθούμενα MOUs ή για MOUs σταθμών.

3 Κατά την εξέταση κατάλληλων προτύπων εκπαίδευσης και πιστοποίησης όταν MOU είναι για σταθμό, η χώρα νηολόγησης πρέπει να λαμβάνει υπόψη σχετικές συστάσεις IMO. Ιδιαίτερα, όλα τα μέλη ναυτικού προσωπικού σε αυτοωθούμενα MOUs και, όπου απαιτείται, σε άλλες μονάδες πρέπει να πληρούν τις απαιτήσεις της Σύμβασης STCW, όπως τροποποιείται.

4 Αυτοωθούμενες MOUs δραστηριότητες διεθνών πλόων απαιτούνται να φέρουν έγγραφα ασφαλούς επάνδρωσης.

5 MOUs σταθμών υπόκεινται στην εθνική νομοθεσία παράκτιων Κρατών στα οποία λειτουργούν Αποκλειστικές Οικονομικές Ζώνες (ΑΟΖ). Τέτοια παράκτια Κράτη πρέπει επίσης να λαμβάνουν υπόψη τις σχετικές συστάσεις του IMO και δεν πρέπει να ορίζουν υψηλότερα πρότυπα για MOUs νηολογημένα σε άλλες χώρες από τα πρότυπα που ισχύουν για MOUs νηολογημένα σε παράκτιο Κράτος.

6 Όλο το ειδικό προσωπικό που απασχολείται σε MOUs (είτε αυτοωθούμενα ή όχι) πρέπει να έχει την κατάλληλη εξειδίκευση και βασική εκπαίδευση σύμφωνα με τις σχετικές συστάσεις του IMO.

Τμήμα B-V/e*

Οδηγίες που αφορούν την εκπαίδευση και τα προσόντα πλοίαρχων και αξιωματικών υπεύθυνων τήρησης φυλακής ναυσιπλοΐας σε πλοία-εφοδιασμού-ανοιχτής θάλασσας

1 Είναι σημαντικό ότι οι πλοίαρχοι και οι αξιωματικοί που απασχολούνται σε επιχειρήσεις εφοδιασμού ανοιχτής θάλασσας πρέπει να έχουν την σχετική εμπειρία ή εκπαίδευση πριν την ανάληψη καθηκόντων σε πλοία εφοδιασμού ανοιχτής θάλασσας. Πρέπει να επικεντρώνεται σε επιχειρησιακή εμπειρία σε πλοίο ή σε ένα συνδυασμό επιχειρησιακής εμπειρίας και εκπαίδευσης προσομοίωσης.

2 Οι πλοίαρχοι και οι αξιωματικοί πρέπει να κατανοούν τα μοναδικά χαρακτηριστικά ελιγμών και διαχείρισης που είναι κοινά σε πλοία εφοδιασμού ανοιχτής θάλασσας.

3 Πριν την εκτέλεση επιχειρήσεων εφοδιασμού ανοιχτής θάλασσας, ο πλοίαρχος και οι αξιωματικοί πρέπει:

1. να έχουν γνώση τη βιομηχανία ανοιχτής θάλασσας και τους όρους που χρησιμοποιούνται σε διάφορες επιχειρήσεις.

* Σημειώστε ότι δεν υπάρχουν αντίστοιχοι κανονισμοί στη Σύμβαση ή στα τμήματα του μέρους A του Κώδικα για τα τμήματα B/ V-a, B/ V-b, B/ V-c, B/ V-d, B/ V-e, B/ V-f, και B/ V-g.

* Σημειώστε ότι δεν υπάρχουν αντίστοιχοι κανονισμοί στη Σύμβαση ή στα τμήματα του μέρους A του Κώδικα για τα τμήματα B/ V-a, B/ V-b, B/ V-c, B/ V-d, B/ V-e, B/ V-f, και B/ V-g.

.2 να κατανοούν τη σημασία διατήρησης ασφαλούς εργασιακής απόστασης πάντα, όταν εργάζονται σε εγκαταστάσεις ανοιχτής θάλασσας,

.3 να έχουν γνώση των ελιγμών του πλοίου και την παραμονή σε σταθμό υπό διάφορες καιρικές συνθήκες,

.4 να κατανοούν τις συγκεκριμένους παραμέτρους σχεδιασμού των πλοίων, και

.5 να κατανοούν την ανάγκη να έχουν ανεμπόδιστη οπτική άποψη στις περιοχές εργασίας.

4 Ενώ βρίσκονται σε πλοίο εφοδιασμού ανοιχτής θάλασσας, ο πλοίαρχος και αξιωματικοί πρέπει:

.1 να έχουν γνώση των χαρακτηριστικών διαχείρισης και της συμπεριφοράς των πλοίων που έχουν διάφορες ρυθμίσεις πρόωσης, και

.2 να μπορούν να λειτουργούν πλοίο εφοδιασμού ανοιχτής θάλασσας όταν είναι κοντά σε εγκαταστάσεις ανοιχτής θάλασσας και σε άλλα πλοία.

5 Οι Πλοίαρχοι πρέπει να κατανοούν την ανάγκη για άλλο προσωπικό στο πλοίο που απασχολείται στην εκτέλεση επιχειρήσεων εφοδιασμού ανοιχτής θάλασσας για να εξοικειώνεται με τα καθήκοντά τους.

Πλοία εφοδιασμού ανοιχτής θάλασσας που εκτελούν επιχειρήσεις διαχείρισης άγκυρας

6 Είναι σημαντικό οι πλοίαρχοι και οι αξιωματικοί υπεύθυνοι για την τήρηση φυλακής ναυσιπλοΐας σε πλοία εφοδιασμού ανοιχτής θάλασσας που ασχολούνται με τις επιχειρήσεις διαχείρισης άγκυρας να έχουν σχεπική εμπειρία και εκπαίδευση.

7 Πριν την εκτέλεση επιχειρήσεων διαχείρισης άγκυρας, οι πλοίαρχοι και οι αξιωματικοί υπεύθυνοι τήρησης φυλακής ναυσιπλοΐας πρέπει:

.1 να είναι καλά πληροφορημένοι για τα χαρακτηριστικά διαχείρισης του πλοίου σε σχέση με τη διαχείριση άγκυρας, περιλαμβάνοντας, αλλά όχι να περιορίζονται σε:

.1.1 ναυσιπλοΐα και τήρηση στίγματος,

.1.2 διαχείριση πλοίου,

.1.3 ενδελεχής γνώση ευστάθειας πλοίων εφοδιασμού ανοιχτής θάλασσας, συγκεκριμένα συνδυασμός χαμηλής Gzmax, χαμηλό ανοιχτό κατάστρωμα και μεγάλες εξωτερικές δυνάμεις. Χρήση υπολογιστών φόρτωσης και αντίθεση ανάμεσα σε ένα σκληρό και άκαμπτο πλοίο και σε καλό εργασιακό περιβάλλον στο κατάστρωμα. Πιθανή μείωση ευστάθειας από την χρήση αντιδιαταχιστικών συσκευών, και

.1.4 επιχειρήσεις σε περιοχές πετρελαίου, περιλαμβανόμενες περιοχές που βρίσκονται αντλίες ή άλλες δομές στον πυθμένα στην περιοχή όπου άγκυρες ή άλλος εξοπλισμός αγκυροβόλησης πιθανώς να χρησιμοποιείται, και

.2 να είναι ενδελεχώς εξοικειωμένοι με την χρήση οργάνων και συστημάτων του πλοίου που αφορούν και έχουν σχέση με τη διαχείριση της άγκυρας, περιλαμβανομένων των ικανοτήτων τους και περιορισμών αλλά να μην περιορίζονται:

.2.1 στην χρήση διάφορων προσωπικών ισχύων, συμβατικής ή με αζυμούθιο πρόωσης,

.2.2 ανύψωση, διαχείριση, βαριά ανύψωση, ρυμούλκηση, διαχείριση άγκυρας και αγκυροβόληση ισποφόρων, πλοίων μικρού βυθίσματος και εγκαταστάσεων,

.2.3 ρυμούλκηση ισποφόρων, πλοίων μικρού βυθίσματος και άλλων πλοίων,

.2.4 λειτουργία βαρούλκων ανύψωσης και ρυμούλκησης με 600 μετρικούς τόνους ξύλινους στύλους,

.2.5 λεπτομερής ενδελεχής γνώση της βάσης λειτουργίας των βαρούλκων ρυμούλκησης και διαχείρισης άγκυρας, ιδιαίτερα, λειτουργίες των συσκευών περιορισμού φόρτωσης και των συ-

στημάτων ανακούφισης και του σχεπικού εξοπλισμού όπως πείρα ρυμούλκησης και ανασχετήρες, και

.2.6 στην σημαντική διαφορά ανάμεσα στον αφετήρα έκτακτης ανάγκης ελασμάτων και βαρούλκων.

8 Πλοίαρχα και αξωματικοί υπεύθυνα τήρησης φυλακής ναυσιπλοΐας όταν είναι υπεύθυνα για τη διαχείριση άγκυρας πρέπει να έχουν επαρκή και κατάλληλη εκπαίδευση και εμπειρία έχοντας επιτηρηθεί κατά τη διάρκεια κινήσεων σκάφους, όπως εκτιμάται από τη Διοίκηση. Η εκπαίδευση μπορεί να συμπληρώνεται από κατάλληλη εκπαίδευση προσομοίωσης.

