

To whom it may concern

December 21, 2010

Our reference:

Case 201012014/1

File 32.25.05

Centre for Seafarers and
Fishermen
/BGH

**THE INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED.**

DANISH MARITIME AUTHORITY
Vermundsgade 38 C
DK-2100 Copenhagen Ø

Introduction

Implementation of the STCW Convention may raise various questions during Port State Control because of differences in the application of the Convention in different countries.

Tel. +45 39 17 44 00
Fax +45 39 17 44 01
CVR-no. 29 83 16 10
EAN-nr. 5798000023000
dma@dma.dk
www.dma.dk

The intention of this publication is to explain procedures followed by the Danish Maritime Authority.

The procedures comply with the provisions of the Convention as amended. Furthermore, attention is directed to IMO's STCW.7 Circulars, which contain internationally agreed clarification regarding the application of the provisions of the STCW Convention as amended.

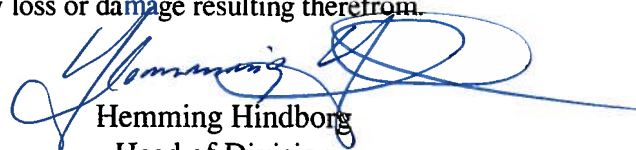
MINISTRY OF ECONOMIC AND
BUSINESS AFFAIRS

Supplementary remarks to several regulations etc. are shown in following appendices 1 and 2.

Verification of the procedures described herein or any enquiries regarding the contents of this publication that may arise during Port State Control may be directed to the Danish Maritime Authority, tel.: + 45 39 17 44 00, direct fax: + 45 39 17 44 21, e-mail: safemanning@dma.dk.

The Danish Maritime Authority hopes with this publication to contribute to a smooth completion of Port State Control as far as it concerns the application of the STCW Convention in Danish ships.

As stated in Article X of the STCW Convention all possible efforts shall be made by Port State officials to avoid a ship being unduly detained or delayed when exercising control. It is also stated that, if a ship is unduly detained or delayed, it shall be entitled to compensation for any loss or damage resulting therefrom.


Hemming Hindborg
Head of Division

**THE INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED.**

Appendix 1 STCW Regulations

<p>Certificate Formats for Danish appropriate certificates</p>	<p>STCW endorsements are incorporated in the certificate format so that certificate and endorsement is the same document, c.f. to STCW Regulation I/2, paragraph 4</p> <p>The format differs from the standard format, which is allowed; c.f. Regulation I/2, paragraph 8, and the STCW Code, A-I/2, paragraph 4.</p> <p>The main variation is that the functions which the holder is found competent to perform are not listed because these are unambiguously identified by the text in the certificate:</p> <p>“[Name of Holder] has been found duly qualified in accordance with the provisions of [Regulation(s)] of the above Convention ...”</p> <p>in which the relevant regulation(s) are inserted.</p> <p>Specifying the Regulations complied with unambiguously identifies the functions and levels of competence covered by the Regulations referred to.</p> <p>For ease of reference the functions and levels of competence are as follows:</p>	
	<p>STCW regulation:</p> <p>Regulation II/1 and II/3 - Functions at the <u>operational</u> level and Regulation II/2 – Functions at <u>management</u> level</p>	<p>Remarks:</p> <p>Navigation, cargo handling and stowage, Controlling the operation of the ship and care for persons on board.</p>
	<p>Regulation II/2</p>	<p>Officers holding Danish certificates of competency in accordance with Regulations II comply with the following competence requirements in Regulation II - Table A-II – and B-I/12. - 38. “Ship Handling and manoeuvring simulator” performed according to IMO Model Course 1.22.</p> <p>This basic training provides guidance concerning the need for continuously reassessing how bridge-watch resources are being allocated and used, based on Bridge Resource Management and Bridge Team Management Principles - Section B-VIII/2 part 5.1 to 5.14 of the STCW Convention.</p> <p>Danish appropriate certificates issued in accordance with Regulations II attest compliance with the requirement stated above and separate certificates are not issued.</p>
	<p>Regulation II/2</p>	<p>Officers holding Danish certificates of competency in accordance with Regulations II comply with IMO Model Course 1.27 - Operational use of Electronic Chart Display and Information System (ECDIS).</p> <p>Danish appropriate certificates issued in accordance with Regulations II attest compliance with the requirement stated above and separate certificates are not issued.</p>

