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TO: Related departments of CCS Headquarters; Branches and Offices; and Ship Companies

GUIDELINES CONCERNING THE IMPLEMENTATION OF 2010 AMENDMENTS (MANILA AMENDMENTS) OF THE INTERNATIONAL CONVENTION ON STCW ---ST. VINCENT AND THE GRENADINES MARITIME ADMINISTRATION CIRCULAR N°STCW 004

The Office of The Maritime Administrator of ST. Vincent and the Grenadines ("the Adminitrator")issued the CIRCULAR N°STCW 004 to all ship-owners, operators, managers, seafarers, flag state inspectors and recognized organizations. This circular provides guidelines concerning the implementation of 2010 amendments (Manila amendments) of the international convention on standards of training certification and watchkeeping for seafarers, which are applicable to seagoing vessels as per article III of STCW 78 as amended and are effective since the date of this circular. CCS auditors should pay attention to this notice when representing the Administrator to conduct inspection and audit, and should also remind the St.Vincent-flagged companies and vessels to be fully in compliance with the requirements of this notice.

1. Implementation of the Manila amendments and Transitional Provisions

In order to give a full and complete effect to the STCW 2010 Amendments (Manila Amendments), the St Vincent and the Grenadines Maritime Administration advises the following:

1. Existing Certificates of Competencies (STCW II/2, II/3, II/1, III/2, III/3, III/1,VII/2 and IV/2) and Certificate of Proficiency (STCW V/1) which were issued/revalidated by Parties in accordance with STCW 78 as amended in 95 will continue to be valid to 31st December 2016 and may be endorsed by this Administration in accordance with Regulation I/10.

2. Certificates of Competencies (STCW II/2, II/3, II/1, III/2, III/3 , III/1, III/6,VII/2 and IV/2) and Certificates of Proficiencies (STCW V/1-1 and V/1-2) titled as issued in accordance with STCW 78 as amended, and whose validity is beyond 1st January 2017 will be considered as issued in accordance with STCW 2010 Amendments and

should be endorsed in accordance with Regulation I/10.

2. Medical Standards

Medical requirements for seafarers have been revised in the amendments. Medical Certificates to seafarers should be issued in accordance with provisions of Section Al/9 and Guidelines in the Code and should be valid for two (2) years, or one (1) year if the seafarer is under 18 year old. Standards of medical fitness for seafarers and procedures for the issue of a medical certificate should be in accordance with the provisions of Regulation I/9 of the STCW Convention and of Section A-I/9 of the STCW Code. These standards should also adhere to the minimum in-service eyesight standard set out in table A-I/9 and criteria for physical and medical fitness set out in paragraph 2, and take into account the guidance in Section B-I/9. The form for the medical certificate should be in accordance with the latest IMO/ILO/WHO requirements. Each candidate for certification should:

- not be less than 16 years of age;
- provide satisfactory proof of his/her identity; and
- meet the applicable medical fitness standards established in accordance with the latest IMO/ILO/WHO requirements.

2.1 Medical certificates should remain valid for a maximum period of two (2) years unless the seafarer is under 18 year old in which case the maximum period of validity should be one (1) year.

If the period of validity of a medical certificate expires in the course of a voyage, then the medical certificate will continue to be in force until the next port of call where a recognized medical practitioner is available, provided that the period does not exceed three (3) months.

In urgent cases it will be permitted for a seafarer to work without a valid medical certificate until the next port of call where a recognized medical practitioner is available, provided that:

- the period of such permission does not exceed three (3) months ; and
- the seafarer is in possession of an recent expired Medical Certificate.

This Administration recognizes medical practitioners approved by competent authorities of States which are parties of STCW. The Owner and Seafarer should ensure that a medical practitioner responsible to assess the seafarers' medical fitness and to issue a medical fitness report is recognized by the State which is a party of STCW.

Medical certificates issued under the 1995 STCW amendments should not have validity beyond 31st December 2016.

3. Watchkeeping Arrangements

3.1 Pursuant to STCW 2010 Amendments, and more particularly to Chapter VIII of the Convention and Code which enters into force as from 1st January 2012, St Vincent and The Grenadines Maritime Administration informs the Companies, Masters, Officers and all watch keeping personnel that the requirements, principles and guidance set out in the STCW Code, Section A-VIII/1 should be observed in order 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.

3.2 Masters should ensure that watchkeeping arrangements are adequate for maintaining a safe watch or watches, taking into account the prevailing circumstances and the following conditions:

1. officers in charge of the navigational watch are responsible for navigating the ship safely at all times during their periods of duty, when they are physically present on the navigating bridge or in a directly associated location such as the chartroom or bridge control room;

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, should be immediately available and on call to attend the machinery spaces and, when required, should be physically present in the machinery space during their periods of responsibility;

4. an appropriate and effective watch or watches are maintained at all times for safety purposes, while the ship is at anchor or moored and, if the ship is carrying hazardous cargo, the organization of the 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 security purposes.

4. Rest Periods

4.1 St Vincent and The Grenadines Maritime Administration advises that watch systems should be arranged so that the efficiency of all watchkeeping personnel is not impaired by fatigue. Duties should be organized so that the first watch at the beginning of a voyage and subsequent relieving watches are sufficiently rested and fit for duty.