Τμήμα Β-V/f

Οδηγίες εκπαίδευσης και εμπειρίας για προσωπικό που χειρίζεται δυναμικά συστήματα καθορισμού στίγματος

1 Δυναμικός καθορισμός στίγματος ορίζεται το σύστημα μέσω του οποίου το στίγμα και η κατεύθυνση ενός αυτοωθούμενου πλοίου ελέγχεται αυτόματα με την χρήση των δικών του μονάδων πρόωσης.

2 Το προσωπικό που απασχολείται στον χειρισμό του Δυναμικού συστήματος Καθορισμού Στίγματος (DP) πρέπει να λαμβάνει εκπαίδευση και πρακτική εμπειρία. Θεωρητικά στοιχεία αυτής της εκπαίδευσης πρέπει να καθιστούν ικανούς τους Χειριστές Δυναμικού Καθορισμού Στίγματος (DPOs) για να κατανοεί την λειτουργία του συστήματος DP και τα στοιχεία τους. Η αποκτηθείσα γνώση, κατανόηση και εμπειρία πρέπει να καθιστούν ικανό το προσωπικό να χειρίζεται με ασφάλεια τα πλοία στο DP, με ιδιαίτερη προσοχή στην ασφάλεια ζωής στη θάλασσα και προστασία θαλασσίου περιβάλλοντος.

3 Το περιεχόμενο της εκπαίδευσης και εμπειρίας πρέπει να καλύπτει τα ακόλουθα στοιχεία του συστήματος DP:

.1 Σταθμός ελέγχου DP,

.2 Παραγωγή και διαχείριση ισχύος,

.3 μονάδες πρόωσης,

.4 συστήματα αναφοράς καθορισμού στίγματος,

.5 συστήματα αναφοράς κατεύθυνσης,

.6 συστήματα αναφοράς περιβάλλοντος, και

.7 συστήματα αναφοράς εξωτερικής δύναμης, όπως μετρητές ισχύος συρματοσχαίων.

4 Η εκπαίδευση και η εμπειρία πρέπει να καλύπτει το εύρος των επιχαρήσεων ρουτίνας DP, καθώς επίσης τη διαχείριση λαθών του DP, αποτυχίες, ατυχήματα και έκτακτες ανάγκες, για να διασφαλίσει ότι οι επιχαρήσεις συνεχίζονται ή τερματίζονται με ασφάλεια. Η εκπαίδευση δεν πρέπει να περιορίζεται σε DPOs και DP πλοίαρχα μόνο, άλλο προσωπικό στο πλοίο, όπως ηλεκτροτεχνικοί και μηχανικοί, μπορεί να απαιτούν επιπρόσθετη εκπαίδευση και εμπειρία για να διασφαλίζουν ότι είναι ικανοί να εκτελέσουν τα καθήκοντά τους σε πλοίο DP. Πρέπει να εξετασθεί η εκτέλεση ασκήσεων DP ως μέρος της εκπαίδευσης και εμπειρίας στο πλοίο. Οι χειριστές δυναμικού καθορισμού στίγματος (DPOs) πρέπει να γνωρίζουν τον τύπο και τον σκοπό των σχεπικών με τις λειτουργίες του DP εγγράφων, όπως λειτουργικά εγχειρίδια, Τρόπους Αποτυχίας και Ανάλυση Επιπτώσεων (FMEAs) και ικανότητα εύρεσης στίγματος.

5 Όλη η εκπαίδευση πρέπει να παρέχεται από κατάλληλα προσοντούχα και έμπειρο προσωπικό.

6 Μετά τον διορισμό σε πλοίο που λειτουργεί σε DP, ο πλοίαρχος, οι χειριστές DP και άλλο εκπαιδευμένο προσωπικό DP πρέπει να εξοικειώνεται με τον συγκεκριμένο εξοπλισμό και τα χαρακτηριστικά του πλοίου. Ειδική προσοχή πρέπει να δίνεται στη φύση εργασίας του πλοίου και την σπουδαιότητα του συστήματος DP στην εργασία.

* Σημώστε ότι δεν υπάρχουν αντίστοιχα κανονισμοί στη Σύμβαση ή στα τμήματα του μέρους Α του Κώδικα για τα τμήματα Β/ V-a, Β/ V-b, Β/ V-c, Β/ V-d, Β/ V-e, Β/ V-f, και Β/ V-g.

Τμήμα B-V/g*

Οδηγίες που αφορούν την εκπαίδευση πλοιάρχων και αξιωματικών σε πολικά ύδατα[†]

1 Είναι σημαντικό ότι οι πλοίαρχοι και οι αξιωματικοί υπεύθυνοι τήρησης φυλακής ναυσιπλοΐας και οι αξιωματικοί τήρησης φυλακής μηχανής σε πλοία που πλέουν σε πολικά ύδατα πρέπει να έχουν σχετική εμπειρία και εκπαίδευση, ως ακολούθως:

1. Πριν την ανάθεση καθηκόντων σε τέτοια πλοία:

1.1 Για πλοιάρχους και αξιωματικούς υπεύθυνους τήρησης φυλακής ναυσιπλοΐας, η εκπαίδευση πρέπει να παρέχει βασική γνώση τουλάχιστον στα θέματα που δίνονται στις παραγράφους 2 έως 11 παρακάτω, και

1.2 Για αξιωματικούς υπεύθυνους τήρησης φυλακής μηχανής, η εκπαίδευση πρέπει να παρέχει βασική εκπαίδευση τουλάχιστον στα θέματα που δίνονται στις παραγράφους 3,6,10 και 11 παρακάτω.

2 Οι Πλοίαρχοι και οι Μηχανικοί πρέπει να έχουν επαρκής και κατάλληλη εμπειρία στον χειρισμό πλοίων σε πολικά ύδατα.

Χαρακτηριστικά πάγου – περιοχές πάγου

2 Μετάφραση διαφορετικών χαρτών πάγου και γνώση περιορισμών στα δεδομένα μετεωρολογίας και ωκεανογραφίας, η φυσική κατάσταση του πάγου, το σχήμα, το μέγεθος, η ηλικία και το στάδιο τήξης, τύποι πάγου και συμπτωκνώσεις, πίεση πάγου, τριβή από πάγο που καλύπτεται με χιόνι, επιπτώσεις στο πάγωμα με ψεκασμό και πάγωμα, προληπτικά μέτρα κατά του παγώματος και την απάλυνση συνεπειών, καθεστώτα πάγου σε διαφορετικές περιοχές και διαφορετικές εποχές, περιλαμβανομένες τις διαφορές ανάμεσα στην Αρκτική και στην Ανταρκτική, αναγνώριση των συνεπειών της γρήγορης αλλαγής στις συνθήκες του καιρού και του πάγου, μετακίνηση των παγόβουνων και συμπαγούς πάγου.

Λειτουργία πλοίου σε παγωμένα και κρύα κλίματα

3 Χαρακτηριστικά πλοίων, τύποι πλοίων, σχέδια κύτους, απαιτήσεις ενδυνάμωσης πάγου, τάξη πάγου διαφορετικών κατηγοριών – πολική τάξη και τοπικοί κανονισμοί, περιορισμοί τάξεων πάγου, εταιμασία για τον χειμώνα και ετοιμότητα πλοίου, λειτουργία συστήματος χαμηλής θερμοκρασίας.

Σχεδιασμός πλου και πέρασμα πλοίου σε πάγο.

4 Ανάπτυξη ασφαλούς διαδρομής και σχεδιασμού περάσματος προς αποφυγή πάγου όπου είναι δυνατό, περιλαμβανομένης μετάφρασης διάφορων μορφών πάγου και δεδομένα υποστήριξης προετοιμασίας ενός στρατηγικού σχεδιασμού περάσματος, είσοδος πάγου από τα αναχτά ύδατα για να αποφευχθούν τα παγόβουνα και οι συνθήκες επικίνδυνου πάγου, ναυσιπλοΐα όταν είναι ασφαλής ή δεν είναι ασφαλής να εισέρχεται σε περιοχές που περιέχουν πάγο ή παγόβουνα λόγω σκοτεινότητας, κυματισμού, ομίχλης ή πίεσης πάγου.

Λειτουργία και διαχείριση πλοίου σε πάγο

5 Προετοιμασίες και αξιολόγηση κινδύνου πριν την προσέγγιση υδάτων που κατακλύζονται από πάγο, μη υποστηρίξιμη λειτουργία των πλοίων με διαφορετική τάξη πάγου σε διαφορετικούς τύπους, ασφαλής ταχύτητα στην παρουσίαση πάγου και παγόβουνων, επικοινωνίες με παγοθραύστες και άλλα πλοία, ναυσιπλοΐα σε διαφορετικές συγκεντρώσεις και κάλυψη πάγου, γνώση της αύξησης ενέργειας κίνησης, χρήση παγόβουνων για καταφύγιο και πρόσβαση μέσω πυκνών πάγων.

6 Χρήση διαφορετικού τύπου συστήματος πρόωσης και πηδαλίου, περιλαμβανομένης γνώσης δύναμης συστήματος και περιορισμοί ικανότητας, χρήση συστημάτων ισοβύθισης και κλίσης πλοίου, φόρτος μηχανής και προβλήματα ψύξης.