**THE INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED.**

3/8

Appendix 1 Continued

	Regulation III/1- Functions at the <u>operational</u> level and Regulation III/2 and III/3 – Functions at <u>management</u> level	Marine engineering, Electrical, Electronic and control engineering, Maintenance, Controlling the operation of the ship and care for persons on board.
	Regulation V/1, paragraph 1	Compliance with <u>familiarization</u> requirements for service on oil, chemical and gas tankers, Regulation V/1, paragraph 1, are certified in certificates issued under chapter II for deck officers and III for engineer officers by reference to Regulation V/1, paragraph 1.
	Regulation V/1, paragraph 2	Compliance with requirements for <u>specialized</u> training and experience for service on oil, chemical or gas tankers as master, chief mate, chief engineer officer or second engineer officer, Regulation V/1, paragraph 2, is certified by <u>separate</u> combined certificate and endorsement.
	Alternative certification, chapter VII	Certificates include the text: “and authorized to perform the following additional function or functions at the levels specified, subject to any limitations indicated:” This is for certifying additional functions in accordance with chapter VII of the STCW Convention. If “None” is specified under Function, it means that the holder is not certified in accordance with chapter VII.
Information to IMO	As required by the STCW Convention specimen certificates were included in the Danish submission of information to the Secretary General of IMO, which were evaluated for establishment of the white list, and no objections have been raised. According to the STCW regulation I/8 and section A-I/8 the evaluation will be conducted at intervals not more than 5 years.	
Documentation on Danish ships for compliance with Basic Training for officers	Documentation on Danish ships for compliance with Basic Training requirements I section A-VI/1, paragraph 2 and Danish Certificates of Competency are certificates of competency issued to officers, c.f. MSC/Circ. 1030 – see annex 1.	
Ordinary and Able Ship’s Assistants or Seamen	Seafarers having fulfilled the Danish training as Ship’s Assistant comply with basic training requirements (Regulation VI/1, the STCW Code, section A-VI/1, paragraph 2, on basic training as specified in tables A-VI/1-1, A-VI/1-2, A-VI/1-3 and A-VI/1-4). In Denmark, necessary education and training is part of mandatory shore based training. The Danish Maritime Authority issues certificates for ordinary and able ship’s assistants. According to regulation I/11 no expiration date is added to certificates for ratings signed on as ship’s assistants. The Convention does not require specific certification related to basic training c.f. STCW.7/Circ.1, Annex 2.	
IMDG-code	Certificates of competency in accordance with the provisions of regulation II/1, II/2, II/3, III/1, III/2, and III/3 meet the requirements in the STCW Code Section B-V/c.	

