



TECHNICAL CIRCULAR No. 383 of 09th December 2016

To: All Surveyors/Auditors

Applicable to flag: All Flags

STCW Amendments to Mandatory Instruments

Reference: **STCW 1978**

Adopted Amendments to Mandatory Instruments

STCW 1978, Amendments for Polar Operation

The Committee adopted resolution MSC.416 (97) which amends the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 and resolution MSC.417 (97) which amends Part A of the STCW Code, both with respect to Polar operation. As these amendments are scheduled to enter into force on July 1, 2018, new circular STCW.6/Circ. 12 contains recommended provisions for applying these amendments on entry into force of the Polar Code on January 1, 2017. The amendments:

- require masters, chief mates and officers in charge of a navigational watch on ships operating in “open waters” in Arctic waters and/or the Antarctic area (i.e. Polar Waters) to hold a certificate in basic training for ships operating in Polar Waters after satisfactorily completing approved basic training and meet the specified standard of competence.
- require masters and chief mates on ships operating in Polar Waters, to hold a certificate in advanced training for ships operating in Polar Waters, other than “open waters” after satisfactorily:
 - meeting requirements for certification in basic training for ships in Polar Waters
 - completing at least two months of approved seagoing service in the deck department, at management level or while performing watchkeeping duties at the operational level; and
 - completing approved advanced training for ships operating in Polar Waters and meet the specified standard of competence
- provide for transitional provisions, which allow seafarers, who commenced approved seagoing service in Polar Waters prior to 1 July 2018, to meet alternative basic training or advanced requirements by 1 July 2020.

Masters and deck officers on ships operating in Polar Waters are required to demonstrate competence in:

- Contribute to safe operation and maneuvering of vessels operating in Polar Waters
- Monitor and ensure compliance with legislative requirements

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- Apply safe working practices, respond to emergencies
- Ensure compliance with pollution- prevention requirements and prevent environmental hazards
- Planning and conducting a voyage in Polar Waters
- Manage the safe operation of vessels operating in Polar Waters
- Maintain safety of the ship's crew and passengers and the operational condition of life-saving, firefighting and other safety systems.

Approved Amendments

The following amendments to SOLAS and associated instruments were approved and, subject to adoption at MSC 98 in June 2017, are expected to enter into force on 1 January 2020.

- IGF Code Revisions – along the lines of the above adopted revisions of the IGC Code, revisions of the International Gas Fuel (IGF) Code were approved which remove the requirement for A-0 class divisions of boundaries, including navigation bridge windows, above the navigation bridge deck.
 - Carriage of vehicles - cargo spaces on all ships, which contain vehicles:
 - with fuel in their tanks for their own propulsion, that are loaded/unloaded into cargo spaces which do not meet the requirements of SOLAS II-2/20, “Protection of vehicle, special category and Ro-ro spaces”; and
 - that do not use their own propulsion within the cargo space, are not required to comply with SOLAS II-2/20 provided the vehicles are carried in compliance with the appropriate requirements of regulation 19 and the IMDG Code, as defined in SOLAS VII/1.1.
 - Amendments to the IMSBC Code explicitly assign the shipper with the responsibility to ensure that the test for determining the transportable moisture limit (TML) of a solid bulk cargo has been carried out within six months prior to the date of loading of such bulk cargo. Additionally, the interval between sampling/testing for the moisture content of solid bulk cargo and the commencement of loading is not to be more than seven days so as to ensure that the moisture content of the cargo is less than its TML.
 - Amendments to the 1994 and 2000 HSC Codes exempt high speed craft less than 20m in length from carrying a rescue boat provided arrangements are available to allow the craft to maneuver in the worst intended conditions to rescue a person from the water in a near-horizontal body position and that the rescue can be observed from the craft's navigating bridge.
 - LSA Code Revisions provide increased consistency on the application of the static tests and their proof load for launching appliances, including their structural members and winches.
- ABS Courtesy

REFERENCES:

- **STCW 1978**

ATTACHMENTS: No.

kindest Regards,
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