Κανονισμοί και συστάσεις

* Σημειώστε ότι δεν υπάρχουν αντίστοιχοι κανονισμοί στην Σύμβαση ή στα τμήματα του μέρους Α του Κώδικα για τα τμήματα B-V/a, B-V/b, B-V/c, B-V/d, B-V/e, B-V/f και B-V/g.

† Αναφορά στην απόφαση A.1024 (26) της Ολομέλειας του ΙΜΟ σχετικά με Οδηγίες για πλοία που επιχειρούν σε πολικά ύδατα.

- 7 Τοπικές απαιτήσεις για είσοδο στις διαφορετικές περιοχές, περιλαμβανομένης της Συνθήκης της Ανταρκτικής, διεθνείς κανονισμοί και συστάσεις.

Περιορισμοί εξοπλισμού

- 8 Χρήση και κίνδυνοι που έχουν σχέση με τα επίγεια μέσα ναυσιπλοΐας σε πολικά ύδατα, λάθη πυξίδας γεωγραφικού πλάτους, διάκριση στόχων ραντάρ και χαρακτηρισικά πάγου στην οθόνη ραντάρ, περιορισμοί ηλεκτρονικού συστήματος καθορισμού στίγματος σε υψηλό γεωγραφικό πλάτος, περιορισμοί σε ναυτικούς χάρτες και περιγραφές πλότου, περιορισμοί στα συστήματα επικοινωνίας.

Προστατευτικά μέτρα ασφάλειας και διαδικασίες έκτακτης ανάγκης

- 9 Διαθεσιμότητα υδρογραφικών δεδομένων επαρκή για ασφαλή ναυσιπλοΐα και εταιμότητα διάσωσης και ευθύνη, περιλαμβάνοντας το GMDSS περιοχή A4 και περιορισμός εγκατάστασης επικοινωνίας SAR, γνώση σχεδιασμού έκτακτης ανάγκης, γνώση διαδικασιών ρυμούλκησης, αξία επικοινωνίας με άλλα πλοία και τοπική οργάνωση SAR, αναγνώριση κινδύνων όταν το πλήρωμα εκτίθεται σε χαμηλές θερμοκρασίες, διαδικασίες και τεχνικές εγκατάλειψης πλοίου και επιβίωση σε πάγο, προβλήματα κούρασης πληρώματος λόγω θορύβου και κραδμών, μεταφορά επιπρόσθετων πόρων όπως αποθήκες, τροφή και επιπλέον ρουχισμός, γνώση επιπρόσθετης αυστηρότητας συνθηκών ατυχημάτων σε πολικά ύδατα.
- 10 Θέσπιση διαδικασιών ασφαλούς εργασίας, γνώση του πιο γνωστού εμαίου κύτους και βλάβες εξοπλισμού και πώς να τους αποφύγουμε, περιορισμοί συστημάτων πυρόσβεσης.

Περιβαλλοντικές εξετάσεις

- 11 Ευαίσθητες θαλάσσιες περιοχές όσον αφορά την εκφόρτωση, περιοχές όπου απαγορεύεται η μεταφορά ή πρέπει να αποφεύγεται. Ειδικές περιοχές στην MARPOL, περιορισμοί εξοπλισμού πετρελαιοκηλίδας, σχέδιο αντιμετώπισης αυξημένων όγκων απορριμάτων, νερού υδροσυλλεκτών, λάσπης, αποχέτευσης κ.τ.λ, συνέπειες ρύπανσης σε ψυχρό κλίμα.

ΚΕΦΑΛΑΙΟ VI

Οδηγίες αναφοράς με την έκτακτη ανάγκη, την εργασιακή ασφάλεια, την ασφάλεια, την ιατρική μέριμνα και τις λειτουργίες επιβίωσης

Τμήμα Β - VI/1

Οδηγίες όσον αφορά υποχρεωτικές απαιτήσεις για εξοικείωση σε θέματα ασφαλείας και βασική εκπαίδευση και οδηγίες για όλους τους ναυτικούς

ΠΡΟΛΗΨΗ ΠΥΡΚΑΙΩΝ ΚΑΙ ΠΥΡΟΣΒΕΣΗ

1 Η βασική εκπαίδευση πρόληψης πυρκαγιών και πυρόσβεσης που απαιτείται από το τμήμα A-VI/1 πρέπει να περιλαμβάνει τουλάχιστον τα θεωρητικά και πρακτικά στοιχεία που παρατίθενται στις παραγράφους 2 έως 4 παρακάτω:

Θεωρητική εκπαίδευση

2 Η θεωρητική εκπαίδευση πρέπει να καλύπτει:

- 1 τα τρία στοιχεία πυρκαγιάς και έκρηξης (το τρίγωνο πυρκαγιάς), καύσιμο, πηγή ανάφλεξης, οξυγόνο,
- 2 πηγές ανάφλεξης: χημικές, βιολογικές, φυσικές,
- 3 εύφλεκτα υλικά: ευφλεκτικότητα, σημείο ανάφλεξης θερμοκρασία καύσης, ταχύτητα καύσης, θερμική αξία, χαμηλό σημείο ευφλεκτικότητας (LFL), υψηλό σημείο ευφλεκτικότητας (UFL), εύρος ευφλεκτικότητας, αδράνεια, στατικός ηλεκτρισμός, σημείο ανάφλεξης, αυτανάφλεξη,

.4 κίνδυνος πυρκαγιάς και εξάπλωση της πυρκαγιάς με ακτινοβολία, μεταφορά και αγωγιμότητα,

.5 ανπιδραστικότητα,

.6 κατάταξη πυρκαγιών και εφαρμόσιμα πυροσβεστικά υλικά,

.7 κύριες αιτίες πυρκαγιών σε πλοία, διαρροή πετρελαίου στο μηχανοστάσιο, τσιγάρα, υπερθέρμανση (έδρανα), συσκευές κουζίνας (φούρνος, καπνοδόχοι, ψησπέρες, θερμές επιφάνειες κ.λ.π.), αυτόματη ανάφλεξη (φορτίο, απορρίμματα κ.λ.π.), εργασία εν θερμώ (συγκόλληση, κοπή κ.λ.π.) ηλεκτρικές συσκευές (βραχυκύκλωμα, επισκευές από μη επαγγελματίες) αντίδραση, αυτοθέρμανση και αυτοανάφλεξη, εμπρησμός, στατικός ηλεκτρισμός,

.8 πρόληψη πυρκαγιάς,

.9 συστήματα ανίχνευσης πυρκαγιάς και καπνού,

.10 πυροσβεστικός εξοπλισμός στον οποίο περιλαμβάνονται:

.10.1 μόνιμες εγκαταστάσεις πλοίων και οι θέσεις τους, κύρια σωλήνωση πυρκαγιάς, στόμια λήψης ύδατος, διεθνή σύνδεση ξηράς, εγκαταστάσεις απόπνιξης, διοξείδιο του άνθρακα CO₂, αφρός, σύστημα ψεκασμού ύδατος με πίεση σε χώρους ειδικής κατηγορίας κ.λ.π., αυτόματο σύστημα καταιονισμού, αντλία πυρκαγιάς ανάγκης, γεννήτρια έκτακτης ανάγκης, εφαρμογής χημικής σκόνης, γενική περιγραφή των απαιτούμενων και διαθέσιμων φορητών συσκευών, σύστημα ομίχλης υψηλής πίεσης, αφρός υψηλής εκτόνωσης, νέες εξελίξεις και εξοπλισμός,

.10.2 στολή πυροσβέστου, ατομικός εξοπλισμός, αναπνευστική συσκευή, συσκευές ανάνηψης, κράνος ή μάσκα καπνού, αλεξίπυρο σχαλί σωσισβίου και μέσα πρόσδεσης και η θέση τους επί του πλοίου, και

.10.3. γενικός εξοπλισμός, περιλαμβανομένων σωληνώσεων πυρόσβεσης, ακροφυσίων, συνδέσεων, πυροσβεστικών τσεκουριών, φορητών πυροσβεστήρων, καλυμμάτων πυρκαγιάς,

.11 κατασκευή και ρυθμίσεις περιλαμβανομένων δρόμων διαφυγής, μέσωσιν απελευθέρωσης των δεξαμενών από αέρια, διαρέσεις Κατηγορίας Α, Β και C, συστήματα αδρανούς αερίου,

.12 οργάνωση πυρόσβεσης στο πλοίο περιλαμβανομένου του γενικού συναγερμού, σχέδια ελέγχου πυρκαγιάς, σταθμοί συγκέντρωσης και ατομικά καθήκοντα, επικοινωνίες, περιλαμβανομένης και της μεταξύ πλοίου και ξηράς όταν είναι το πλοίο σε λιμένα, διαδικασίες προσωπικού ασφάλειας, περιοδικά γυμνάσια στο πλοίο, συστήματα περιπολιών,

.13 πρακτική γνώση των μεθόδων ανάνηψης,

.14 μέθοδος πυρόσβεσης περιλαμβανομένων της ήχησης του συναγερμού, εντοπισμού και απομόνωσης, απόρριψης, αναχαίπισης, ψύξης, κατάπνιξης, πυρόσβεσης, φυλακής αναζωπύρωσης, εξαγωγής καπνού, και

.15 πυροσβεστικά μέσα, περιλαμβανομένων νερού, στερεάς εκροής, ψεκασμού, ομίχλης, κατάκλισης, αφρού υψηλής μεσαίας και χαμηλής εκτόνωσης, διοξειδίου του άνθρακα (CO₂), αφρού που σχηματίζει υδάτινη μεμβράνη (AFFF), ξηράς χημικής σκόνης, νέων εξελίξεων και εξοπλισμού.

