



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
40th session
Agenda item 7.8

STW 40/7/55
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COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND THE STCW CODE

Chapter VIII of the STCW Convention and Code

Review of section A-VIII/2, part 3 –WATCHKEEPING AT SEA

Submitted by Australia, Japan, Singapore, the United States and IMarEST

SUMMARY

<i>Executive summary:</i>	This document proposes to amend chapter VIII of the STCW Code by moving bridge and engine-room resource management principles from section B-VIII/2 to section A-VIII/1 of the STCW Code, adding any necessary review as appropriate
<i>Strategic direction:</i>	5
<i>High-level action:</i>	5.2
<i>Planned output:</i>	5.2.2.1
<i>Action to be taken:</i>	Paragraph 7
<i>Related documents:</i>	STW/ISWG 1/7, STW/ISWG 1/7/3 and STW 40/7/9

Background

1 The Sub-Committee on Standards of Training and Watchkeeping, at its thirty-ninth session (3 to 7 March 2008), established a working group on the comprehensive review of chapters I, II, III, VI and VIII. The working group considered the proposal contained in STW 39/7/14 (United States) and agreed to move bridge resource management information from section B-VIII/2 to section A-VIII/2 of the STCW Code, and prepared preliminary draft text. The working group developed preliminary draft text for consideration at the *ad hoc* intersessional working group.

2 During the *ad hoc* intersessional working group meeting, the group considered the draft text and the proposals contained in STW/ISWG 1/7/3 (Japan). A number of delegations expressed the view that the text agreed during STW 39 was not suitable for inclusion as mandatory provisions, and should be retained in part B of the Code. After in-depth discussion, the *ad hoc* intersessional working group agreed to replace the text as prepared by STW 39, with the text proposed by Japan as set out in annex 2 to document STW/ISWG 1/7/3 in square

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brackets for further consideration at STW 40, and invited Member Governments and international organizations to submit comments and proposals to that session.

3 Following the discussion at the *ad hoc* international working group, Australia, Bahamas, India, Japan, New Zealand, Singapore, the Islamic Republic of Iran, the United States, IMarEST and ICS organized an informal group to address the concerns raised during the *ad hoc* intersessional working group.

Proposal

4 The proponents of this document propose to replace the draft text from the *ad hoc* intersessional working-group with the text contained in the annex to this document. In addition, we propose to describe BRM and ERM principles in a combined form, since we believe that there is little difference between them. The newly proposed paragraph 11 contains all the factors related to the requirements for BRM/ERM, which were proposed and agreed at STW/ISWG.

5 The existing paragraphs 23.4 and 27 of “Performing the navigational watch” are similar to the proposed paragraphs 11.9 and 11.4; therefore, these existing paragraphs should be deleted per the proposal.

6 The proponents propose to add text on cargo watches and operation to the existing paragraph 9, taking into account that some duties related to cargo are considered to be conducted by the officers underway.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the proposal set out in the annex and take action as appropriate when discussing section A-VIII/2 of the STCW Code.

ANNEX

PROPOSED AMENDMENTS TO PART 3 OF SECTION A-VIII/2 OF THE STCW CODE

PART 3 – WATCHKEEPING AT SEA

Principles applying to watchkeeping generally

8 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.

9 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. The officers have responsibility for the planning and conduct of cargo operations and particular to ensure that such operations are conducted safely through the control of the specific risks including when non-ship's personnel are involved.

10 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.

11 Watches shall be carried out based on the following bridge and engine-room resource management principles, especially when entering/leaving a port and passing through a congested sea area:

- .1 proper arrangements for watchkeeping personnel should be ensured in accordance with the situations;
- .2 any limitation in qualifications or other fitness of individuals should be taken into account when deploying watchkeeping personnel;
- .3 understanding of watchkeeping personnel on watch regarding their individual roles, responsibility and team roles should be established;
- .4 the master, chief engineer officer and officer in charge of watch duties should maintain a proper watch, making the most effective use of the resources available such as information, installations/equipment and other personnel;
- .5 watchkeeping personnel on watch should understand functions and operation of installations/equipment, and be familiar with handling them;
- .6 watchkeeping personnel on watch should understand information and how to respond to information from each station/installation/equipment;
- .7 information from the stations/installations/equipment should be appropriately shared by all the watchkeeping personnel on watch;

- .8 watchkeeping personnel on watch should maintain an exchange of appropriate communication in any situation; and
- .9 watchkeeping personnel on watch should 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.

Protection of marine environment

~~11~~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 3 -1 – Principles to be observed in keeping a navigational watch

~~12~~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.

Look-out

~~13~~14 A proper look-out shall be maintained at all times in compliance with rule 5 of the International Regulations for Preventing Collisions at Sea, 1972 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.

~~14~~15 no amendment

~~15~~16 no amendment

~~16~~17 In determining that the composition of the navigational watch is adequate to ensure that a proper look-out 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:

Watch arrangements

~~17~~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 limitations; and
- .8 any unusual demands on the navigational watch that may arise as a result of special operational circumstances.

Taking over the watch

1819 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.

1920 no amendment.

2021 no amendment.

2122 no amendment.

2223 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

2324 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;
- .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; and
- ~~.4 notify the master when in any doubt as to what action to take in the interest of safety.~~

2425 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.

2526 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.

2627 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.

~~27 Officers of the navigational watch shall make the most effective use of all navigational equipment at their disposal.~~

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, 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 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 no amendment.