**THE INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED.**

Appendix 1 Continued

<p>Certification as radio operator</p>	<p>Certification as radio operator is by separate certificate and endorsement which includes evidence of compliance with requirements from both STCW Convention and Radio Regulations, c.f. Regulation I/2, paragraph 2.</p> <p>When issuing Flag State Endorsement Certificates, for non-Danish seafarer's Certificates of Competency Reg. II/1 and II/2 - the Danish Maritime Authority will also include recognition of GMDSS Radio operator Certificate, Regulation IV – in the Danish Endorsement Certificate – stating that the holder of such endorsement has been authorized to be in charge of GMDSS radio communications.</p>
<p>Persons onboard not listed on the Safe Manning Document</p>	<p>Supernumerary persons on board such as repairmen and painters clearly having no designated safe or pollution prevention duties are not required to have completed basic training as described in the STCW Code, section A-VI/1, paragraph 2.</p> <p>Such persons must – as all other seafarers - have completed familiarization training or instruction as required in section A-VI/1, paragraph 1, of the STCW Code, and the master is required to be able to present evidence of this in form of signed Familiarisation Check Lists – stating, that such persons have been made familiar with shipboard equipment, operating procedures and other arrangements needed for the proper performance of their duties – and they have been made familiar with ship-specific watch-keeping, safety, environmental protection and emergency procedures and arrangements.</p> <p>Documentary evidence / separate certificate issued to each individual person are not required.</p>
<p>Designation of rank grade and capacity in Minimum Safe Manning Documents valid for ships registered in the Danish International Register of Shipping (DIS)</p>	<p>The Minimum Safe Manning Document issued by the Danish Maritime Authority has been certified and ratified in preparation for the best possible adoption and description of a minimum number or compliment of dual purpose officers or a minimum number or compliment of a combination of single string and dual string officers.</p> <p>Apart from the Master all other officers may have various rank and grade descriptions, however provided that the ship is manned with a sufficient number of officers with the prescribed Certificates of Competency stipulated in the vessel's Minimum Safe Manning Document.</p> <p>Thus there will be no requirement for officers attending duties as navigators and deck duties to have rank capacity descriptions as deck officers or mates - and there will be no requirements for officers attending engine room duties and engineering watches to have rank capacity descriptions as engineers - as long as the officers have valid Certificates of Competency issued in accordance with the provisions of relevant regulations of the STCW Convention as required according to the Minimum Safe Manning Document.</p> <p>Any enquiry regarding officers' compliance with the requirements of the Danish Maritime legislation as well as the STCW Convention may be directed to the Danish Maritime Authority, Centre for Seafarers and Fishermen.</p>

**THE INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED.**

Appendix 1 Continued

Mandatory minimum training required by the provisions of Annex I of MARPOL 73/78.	<p>Officers holding Certificates of Competency in accordance with Regulations II and III comply with the competence requirements regarding training and education in MARPOL 73/78 regarding regulations for the prevention and control of pollution by oil - operational practice and obligations under applicable laws and regulations in order to help shipboard personnel to comply with the oil discharge limitations as well as management of Oil Record Books and the operation of Oil Discharge Monitors.</p> <p>Appropriate Certificates of Competency issued in accordance with Regulation II and III attest compliance with the requirements of the MARPOL Annex 1 training. The Convention does not require specific certification related to such basic training.</p>
------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**THE INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED.**

6/8

Annex 1

INTERNATIONAL MARITIME ORGANIZATION

4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: 020 7735 7611
Fax: 020 7587 3210
Telex: 23588 IMOLDN G



IMO

E

Ref. T2/4.1.3

MSC/Circ.1030
29 May 2002

**INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS (STCW), 1978, AS AMENDED**

Guidance for port State control officers on issues related to certificates of competency

1 The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), noted that, during inspections, some port State control officers were requiring documentary evidence of successful completion of short-course training meeting the requirements in regulations VI/1, VI/2, VI/3 and VI/4 from seafarers holding certificates of competency issued under regulations II/1, II/2, II/3, III/1, III/2, III/3, and VII/2 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, (STCW) 1978, as amended, even though the Convention includes this training as a pre-requisite for the issue of these certificates of competency.

2 The Committee agreed that certificates of competency issued in compliance with regulations II/1, II/2, II/3, III/1, III/2, III/3 and VII/2 of the STCW Convention 1978, as amended, also included the following competency requirements of chapter VI of the STCW Convention: proficiency in survival craft and rescue boats other than fast rescue boats (regulation VI/2, paragraph 1), training in advanced fire fighting (regulation VI/3), and medical first aid (regulation VI/4, paragraph 1).

3 The Committee further agreed that it was therefore not necessary for the holders of certificates of competency to carry additional documentary evidence in respect of those competences of chapter VI listed in paragraph 2 above.

4 Member Governments are invited to bring this information to the attention of all concerned, especially port State control officers.