Πρακτική εκπαίδευση

3 Η πρακτική εκπαίδευση που δίνεται παρακάτω πρέπει να πραγματοποιείται σε χώρους που παρέχουν πραγματικά ρεαλιστικές συνθήκες εκπαίδευσης (π.χ. εξομοιούμενες καταστάσεις πλοίου) και οποτεδήποτε είναι πρακτικά δυνατόν θα πρέπει να πραγματοποιούνται κατά τη διάρκεια της νύχτας καθώς επίσης και στο φως της ημέρας για να επιτρέψει στους εκπαιδευόμενους να αποκτήσουν την ικανότητα να:

.1 χρησιμοποιήσουν τους διάφορους τύπους φορητών πυροσβεστήρων,

.2 χρησιμοποιήσουν αναπνευστικές συσκευές,

- .3 κατασβέσουν μικρότερες πυρκαγιές π.χ. ηλεκτρικές πυρκαγιές, πυρκαγιές πετρελαίου και πυρκαγιές προπανίου,
- .4 κατασβέσουν εκτεταμένες πυρκαγιές με νερό (εκροή και ακροφύσια ψεκασμού),
- .5 κατασβέσουν πυρκαγιές είτε με αφρό, σκόνη, ή άλλο κατάλληλο χημικό,
- .6 εισέλθουν και διέλθουν φέροντας σωσίβιο σχοινί αλλά χωρίς αναπνευστική συσκευή, διαμέρισμα στο οποίο έχει εκχυθεί αφρός μεγάλης εκτόνωσης,
- .7 καταπολεμήσουν πυρκαγιά σε περικόλειστους χώρους γεμάτους με καπνό φέροντας αυτόνομη αναπνευστική συσκευή,
- .8 κατασβέσουν πυρκαγιά με ομίχλη νερού ή με οποιοδήποτε άλλο κατάλληλο πυροσβεστικό υλικό σε δωμάτιο ενδίαιτησης ή σε άλλο εξομαιωμένο μηχανοστάσιο με πυρκαγιά και πυκνό καπνό,
- .9 κατασβέσουν μια πυρκαγιά πετρελαίου με ακροφύσια ψεκασμού, ξηρή χημική σκόνη ή συσκευές αφρού, και
- .10 πραγματοποιήσουν διάσωση σε χώρο γεμάτο από καπνό φορώντας αναπνευστική συσκευή.

Γενικά

4 Οι εκπαιδευόμενοι πρέπει επίσης να ενημερωθούν για την ανάγκη τήρησης κατάστασης εγρήγορσης στο πλοίο.

ΒΑΣΙΚΕΣ ΠΡΩΤΕΣ ΒΟΗΘΕΙΕΣ*

5 Η εκπαίδευση στις βασικές πρώτες βοήθειες που απαιτείται από τον κανονισμό VI/1ως τμήμα της βασικής εκπαίδευσης θα πρέπει να παρέχεται στο αρχικό στάδιο της επαγγελματικής εκπαίδευσης, κατά προτίμηση πριν από την εκπαίδευση στη θάλασσα για να είναι οι ναυτικοί σε θέση να λάβουν άμεσα μέτρα όταν αντιμετωπίσουν ατύχημα ή άλλη κατάσταση ιατρικής ανάγκης μέχρι την άφιξη ατόμου με ικανότητες παροχής πρώτων βοηθειών ή του ατόμου που είναι επιφορτισμένο με την ιατρική μέριμνα στο πλοίο.

ΠΡΟΣΩΠΙΚΗ ΑΣΦΑΛΕΙΑ ΚΑΙ ΚΟΙΝΩΝΙΚΕΣ ΕΥΘΥΝΕΣ*

6 Οι Αρχές πρέπει να λαμβάνουν υπόψη την σημασία επικοινωνιών και δεξιοτήτων γλώσσας για τη διατήρηση της ασφάλειας της ζωής και παρουσίας στη θάλασσα και στη πρόληψη θαλάσσιας ρύπανσης. Δεδομένου του διεθνούς χαρακτήρα της ναυπιακής βιομηχανίας, της εξάρτησης από την επικοινωνία με φωνή από πλοίο σε πλοίο και από πλοίο σε ξηρά της αυξανόμενης χρήσης πολυεθνικών πληρωμάτων και του ενδιαφέροντος ότι τα μέλη του πληρώματος θα πρέπει να είναι σε θέση να επικοινωνούν με επιβάτες σε κατάσταση ανάγκης, η αποδοχή καινούργιας γλώσσας ναυτικών επικοινωνιών θα προηγήσει την πρακτική ασφαλείας μειώνοντας τον κίνδυνο ανθρώπινου σφάλματος κατά την επικοινωνία βασικών πληροφοριών.

7 Αν και η Αγγλική δεν είναι διεθνής, από καινή πρακτική γρήγορα γίνεται η πρότυπη γλώσσα επικοινωνιών για σκοπούς ναυτικής ασφάλειας, εν μέρει ως αποτέλεσμα της χρήσης του πρότυπου Ναυτικού Λεξιλογίου Ναυσιπλοΐας, όπως αντικατασταθεί από τις Πρότυπες Φράσεις Ναυτικών Επικοινωνιών του IMO.

8 Οι Αρχές πρέπει να υπολογίσουν τα οφέλη εξασφαλίζοντας ότι οι ναυτικοί διαθέτουν τουλάχιστον ικανότητα χρησιμοποίησης κάποιου βασικού λεξιλογίου με έμφαση σε ναυτικούς όρους και καταστάσεις.

Τμήμα B-VI/2

Οδηγίες όσον αφορά τη πιστοποίηση επάρκειας σε σκάφη επιβίωσης, λέμβους διάσωσης και σε ταχύπλοες λέμβους διάσωσης

1 Πριν από την έναρξη εκπαίδευσης, ο υποψήφιος πρέπει να ικανοποιεί την απαίτηση ιατρικής ικανότητας, ιδιαίτερα όσον αφορά την όραση και ακοή,

2 Η εκπαίδευση πρέπει να είναι σχετική με τις διατάξεις της Διεθνούς Σύμβασης για την Ασφάλεια της Ζωής στη θάλασσα (SOLAS), όπως έχει τροποποιηθεί,

* Ο σχεπικές πρότυπες σαρές εκπαίδευσης IMO μπορεί να βοηθούν στην προεταμασία των εκπαιδύσεων

3 Τα Συμβαλλόμενα Μέρη μπορεί επίσης να εκπαιδεύονται και να αποκτούν εμπειρία στο πλοίο (όπως συμμετοχής σε γυμνάσια) για τήρηση απαιτούμενου προτύπου ικανότητας του πίνακα A-VI/2.1, στις περιοχές που περιγράφονται στο τμήμα A-VI/2, παράγραφοι 6.1.2, 6.1.3, 6.1.4, 6.2.1 και 12.1.5. Οι Διακήσεις πρέπει να λαμβάνουν υπόψη ή επί του πλοίου εκπαίδευση σε αυτές τις περιοχές μπορούν να διεξάγονται μόνο υπό καλές καιρικές συνθήκες και σύμφωνα με τους κανονισμούς του λιμένα.

Τμήμα B-VI/3

Οδηγίες όσον αφορά την εκπαίδευση σε προχωρημένου επιπέδου πυρόσβεση

(Δεν υπάρχουν διατάξεις)

Τμήμα B-VI/4

Οδηγίες όσον αφορά τις απαιτήσεις σε ιατρικές πρώτες βοήθειες και ιατρική μέριμνα

Τα εκπαιδευτικά προγράμματα για ναυτικούς που είναι ορισμένα να αναλαμβάνουν τα καθήκοντα, τις ευθύνες και τις αρμοδιότητες που καταχωρούνται στην στήλη 1 του πίνακα A-VI/4-1 για να παρέχουν πρώτες βοήθειες πρέπει να λαμβάνουν υπόψη τις οδηγίες του αναθεωρημένου Διεθνούς Ιατρικού Οδηγού για Πλοία, κατά περίπτωση.

Τμήμα B-VI/5

Οδηγίες που αφορούν εκπαίδευση και πιστοποίηση για αξιωματικούς ασφάλειας πλοίου

1 Η εκπαίδευση πρέπει να σχετική με τις διατάξεις του ISPS Κώδικα και της Σύμβασης SOLAS, όπως τροποποιήθηκε.

2 Ολοκληρώνοντας την εκπαίδευση, ένας αξιωματικός ασφάλειας πλοίου πρέπει να έχει επαρκή γνώση της Αγγλικής γλώσσας για να μπορεί να μεταφράζει ορθώς και να κοινοποιεί μηνύματα σχετικά με την εγκατάσταση ασφάλειας πλοίου ή λιμένα.