4.2 Danger posed by fatigue of seafarers should be taken into account. Masters, officers and ratings on watchkeeping duties which involve designated safety, prevention of pollution and security duties should have the following minimum rest period:

1. a minimum of ten (10) hours of rest in any 24 hour period;

2. 77 hours in a seven (7) day period.

4.3 Hours of rest should not be divided into more than two periods, one of which should at least be of six (6) hours in length, and the intervals between consecutive periods of rest should not exceed fourteen (14) hours.

4.4 The requirements for rest periods laid down in items (a) and (b) need not be maintained in case of an emergency or in other overriding operational conditions.

4.5 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 should ensure that any seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest.

4.6 Musters, fire-fighting and lifeboat drills, and drills prescribed by international instruments, should be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue.

4.7 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.

4.8 This Administration allows exceptions from the required hours of rest in paragraphs 3.2.2 and 3.3 above provided that the rest period is not less than 70 hours in any seven (7) day period.

4.9 Exceptions from the weekly rest period provided for in paragraph 3.2.2 should not be allowed for more than two consecutive weeks. Intervals between two periods of exceptions on board should not exceed twice the duration of the exception.

4.10 Hours of rest provided for in paragraph 4.1 may not be divided into more than three (3) periods, one of which should at least be of six (6) hours and neither of the other two (2) periods should be less than one hour. Intervals between consecutive periods of rest should not exceed fourteen (14) hours. Exceptions should not extend beyond two 24 hour periods in any seven (7) day period.

4.11 Watch schedules should be posted where they are easily accessible. The schedules should be established in a standardized format in the ship’s working language or languages and in English.

4.12 The seafarers’ records of daily hours of rest should be maintained in a standardized format, in the ship’s working language or languages and in English to allow monitoring and verification of compliance with the provisions of this section to Port State Control Officers and Flag State Inspectors.

4.13 The seafarers should receive their copy of the records. This copy should be endorsed by the Master or by a person authorized by the Master and by the seafarers.

4.14 Flag State Inspectors and ISM Auditors should verify the compliance with the rest period during the Annual Flag State Inspections and ISM Audits. Hours of rest are also subject to Port State Control. Non-compliance may result in penalties to the Company and Master by this Administration.

5. Prevention of drug and alcohol abuse

5.1 Drug and alcohol abuse directly affect the fitness and ability of a seafarer to perform watchkeeping duties or duties that involve safety, prevention of pollution and security duties.

5.2 Seafarers found to be under the influence of drugs or alcohol should not be permitted to perform watchkeeping duties or duties that involve safety, prevention of pollution and security duties, until they are no longer impaired in their ability to perform these duties

5.3 For the purpose of preventing alcohol abuse, a limit of 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 safety, security and marine environmental duties should be strictly followed.

5.4 Flag State Inspectors and ISM Auditors should randomly verify the blood alcohol level during the Annual Flag State Inspections and ISM Audits. It may also be subject to Port State Control Inspection. Non-compliance may result in penalties to the Company and Master by this Administration.

6. Companies' Responsibilities

Companies' responsibilities have been enhanced to include the following and they must ensure that:

a) seafarers assigned to its ships have received refresher and updating training as required by the STCW Convention;

b) ship's crew are sufficient to also perform security related duties; and

c) there is effective oral communication at all times on board its ships, in accordance with the provisions of SOLAS Chapter V regulation 14.

Table B-1/2 contains a list of certificates and documentary evidence required under the relevant provisions of the Convention and those which require Flag State's endorsement. Companies should note that the nomenclature of certificates and documentary evidence under the Manila amendments has been changed in respect of content and title.

Attachment: ST. Vincent and the Grenadines issued the CIRCULAR N°STCW 004, total 5 pages

For any question please contact the Certification Management Dept. of CCS Headquarters without hesitation

ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N°STCW 004

GUIDELINES CONCERNING THE IMPLEMENTATION OF 2010 AMENDMENTS (MANILA AMENDMENTS) OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING CERTIFICATION AND WATCHKEEPING FOR SEAFARERS

TO: **SHIPS' OWNERS,SHIPS'OPERATORS AND MANAGERS,SEAFARERS, FLAG STATE INSPECTORS, RECOGNIZED ORGANIZATIONS**

APPLICABLE TO: SEAGOING VESSELS AS PER ARTICLE III OF STCW 78 AS AMENDED

EFFECTIVE AS FROM Date of this Circular

Monaco, 12th January 2012

1. Implementation of the Manila amendments and Transitional Provisions

In order to give a full and complete effect to the STCW 2010 Amendments (Manila Amendments), the St Vincent and The Grenadines Maritime Administration advises the following:

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2. Medical Standards

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medical certificate should be in accordance with the latest IMO/ILO/WHO requirements. Each candidate for certification should:

- not be less than 16 years of age;
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In urgent cases it will be permitted for a seafarer to work without a valid medical certificate until the next port of call where a recognized medical practitioner is available, provided that:

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2. **77 hours in a seven (7) day period.**

4.3 Hours of rest should not be divided into more than two periods, one of which should at least be of six (6) hours in length, and the intervals between consecutive periods of rest should not exceed fourteen (14) hours

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