**THE INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED.**

Appendix 2 Minimum safe manning

Minimum safe manning documents	On 1 February 1997 the 1995-amendments to the STCW Convention entered into force. Minimum Safe Manning Documents issued after that date to ships registered in the Danish International Register of Shipping (DIS) refer to the regulations of STCW-95.	
	Watchkeeping certificates for ratings	Watchkeeping certificates for deck ratings issued in accordance with Regulation II/6 of the STCW Convention in force before 1 February 1997 (STCW 78) are valid for service after 1 February 2002 as equivalent to a II/4 certificate issued in accordance with STCW 95 as revalidation of those certificates is not required in accordance with STCW.7/Circ.1, Annex 2.
	Certificates of Competency issued by the Government of the Faroe Islands	The Danish Maritime Authority accepts Certificates of Competency issued by the Government of the Faroe Islands and such certificates are exchangeable to certificate issued by the Danish Maritime Authority. Therefore recognition of Certificates of Competency issued by the Government of the Faroe Islands is unnecessary.
	ISPS – Manning level	<p>When issuing Minimum Safe Manning Documents, the principles of safe manning as described in IMO resolution A.890 (21), as amended in resolution A.955 (23) are taken into account, including consideration of any extra workload caused by the implementation of the SSP.</p> <p>Minimum Safe Documents issued before 1 July 2002 have been evaluated and the Danish Maritime Authority has found that the minimum safe manning meets the requirements in the ISPS code regarding the manning level.</p>
	Ratings	<p>In Danish Minimum Safe Manning Documents the ratings can hold three different kinds of positions with different education. The positions are: Able Ship's Assistants and Able Seamen and Efficient Motorman. An Able Ship's Assistant is educated to work on deck as well as in the engine department while an Able Seaman is educated to work in the deck department only and an Efficient Motorman to work in the engine department only.</p> <p>An Able Ship's Assistant can therefore always replace an Able Seaman or an Efficient Motorman.</p>
	Ship's Cook	When the Minimum Safe Manning Document prescribes a cook, he or she shall hold a Danish Certificate of Competency as a ship's cook. If the cook has not fulfilled a Danish education as cook, he or she must either have documentation for apprenticeship as a cook for 48 months, of which at least 24 months must have been on board sea-going ships or hold a certificate as ship's cook from another country. There are no requirements for a Danish recognition certificate for a cook that holds of non-Danish certificates as ship's cook.

**THE INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED.**

8/8

Appendix 2 Continued

	<p>Ships powered by main propulsion machinery of less than 750 kW propulsion power</p>	<p>The Minimum Safe Manning Document for ships powered by main propulsion machinery of less than 750 kW propulsion power does not prescribe Engineers with certificates endorsed in accordance with the STCW Convention. Instead it is required that a number of the crew (1 or 2 persons) hold a Danish Certificate of Competency in motor operation. In cases where a person is required to hold a Certificate of Competency in motor operation, the person concerned may at the same time be employed to perform other types of service on board.</p>
	<p>Watchkeeping certificates for ratings</p>	<p>According to STCW Code regulation VIII section A engine Watch keeping for ratings are not required.</p> <p>In Danish vessels engine ratings do not take part of an engine-room watch, thus watch keeping engine ratings are not prescribed in minimum safe manning documents, and watch keeping certificates for engine ratings issued in accordance with regulation III/4 of the STCW Convention is not required in Danish vessels nor issued.</p>
	<p>Regulation V/1, paragraph 2</p>	<p>On Minimum Safe Manning Documents the Danish Maritime Authority does not state requirements to STCW regulation V/1, paragraph 2.</p> <p>Masters, chief engineer officers, chief mates and second engineer officers must unconditionally comply with the requirement for qualification in accordance with paragraph 2.</p> <p>In according to the STCW Convention the Danish Maritime Authority does not require such qualifications of officers with a lower rank than that of the senior officers referred to in the Convention.</p>
	<p>Certification as radio operator</p>	<p>In Danish vessels minimum safe manning documents states how many of the navigators, including the master, as a minimum should hold a General/Restricted Operator's Certificate (GOC/ROC) GMDSS Certificate.</p>
	<p>Ships fitted with ARPA</p>	<p>On ships fitted with ARPA Deck Officers must comply with STCW Regulation II/1 – table A about the competence Use of radar and ARPA to maintain safety of navigation.</p> <p>Persons holding Certificate of Competency as deck officer or as dual ship's officer with a limitation "Not valid for Ships fitted with ARPA" may not serve as deck officer or as dual ship's officer on ships fitted with ARPA.</p> <p>If no limitation regarding ARPA is stated on the Certificate of Competency as deck officers the holder fulfils STCW Regulation II/1 – table A about the competence Use of radar and ARPA to maintain safety of navigation.</p>