3 Σε περιστάσεις εξαιρετικής ανάγκης, όταν ένα άτομο είναι κάτοχος πιστοποιητικού επάρκειας ως αξιωματικός ασφάλειας πλοίου το οποίο δεν διατίθεται προσωρινά, η Διοίκηση μπορεί να επιτρέψει στον ναυτικό να έχει συγκεκριμένα καθήκοντα και ευθύνες ασφάλειας και να κατανοεί το σχέδιο ασφάλειας πλοίου έως τον επόμενο λιμένα προσέγγισης ή για περίοδο που δεν υπερβαίνει τις 30 ημέρες, όπως είναι μεγαλύτερο. Η εταιρεία πρέπει όσο το δυνατόν πιο σύντομα, να ενημερώσει τις αρμόδιες αρχές του επόμενου λιμένα προσέγγισης για τις ρυθμίσεις.

Τμήμα B-VI/6

Οδηγίες που αφορούν τις υποχρεωτικές ελάχιστες απαιτήσεις για εκπαίδευση και οδηγίες σχετικές με την ασφάλεια για όλους τους ναυτικούς.

Εξα κείωση και γνώση ασφάλειας

1 Ναυτικοί και προσωπικό πλοίου που δεν είναι έμπειροι ασφάλειας και δεν είναι στόχος των διατάξεων της Σύμβασης ή αυτού του Κώδικα να τους μετατρέψει σε ειδικούς ασφάλειας.

2 Ναυτικοί και προσωπικό πλοίου πρέπει να λαμβάνουν επαρκή εκπαίδευση ασφάλειας ή οδηγίες και εκπαίδευση εξακείωσης έτσι ώστε να αποκτούν την απαραίτητη γνώση και κατανόηση για να εκτελούν τα καθήκοντα που ανατίθενται και να συμβάλλουν συλλογικά στην ενίσχυση ναυτικής ασφάλειας.

3 Ναυτικοί χωρίς καθορισμένα καθήκοντα ασφάλειας πρέπει να ολοκληρώνουν την εκπαίδευση ή καθοδήγηση ασφάλειας που παρατίθεται στο τμήμα A-VI/6 τουλάχιστον μια φορά στην καριέρα τους. Δεν υπάρχει ανάγκη ανανέωσης ή επικύρωσης εκ νέου αυτής της εκπαίδευσης εάν ο ναυτικός ή το εμπλεκόμενο προσωπικό πλοίου πληροί τις απαιτήσεις εξακείωσης σχετικές με ασφάλεια του κανονισμού VI/6 και να συμμετέχουν στα γυμνάσια και στις ασκήσεις που απαιτούνται από τον Κώδικα ISPS.

Ναυτικοί με καθορισμένα καθήκοντα ασφάλειας

4 Η έκφραση «με καθορισμένα καθήκοντα» στο τμήμα A-VI/6 δηλώνει εκείνους που έχουν συγκεκριμένα καθήκοντα και ευθύνες ασφάλειας σύμφωνα με το σχέδιο ασφάλειας πλοίου.

5 Ναυτικοί με καθορισμένα καθήκοντα ασφάλειας πρέπει να ολοκληρώνουν την εκπαίδευση που παρατίθεται στο τμήμα A-VI/6 τουλάχιστον μια φορά στη καριέρα τους. Δεν υπάρχει ανάγκη ανανέωσης ή επικύρωσης εκ νέου αυτής της εκπαίδευσης εάν ο ναυτικός ή το εμπλεκόμενο προσωπικό του πλοίου πληροί τις

απαιτήσεις εξακείωσης ασφάλειας του κανονισμού VI/6 και να συμμετέχουν στα γυμνάσια και στις ασκήσεις που απαιτούνται από τον ISPS Κώδικα.

6 Αυτοί που έχουν «εκπαίδευση εξακείωσης ασφάλειας» σύμφωνα με το τμήμα A-VI/6 δεν πρέπει να απαιτείται να πληρούν τις απαιτήσεις είτε του κανονισμού I-6 ή του τμήματος A-1/6.

7 Σε περιπτώσεις εξαιρετικής ανάγκης, όταν τα καθήκοντα ασφάλειας πλοίου απαιτείται να αναλαμβάνονται από προσωντούχο άτομο για να εκτελέσει καθορισμένα καθήκοντα και τέτοιο άτομο δεν διατίθεται προσωρινά, η Διοίκηση μπορεί να επιτρέψει ένας ναυτικός χωρίς καθορισμένα καθήκοντα ασφάλειας να εκτελούν τέτοια καθήκοντα με την προϋπόθεση ότι ένα τέτοιο άτομο κατανοεί το σχέδιο ασφάλειας πλοίου, έως τον επόμενο λιμένα προσέγγισης ή για περίοδο που δεν υπερβαίνει τις 30 ημέρες, όποιο είναι μεγαλύτερο.

ΚΕΦΑΛΑΙΟ VII

Οδηγίες όσον αφορά την εναλλακτική πιστοποίηση

Τμήμα B-VII/1

Οδηγίες όσον αφορά την έκδοση εναλλακτικών πιστοποιητικών

(Δεν υπάρχουν διατάξεις)

Τμήμα B-VII/2

Οδηγίες όσον αφορά τα ειδικά ενιαία εκπαιδευτικά προγράμματα καταστρώματος και μηχανής

1 Κάθε Μέρος πρέπει να εξασφαλίζει ότι όποιο ειδικό ενιαίο εκπαιδευτικό πρόγραμμα καταστρώματος και μηχανής :

- .1 παρέχεται μέσω ενός εγκεκριμένου εκπαιδευτικού προγράμματος,
- .2 λαμβάνει χώρα στην ξηρά σε ναυτικά εκπαιδευτικά ιδρύματα και/ή σε εγκεκριμένα εκπαιδευτικά πλοία, και
- .3 καταχωρείται σε εγκεκριμένο εγχειρίδιο εκπαίδευσης.

Τμήμα B-VII/3

Οδηγίες όσον αφορά τις αρχές που διέπουν την έκδοση εναλλακτικών πιστοποιητικών

(Δεν υπάρχουν διατάξεις)

ΚΕΦΑΛΑΙΟ VIII

Οδηγίες όσον αφορά την τήρηση φυλακής

Τμήμα B-VIII/1

Οδηγίες όσον αφορά την ικανότητα για εκτέλεση υπηρεσίας.

Πρόληψη της κόπωσης

1 Για την τήρηση των απαιτήσεων της περιόδου ανάπαυσης ο όρος «επικρατούσες επιχειρησιακές συνθήκες» θα πρέπει να εκλαμβάνεται ότι εννοεί μόνο ουσιαστικούς φύσης εργασίες στο πλοίο που δεν μπορούν να καθυστερήσουν για λόγους ασφαλείας και περιβάλλοντος ή οι οποίες δεν θα μπορούσαν λογικά να έχουν προβλεφθεί κατά την έναρξη του πλου.

2 Αν και δεν υπάρχει κανά αποδεκτός τεχνικός ορισμός της κόπωσης, κάθε ένας που εμπλέκεται σε εργασίες στο πλοίο πρέπει να βρίσκεται σε εγρήγορση ως προς τους παράγοντες που μπορεί να συμβάλλουν στην δημιουργία κόπωσης, περιλαμβανομένων αλλά όχι περιοριζόμενος, και σε εκείνους που έχουν προσδιοριστεί

από τον Οργανισμό* και να τους λαμβάνει υπόψη όταν παίρνονται αποφάσεις σχετικά με τις επί του πλοίου λειτουργίες.

3 Κατά την εφαρμογή του κανονισμού VIII/1 τα παρακάτω πρέπει να λαμβάνονται υπόψη:

.1 Διατάξεις που έχουν σκοπό την πρόληψη κόπωσης θα πρέπει να εξασφαλίζουν ότι δεν αναλαμβάνεται μακροχρόνια απασχόληση με υπερβολικό ή παράλογο αριθμό ωρών. Συγκεκριμένα, οι ελάχιστες χρονικές περίοδοι ανάπαυσης, όπως καθορίζονται στο τμήμα A-VIII/1, δεν θα πρέπει να ερμηνεύεται ότι υπονοούν πως όλες οι άλλες ώρες μπορούν να αφιερωθούν σε τήρηση φυλακής ή άλλα καθήκοντα.

.2 ότι η συχνότητα και η χρονική διάρκεια των αδειών, και η παροχή αδειάς με αποδοχές, είναι ουσιαστικοί παράγοντες για την πρόληψη σωρευσης κόπωσης κατά τη διάρκεια κάποιου χρονικού διαστήματος.

.3 οι διατάξεις μπορεί να πακίλουν για πλοία που εκτελούν παράκτιους πλόες, με την προϋπόθεση ότι υφίστανται ειδικές ρυθμίσεις ασφαλείας.

4 Εξαιρέσεις που προβλέπονται στο τμήμα A-VIII/1, παράγραφος 9, πρέπει να ερμηνεύεται εξαιρέσεις που θεσπίζονται από την Σύμβαση ILO σχετικά με τις Ώρες Εργασίας Ναυτικών και την Επάνδρωση Πλοίων, 1996 (No 180) της Σύμβασης Ναυτικής Εργασίας, 2006, όταν τίθεται σε ισχύ. Οι περιπτώσεις υπό τις οποίες τέτοιες εξαιρέσεις ισχύουν πρέπει να καθορίζονται από τα Συμβαλλόμενα Μέρη.

5 Με βάση τις πληροφορίες που λαμβάνονται ως αποτέλεσμα της έρευνας ναυτικών ατυχημάτων, οι Αρχές θα πρέπει να αναθεωρούν τις διατάξεις τους που αφορούν την πρόληψη κόπωσης.

Πρόληψη κατάχρησης φαρμάκων και αλκοόλ

6 Η κατάχρηση φαρμάκων και αλκοόλ άμεσα επηρεάζει την φυσική κατάσταση και ικανότητα ναυτικού να εκτελέσει τα καθήκοντα τήρησης φυλακής ή καθήκοντα που αφορούν την ασφάλεια, πρόληψη ρύπανσης και καθήκοντα ασφάλειας. Οι ναυτικοί που βρίσκονται υπό την επίρρεση φαρμάκων ή αλκοόλ δεν πρέπει να τους επιτρέπεται να εκτελούν καθήκοντα τήρησης φυλακής ή καθορισμένα καθήκοντα που αφορούν την ασφάλεια, την πρόληψη ρύπανσης και προστασία, έως να μην μειώνουν πλέον την ικανότητα εκτέλεσης εκείνων των καθηκόντων.

7 Η Διοίκηση πρέπει να διασφαλίζει ότι επαρκή μέτρα λαμβάνονται για να προλαμβάνεται η επίδραση του αλκοόλ και των φαρμάκων στην μείωση της ικανότητας του προσωπικού τήρησης φυλακής και εκείνων των οποίων τα καθήκοντα είναι καθορισμένα και αφορούν την ασφάλεια, την πρόληψη της ρύπανσης και την προστασία, και πρέπει να θεσπίζουν προγράμματα παρουσίασης ως απαραίτητα τα οποία :

.1 αναγνωρίζουν την κατάχρηση φαρμάκων και αλκοόλ,

.2 σέβονται την αξιοπρέπεια, το απόρρητο, την εμπιστευτικότητα και τα θεμελιώδη νομικά δικαιώματα των εμπλεκόμενων ανθρώπων, και

.3 λαμβάνουν υπόψη τις σχετικές διεθνείς οδηγίες

8 Οι Εταιρείες πρέπει να εξετάζουν την εφαρμογή σαφής γραπτής πολιτικής πρόληψης κατάχρησης φαρμάκων και αλκοόλ, περιλαμβανομένης της απαγόρευσης κατανάλωσης αλκοόλ μέσα σε διάστημα τεσσάρων ωρών πριν την άσκηση τήρησης φυλακής είτε με συμπερίληψη στο σύστημα διαχείρισης ποιότητας της εταιρείας ή μέσω παρεχόμενων αρκετών πληροφοριών και εκπαίδευσης στους ναυτικούς.

9 Εκείνοι που εμπλέκονται στη θέσπιση προγραμμάτων πρόληψης κατάχρησης φαρμάκων πρέπει να λαμβάνουν υπόψη τις οδηγίες που περιέχονται στην έκδοση του ILO, *Προγράμματα Πρόληψης Φαρ-*

* Δείτε το παράρτημα στην απόφαση της Ολομέλειας IMO A. 772 (18) σχετικά με τον παράγοντα Κόπωσης στην επάνδρωση και ασφάλεια, παράγραφο 2 έως 4.4.1 και MSC/Circ. 1014 σχετικά με Οδηγίες άμβλυνσης κόπωσης και άσχευση

μάκων και Αλκοόλ στην Ναυτιλιακή Βιομηχανία (Εγχειρίδιο για οργανωτές)*, όπως μπορεί να τροποποιηθεί.

Τμήμα Β-VIII/2

Οδηγίες όσον αφορά τις ρυθμίσεις τήρησης φυλακής και τις αρχές που πρέπει να τηρούνται.

1 Οι παρακάτω επιχειρησιακές οδηγίες θα πρέπει να λαμβάνονται υπόψη από εταιρείες, πλοίαρχους και αξιωματικούς τήρησης φυλακής.

ΜΕΡΟΣ 1 - ΟΔΗΓΙΕΣ ΟΣΟΝ ΑΦΟΡΑ ΤΗΝ ΠΙΣΤΟΠΟΙΗΣΗ

(δεν υπάρχουν διατάξεις)

ΜΕΡΟΣ 2 - ΟΔΗΓΙΕΣ ΟΣΟΝ ΑΦΟΡΑ ΤΟΝ ΣΧΕΔΙΑΣΜΟ ΤΑΞΙΔΙΟΥ

(δεν υπάρχουν διατάξεις)

ΜΕΡΟΣ 3 – ΑΡΧΕΣ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΓΕΝΙΚΑ

(δεν υπάρχουν διατάξεις)

ΜΕΡΟΣ 4.- ΟΔΗΓΙΕΣ ΤΗΡΗΣΗΣ ΦΥΛΑΚΗΣ ΕΝ ΠΛΩ

Μέρος 4.1 Οδηγίες όσον αφορά την τήρηση φυλακής ναυσιπλοΐας

Εισαγωγή

2 Για ειδικούς τύπους πλοίων καθώς επίσης και για πλοία που μεταφέρουν επιβλαβή, επικίνδυνα, τοξικά ή πολύ εύφλεκτα φορτία μπορεί να είναι απαραίτητες συγκεκριμένες οδηγίες. Ο πλοίαρχος πρέπει κατά περίπτωση να παρέχει τις επιχειρησιακές οδηγίες.

3 Είναι ουσιώδες οι αξιωματικοί που είναι υπεύθυνοι φυλακής ναυσιπλοΐας ανηλαμβάνονται ότι η αποδοτική εκτέλεση των καθηκόντων τους είναι επ' ωφελεία της ασφάλειας της ζωής και περιουσίας στη θάλασσα και για τη πρόληψη ρύπανσης του θαλάσσιου περιβάλλοντος.

Τήρηση φυλακής αγκυροβόλησης

4 Ο πλοίαρχος κάθε πλοίου σε μη προφυλαγμένο αγκυροβόλιο, σε αναχτό αγκυροβόλι ή σε άλλες κατά ουσία εν πλω συνθήκες σύμφωνα με το κεφάλαιο VIII, τμήμα Α-VIII/2, μέρος 4-1, παράγραφος 51 του Κώδικα STCW, πρέπει να διασφαλίζει ότι οι ρυθμίσεις τήρησης φυλακής είναι επαρκή για την τήρηση ασφαλούς φυλακής συνεχώς. Ένας αξιωματικός καταστρώματος πρέπει να διατηρεί ευθύνη ασφαλούς τήρησης φυλακής αγκυροβόλησης.

5 Κατά τον ορισμό ρυθμίσεων τήρησης φυλακής και συμμετρία με τη διατήρηση της ασφάλειας ο πλοίαρχος πρέπει να λαμβάνει υπόψη όλες τις σχετικές περιπτώσεις και συνθήκες όπως:

- .1 διατήρηση συνεχούς κατάστασης επαγρύπνησης οπτικής και ακουστικής καθώς και με όλα τα διαθέσιμα μέσα,
- .2 απαιτήσεις επικοινωνίας από πλοίο σε πλοίο και από πλοίο με ξηρά,
- .3 οι υφιστάμενες συνθήκες καιρού, θάλασσας, πάγου,
- .4 ανάγκη συνεχούς παρακολούθησης του στίγματος του πλοίου,
- .5 φύση μέγεθος και χαρακτηρισικά αγκυροβολίου,
- .6 συνθήκες κίνησης.

* Παράρτημα III αυτού του εγχειριδίου περιλαμβάνει «Κατευθυντήριες Αρχές σχετικά με τις διαδικασίες Δοκιμής Φαρμάκων και Αλκοόλ για Εφαρμογή Παγκοσμίως στην Ναυτιλιακή Βιομηχανία». Αυτές οι κατευθυντήριες αρχές υιοθετήθηκαν από την Εταιρία Επιτροπή ΙΛΟ/WHO που αφορά την Υγεία Ναυτικών (Μάιος 1993)

- .7 καταστάσεις που μπορεί να επηρεάζουν την ασφάλεια του πλοίου,
- .8 επιχειρήσεις φόρτωσης και εκφόρτωσης,
- .9 Ορισμός μελών πληρώματος σε αναμονή, και
- .10 διαδικασία επιφυλακής πλοιάρχου και τήρησης εταιμότητας μηχανής.

Μέρος 4-2 - Οδηγίες για την τήρηση φυλακής μηχανής

6 Ιδιαίτερες οδηγίες πιθανόν να είναι απαραίτητες για ειδικούς τύπους συστημάτων πρόωσης ή βοηθητικό εξοπλισμό και για πλοία που μεταφέρουν επιβλαβή επικίνδυνα, τοξικά ή πολύ εύφλεκτα υλικά ή άλλο ειδικό τύπο φορτίου. Ο πρώτος μηχανικός θα πρέπει να δίδει τις κατάλληλες οδηγίες.

7 Είναι ουσιώδεις οι αξιωματικοί που είναι υπεύθυνοι της φυλακής μηχανής να αντιλαμβάνονται ότι η αποδοτική εκτέλεση των καθηκόντων τήρησης φυλακής μηχανής είναι απαραίτητη για την ασφάλεια της ζωής και παρουσίας στη θάλασσα και για την πρόληψη της ρύπανσης του θαλάσσιου περιβάλλοντος.

8 Ο αντικαταστάτης αξιωματικός, προτού αναλάβει την ευθύνη της φυλακής μηχανής θα πρέπει:

- .1 να είναι εξοικειωμένος με τη θέση και χρήση του υπάρχοντος εξοπλισμού που αφορά την ασφάλεια της ζωής σε επιβλαβές ή τοξικό περιβάλλον,
- .2 να βεβαιωθεί ότι τα υλικά για την παροχή πρώτων βοηθειών σε κατάσταση ανάγκης είναι άμεσα διαθέσιμα, ιδιαίτερα εκείνα που απαιτούνται για την θεραπεία εγκαυμάτων και μολώπων, και
- .3 όταν βρίσκεται σε λιμάνι, σε ασφαλές αγκυροβόλιο ή προσδεμένο να γνωρίζει:
 - .3.1 τις δραστηριότητες στο φορτίο, το επίπεδο δραστηριοτήτων συντήρησης και επισκευών και όλες τις άλλες λειτουργίες που επιδρούν στη φυλακή, και
 - .3.2 τα βοηθητικά μηχανήματα που χρησιμοποιούνται για τις υπηρεσίες ενδιαίτησης επιβατών ή πληρώματος, εργασίες στο φορτίο, αξιοποιήσιμες παροχές ύδατος και συστημάτων εξάτμισης καυσαερίων.

Μέρος 4-3 - Οδηγίες για την τήρηση φυλακής ραδιοεπικοινωνιών

Γενικά

9 Μεταξύ άλλων, οι Κανονισμοί Ραδιοεπικοινωνιών απαιτούν όπως κάθε σταθμός ραδιοεπικοινωνιών πλοίου θα διαθέτει άδεια, θα βρίσκεται υπό την δικαιοδοσία του πλοιάρχου ή άλλου υπεύθυνου ατόμου για το πλοίο και λειτουργεί υπό τον έλεγχο προσοντούχου προσωπικού. Απαιτείται επίσης από τους Κανονισμούς Ραδιοεπικοινωνιών ότι ο συναγερμός κινδύνου θα εκπέμπεται μόνο κατόπιν εντολής του πλοιάρχου ή άλλου ατόμου υπεύθυνου για το πλοίο.

10 Ο πλοίαρχος θα πρέπει να έχει κατά νου ότι σε όλο το προσωπικό στο οποίο έχει δοθεί η ευθύνη εκπομπής συναγερμού κινδύνου πρέπει να δοθούν οδηγίες ως προς, και να γνωρίζουν, το σωστό χειρισμό, όλου του εξοπλισμού ραδιοεπικοινωνιών που διαθέτει το πλοίο όπως απαιτείται από τον κανονισμό I/14, παράγραφος 1.4. Αυτό θα πρέπει να καταγράφεται στο ημερολόγιο καταστρώματος ή στο ημερολόγιο ραδιοεπικοινωνιών.

Τήρηση Φυλακής

11 Εκτός των απαιτήσεων που αφορούν την τήρηση φυλακής ραδιοεπικοινωνιών, ο πλοίαρχος κάθε αξιόπλου πλοίου πρέπει να εξασφαλίζει ότι:

- .1 ο σταθμός ραδιοεπικοινωνιών του πλοίου είναι επαρκώς επανδρωμένος με σκοπό την ανταλλαγή γενικής φύσης επικοινωνιών - ιδιαίτερα επικοινωνιών για το καινό, λαμβάνοντας υπόψη τους περιορισμούς που τίθενται από άλλα καθήκοντα εκείνων που είναι εξουσιοδοτημένα να τον χρησιμοποιούν, και

.2 ο εξοπλισμός ραδιοεπικοινωνιών που υπάρχει στο πλοίο και, όπου υπάρχουν, οι εφεδρικές πηγές ενέργειας, διατηρούνται σε καλή κατάσταση λειτουργίας.

12 Περιοδικά, σε όλα τα αρμόδια μέλη του πληρώματος από το άτομο που έχει οριστεί ότι έχει την πρωταρχική ευθύνη ραδιοεπικοινωνιών κατά τη διάρκεια περιστασιακών επειγόντων στον κατάλογο συγκέντρωσης ασφαλείας, θα πρέπει να δίνονται απαραίτητες οδηγίες και πληροφορίες όσον αφορά τη χρήση του εξοπλισμού ραδιοεπικοινωνιών και διαδικασίες σε περιπτώσεις κινδύνου. Θα πρέπει να γίνεται επίσης, σχετική καταγραφή στο ημερολόγιο ραδιοεπικοινωνιών.

13 Ο πλοίαρχος κάθε πλοίου που δεν υπόκειται στη Σύμβαση SOLAS 1974, θα πρέπει να απαιτεί η φυλακή ραδιοεπικοινωνιών να τηρείται κανονικά όπως προσδιορίζεται από την Αρχή, λαμβάνοντας υπόψη τους Κανονισμούς Ραδιοεπικοινωνιών.

Λειτουργικά

14 Προ του απόπλου αυτός που ορίστηκε σαν χειριστής ραδιοεπικοινωνιών έχοντας την πρωταρχική ευθύνη για τις ραδιοεπικοινωνίες κατά τη διάρκεια περιστασιακών επειγόντων, θα πρέπει να εξασφαλίζει ότι :

.1 όλος ο εξοπλισμός ραδιοεπικοινωνιών επειγόντων και ασφαλείας και η εφεδρική πηγή ενέργειας βρίσκονται σε επαρκή λειτουργική κατάσταση και ότι αυτό καταγράφεται στο ημερολόγιο ραδιοεπικοινωνιών,

.2 όλα τα έγγραφα που απαιτούνται από διεθνείς συμφωνίες, αγγελίες προς τους σταθμούς ραδιοεπικοινωνιών πλοίων και όλα τα πρόσθετα έγγραφα που απαιτούνται από την Αρχή είναι διαθέσιμα και διορθωμένα σύμφωνα με τις τελευταίες αλλαγές, και κάθε ασυμφωνία αναφέρεται στον πλοίαρχο,

.3 το ρολόι στο θάλαμο ραδιοεπικοινωνιών έχει ρυθμισθεί σωστά ως προς τα πρότυπα σήματα χρόνου,

.4 οι κεραιές έχουν τοποθετηθεί σωστά, δεν έχουν υποστεί βλάβη και είναι σωστά συνδεδεμένες, και

.5 στην έκταση που είναι πρακτικά δυνατόν, λαμβάνονται μηνύματα ρουτίνας ναυσιπλοϊκών προειδοποιήσεων και καιρού για την περιοχή στην οποία πρόκειται να πλεύσει το πλοίο, μαζί με εκείνα άλλων περιοχών που απαιτούνται από τον πλοίαρχο, και ότι τέτοιας φύσης μηνύματα προωθούνται στον πλοίαρχο.

15 Κατά τον απόπλου και με το άνοιγμα του σταθμού ο χειριστής ραδιοεπικοινωνιών θα πρέπει:

.1 να κάνει ακρόαση στις κατάλληλες συχνότητες κινδύνου για πιθανά σήματα κινδύνου, και

.2 να στείλει αναφορά απόπλου (όνομα, στίγμα και προσορισμό κ.λ.π.) στον τοπικό παράκτιο σταθμό και σε όποιο άλλο κατάλληλο παράκτιο σταθμό από τον οποίο αναμένονται γενικής φύσης ραδιοεπικοινωνίες.

16 Ενώ ο σταθμός παραμένει ανακτός, ο χειριστής ραδιοεπικοινωνιών θα πρέπει:

.1 να ελέγχει το ρολόι στο θάλαμο ραδιοεπικοινωνιών ως προς τα πρότυπα σήματα χρόνου τουλάχιστον μία φορά την ημέρα,

.2 να στέλνει αναφορά κίνησης όταν εισέρχεται και εξέρχεται από την περιοχή εξυπηρέτησης ενός παράκτιου σταθμού από τον οποίο αναμένονται ενδεχομένως γενικής φύσης ραδιοεπικοινωνίες, και

.3 να εκπέμπει αναφορές σε συστήματα αναφοράς πλοίων με τις οδηγίες του πλοίαρχου,

17 Κατά την διάρκεια του πλου ο καθορισθείς χειριστής ραδιοεπικοινωνιών έχοντας την πρωταρχική ευθύνη των ραδιοεπικοινωνιών κατά τη διάρκεια περιστασιακών κινδύνου θα πρέπει να εξασφαλίζει την σωστή λειτουργία των:

.1 εξοπλισμού κινδύνου του συστήματος ψηφιακής επιλογικής κλήσης πραγματοποιώντας δοκιμαστική κλήση τουλάχιστον μία φορά την βδομάδα, και

.2 εξοπλισμού ραδιοεπικοινωνιών επειγόντων και ασφαλείας πραγματοποιώντας δοκιμή τουλάχιστον μία φορά την ημέρα αλλά χωρίς να εκπέμπεται σήμα.

Τα αποτελέσματα αυτών των δοκιμών θα πρέπει να καταγράφονται στο ημερολόγιο ραδιοεπικοινωνιών.

18 Ο χειριστής ραδιοεπικοινωνιών που ορίστηκε να χειρίζεται γενικής φύσης επικοινωνίες θα πρέπει να εξασφαλίσει ότι τηρείται αποτελεσματική φυλακή σε εκείνες τις συχνότητες στις οποίες είναι πιθανόν να γίνει ανταλλαγή επικοινωνιών, έχοντας υπόψη το στίγμα του πλοίου ως προς εκείνους τους παράκτιους σταθμούς και επίγειους παράκτιους σταθμούς από τους οποίους ενδεχομένως αναμένονται επικοινωνίες. Όταν πραγματοποιείται ανταλλαγή μηνυμάτων, οι χειριστές ραδιοεπικοινωνιών πρέπει να τηρούν τις σχετικές συστάσεις της Διεθνούς Ενώσεως Τηλεπικοινωνιών.

19 Όταν πρόκειται να κλείσει ο σταθμός κατά τον κατάπλου του πλοίου σε λιμάνι, ο χειριστής ραδιοεπικοινωνιών που εκτελεί φυλακή θα πρέπει να ενημερώσει τον τοπικό παράκτιο σταθμό και άλλους παράκτιους σταθμούς με τους οποίους τηρούσε επαφή σχετικά με τον κατάπλου του πλοίου και το κλείσιμο του σταθμού.

20 Όταν κλείσει το σταθμό ραδιοεπικοινωνιών ο χειριστής ραδιοεπικοινωνιών που έχει οριστεί ότι έχει την πρωταρχική ευθύνη ραδιοεπικοινωνιών κατά την διάρκεια περιστατικών επείγοντος θα πρέπει:

- .1 να εξασφαλίσει ότι οι κεραιές εκπομπής είναι γεωμένες, και
- .2 να ελέγξει ότι οι εφεδρικές πηγές ενέργειας είναι επαρκώς φορτισμένες.

Συναγερμός κινδύνου και διακοπές

21 Ο συναγερμός ή κλήση κινδύνου έχει απόλυτη προτεραιότητα σε σχέση με όλες τις άλλες εκπομπές. Όλοι οι σταθμοί που λαμβάνουν τέτοια σήματα απαιτείται από τους Κανονισμούς Ραδιοεπικοινωνιών να σταματήσουν άμεσα όλες τις εκπομπές που είναι δυνατόν να παρεμβάλουν τις επικοινωνίες κινδύνου.

22 Σε περίπτωση κινδύνου του ίδιου πλοίου ο χειριστής ραδιοεπικοινωνιών που έχει οριστεί ότι έχει την πρωταρχική ευθύνη των ραδιοεπικοινωνιών κατά τη διάρκεια περιστατικών κινδύνου πρέπει να αναλάβει άμεσα τα καθήκοντα του τηρώντας τις διαδικασίες του Κανονισμού Ραδιοεπικοινωνιών και τις σχετικές Συστάσεις της ITU-R.

23 Όταν γίνει λήψη συναγερμού κινδύνου:

- .1 ο χειριστής ραδιοεπικοινωνιών που εκτελεί φυλακή θα πρέπει να ειδοποιήσει τον πλοίαρχο και, αν πρέπει, τον χειριστή ραδιοεπικοινωνιών που έχει οριστεί ότι έχει την πρωταρχική ευθύνη των ραδιοεπικοινωνιών κατά τη διάρκεια περιστατικών επείγοντος, και
- .2 ο χειριστής ραδιοεπικοινωνιών που έχει οριστεί ότι έχει την πρωταρχική ευθύνη των ραδιοεπικοινωνιών κατά τη διάρκεια περιστατικών επείγοντος θα πρέπει να αξιολογήσει την κατάσταση και να αναλάβει άμεσα καθήκοντα τηρώντας τις διαδικασίες του Κανονισμού Ραδιοεπικοινωνιών και των σχετικών Συστάσεων της ITU-R.

Μηνύματα επείγοντος

24 Σε περιπτώσεις επείγοντος του ίδιου πλοίου, ο χειριστής ραδιοεπικοινωνιών που έχει οριστεί ότι έχει την πρωταρχική ευθύνη των ραδιοεπικοινωνιών κατά τη διάρκεια περιστατικών επείγοντος θα πρέπει άμεσα να αναλάβει άμεσα καθήκοντα τηρώντας τις διαδικασίες του Κανονισμού Ραδιοεπικοινωνιών και των σχετικών Συστάσεων της ITU-R.

25 Σε περιπτώσεις επικοινωνιών που σχετίζονται με ιατρικές οδηγίες, ο χειριστής ραδιοεπικοινωνιών που έχει οριστεί ότι έχει την πρωταρχική ευθύνη των ραδιοεπικοινωνιών κατά τη διάρκεια περιστατικών επείγοντος θα πρέπει να ακολουθεί τις διαδικασίες των Κανονισμών Ραδιοεπικοινωνιών και να συμμορφωθεί με τις διαδικασίες που έχουν εκδοθεί στα σχετικά διεθνή έντυπα (βλέπε παράγραφο 14.2 ή όπως ορίζεται από τον παρόμοιο δορυφορικών επικοινωνιών).

26 Σε περιπτώσεις επικοινωνιών σχετικών με ιατρική μεταφορά, όπως ορίζεται στο Παράρτημα 1 του Πρωτοκόλλου της Συνθήκης της Γενεύης της 12ης Αυγούστου 1949 σχετικά με την προστασία θυμάτων από διεθνείς ένοπλες συγκρούσεις (Πρωτόκολλο 1), ο χειριστής ραδιοεπικοινωνιών που έχει οριστεί να έχει την ευθύνη των ραδιοεπικοινωνιών σε περιπτώσεις κινδύνου θα πρέπει να ακολουθεί τις διαδικασίες των Κανονισμών Ραδιοεπικοινωνιών.

27 Εάν ληφθεί σήμα επείγοντος, ο χειριστής ραδιοεπικοινωνιών φυλακής θα πρέπει να ενημερώνει τον πλοίαρχο και, εάν απαιτείται τον χειριστή ραδιοεπικοινωνιών που έχει οριστεί ότι έχει την πρωταρχική ευθύνη σε περίπτωση κινδύνου.

Μηνύματα ασφαλείας

28 Όταν πρέπει να εκπνευθεί μήνυμα ασφαλείας, ο πλοίαρχος και ο χειριστής ραδιοεπικοινωνιών φυλακής θα ακολουθούν τις διαδικασίες των Κανονισμών Ραδιοεπικοινωνιών.

29 Εάν ληφθεί μήνυμα ασφαλείας, ο χειριστής ραδιοεπικοινωνιών φυλακής θα πρέπει να σημαίει το περιεχόμενό του και να ενεργεί σύμφωνα με τις οδηγίες του πλοίαρχου.

30 Επικοινωνίες γέφυρα με γέφυρα θα πρέπει να εκτελούνται στο κανάλι 13 του VHF. Επικοινωνίες γέφυρα με γέφυρα ορίζονται σαν «επικοινωνίες ασφαλείας της ναυσιπλοΐας μεταξύ πλοίων» στους Κανονισμούς Ραδιοεπικοινωνιών.

Ημερολόγιο επικοινωνιών

31 Πρόσθετες εγγραφές στο ημερολόγιο ραδιοεπικοινωνιών πρέπει να γίνονται σύμφωνα με τις παραγράφους 10, 12, 14, 17 και 33.

32 Εκπομπές από μη εξουσιοδοτημένα πρόσωπα και περιστατικά επιβλαβών παρεμβολών θα πρέπει, εάν είναι δυνατόν, να αναγνωρίζονται, καταγράφονται στο ημερολόγιο ραδιοεπικοινωνιών και να ενημερώνεται η Αρχή σύμφωνα με τους Κανονισμούς Ραδιοεπικοινωνιών, μαζί με κατάλληλο αντίγραφο του ημερολογίου ραδιοεπικοινωνιών.

Συντήρηση συσσωρευτών

33 Οι συσσωρευτές που παρέχουν ενέργεια σε οποιοδήποτε τμήμα της εγκατάστασης ραδιοεπικοινωνιών και εκείνοι που έχουν σχέση με διατάξεις αδιαλείπτου παροχής ισχύος είναι στην ευθύνη του χειριστή ραδιοεπικοινωνιών που έχει την άμεση ευθύνη σε περιπτώσεις κινδύνου και θα πρέπει:

.1 να δοκιμάζονται με και άνευ φορτίου καθημερινά και, όπου απαιτείται, να τηρούνται σε κατάσταση πλήρους φόρτισης,

.2 να ελέγχονται με την βοήθεια υδρομέτρου όπου είναι δυνατόν ή όπου δεν μπορεί να χρησιμοποιηθεί υδρόμετρο, με κατάλληλο όργανο μέτρησης φορτίου, και

.3 να ελέγχονται μία φορά τον μήνα για την ασφάλεια κάθε συσσωρευτή και τις συνδέσεις τους και την κατάσταση των συσσωρευτών και των δοχείων τους.

Τα αποτελέσματα αυτών των δοκιμών θα πρέπει να καταγράφονται στο ημερολόγιο ραδιοεπικοινωνιών.

ΜΕΡΟΣ 5 - ΟΔΗΓΙΕΣ ΓΙΑ ΤΗΡΗΣΗ ΦΥΛΑΚΗΣ ΣΤΟΝ ΛΙΜΕΝΑ

(δέν υπάρχουν προβλέψεις)

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