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

Equivalent arrangements accepted under article IX

Statements by the Government of the United States

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the texts of statements from the Government of the United States under the provisions of article IX of the above-mentioned Convention.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.

ANNEX 1**EQUIVALENT ARRANGEMENT IN EFFECT ON 1 AUGUST 1998
PURSUANT TO ARTICLE IX OF THE INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING (STCW),
1978, AS AMENDED**

Pursuant to article IX of the STCW Convention, the United States has determined that service on small ships where a two-watch system is permitted under US law, and where an individual is on duty for twelve hours in a twenty-four hour period, may be creditable as a day and a half of seagoing service towards a US merchant mariner's license.

Regulations in Chapters II and III of the STCW Convention prescribe minimum periods of seagoing service for candidates for certification. Some periods are expressed in terms of years (e.g., in regulation II/1), while other periods are expressed in terms of months (e.g., in regulation III/1). Seagoing service itself is broadly defined in regulation I/1 as meaning "service on board a ship relevant to the issue of a certificate or other qualification." The term month is defined as meaning "a calendar month for 30 days made up of period of less than one month." The terms "year" and "day" are not defined. In order to provide a fair and practical means of calculating sea going services, and given the absence of clarity under the STCW Convention, as well as the variety of service possible in the maritime industry (including short voyages for smaller ships), the United States determined it was necessary to introduce specific values for these terms to allow for objective equivalency calculations.

For purposes of calculating sea service, US regulations define the term "year" as meaning 360 days, and the term "month" as meaning 30 days, and the term "day" as meaning eight hours of watchkeeping or eight hours of day-working (i.e., not to include overtime). Consequently, for service on a small ship where a two-watch system is permitted under US law (i.e., ships of less than 100 gross register tonnage, fishing vessels, towing vessels, and offshore supply vessels on short voyages), a candidate can be credited with 12 hours of service, which equates to a day and a half of service. Such a calculation reasonably takes into account the relative amount of time actually spent in performing watchkeeping duties relevant to the issue of a license or document.

The United States is fully satisfied that the level of seagoing service, knowledge and efficiency provided under the above arrangement ensures a degree of safety at sea and has a preventative effect as regards pollution prevention at least equivalent to the requirements of the STCW Convention.

ANNEX 2**EQUIVALENT ARRANGEMENT IN EFFECT ON 1 AUGUST 1998
PURSUANT TO ARTICLE IX OF THE INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING, 1978
(STCW), AS AMENDED**

Pursuant to article IX of the STCW Convention, the United States has determined that service on ships operating on the Great Lakes and on US inland waters (e.g., the Chesapeake Bay) may be creditable as a portion of seagoing service toward a US merchant mariner's license.

Seagoing service is defined in STCW as relevant service "on board a ship". Given the wide variety of ship operations and career patterns in the United States, and the movement of personnel from segment to segment, we have found it appropriate to take into account the interchangeability or transferability of skills and experience when candidates are applying for licenses and documents. A limited amount of service is creditable from experience on inland or Great Lakes vessels because the knowledge and skill which are required for operating a seagoing ship are also required for operation of vessels on inland waters and on the Great Lakes. The experience must be approved by the Coast Guard before it is creditable toward licenses for service on seagoing vessels.

The credit for service is justified because many of the inland navigable waters of the United States are of such length and/or breadth that they have the characteristics of ocean or near coastal waters. Service on a vessel operating on Long Island Sound, Puget Sound, or Chesapeake Bay is closely akin to service on a vessel navigating on near coastal waters. Service on vessel operating on the Great Lakes in many ways closely resembles service on a seagoing vessel.

The United States is fully satisfied that the level of seagoing service, knowledge and efficiency provided under the above arrangement ensures a degree of safety at sea and has a preventative effect as regards pollution prevention at least equivalent to the requirements of the STCW Convention.

ANNEX 3**EQUIVALENT ARRANGEMENT IN EFFECT ON 1 AUGUST 1998 PURSUANT TO ARTICLE IX OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING (STCW), 1978, AS AMENDED**

Pursuant to article IX of the STCW Convention, the United States has determined that training cruises, full mission simulator training, and in-port watchkeeping and maintenance on seagoing ships may be combined when calculating creditable seagoing service toward a US merchant mariner's license, provided this service is part of a maritime academy cadet training programme which has been approved by the US Coast Guard and the US Maritime Administration.

STCW Regulation II/1 prescribes a minimum period of seagoing service of one year as part of an approved training programme which includes on-board training. A variety of opportunities are provided during the multi-year programmes available only at the seven maritime academies in the United States for accumulating high quality sea service within the framework of a concentrated, intensive maritime training environment. The total combination of the opportunities for sea service at the academies provides a level of seagoing service which is equivalent to the one year of service required by regulation II/1.

Progress toward proficiency at the maritime academies is continuously assessed by highly experienced faculty. Each cadet must be found competent in basic skills before advancing to more sophisticated levels of training. All cadets proceed from general concepts to practical experience, and from specific concepts to practical application. Eventually, each cadet must be able to integrate all that has gone before.

Simulators are employed, for example, to allow for a logical progression of events, experiences, training, and achievement of objectives in a way that is simply not possible on board a ship. The rapid development of a multiple ship situation is also achievable only by use of a simulator. The simulator furthermore provides the cadet a decision-making environment that is not available on a ship, especially in high traffic density.

Simulator-based training at the maritime academies receives limited credit as an equivalency for sea service based on a number of considerations, including: (a) level of simulation (Full mission simulator is normal); (b) actual time spent by the cadet in the simulator (and number of cadets sharing the simulator at the same time); (c) student-teacher ration (and special training of those who will be conducting simulator training); (d) pre-brief and de-brief procedures; (e) scenarios actually presented in the simulated training exercises (i.e., variety of port approaches and navigational circumstances); (f) degree of emphasis on non-routine situations, emergencies, and restricted operating conditions; (g) integration with training cruise experiences, commercial ship experiences, and other elements of the approved training programme, using a build block approach in bringing the cadet up to an acceptable level of proficiency in each area of competency. When a case-by-case evaluation confirms that all criteria are met, and all training objectives will be achieved, then the Coast Guard will grant an equivalent of 30 days of seagoing service.

Additionally, the training and experience a cadet receives while on a training ship operated a part of an approved maritime training programme at an accredited maritime academy is more

directed and structured than the training and experience normally received during the same number of days on a commercial ship.

Training which takes place on a dedicated training ship operated by a maritime academy receives limited credit as an equivalency for sea service based on a number of considerations, including the following: (a) All operations of the training ship are devoted to training of cadets; (b) The training ship is specially staffed with specially qualified, UDD Coast Guard-licensed instructors whose primary job is to educate and train cadets; (c) The training is tightly integrated into a shore-side training programme at a maritime academy, using a build block approach in bringing the cadet up to an acceptable level of proficiency in each area of competency; (d) All cadets on board are provided rotating opportunities to perform all tasks necessary to achieving the stated training objectives; (e) The training programmes are carefully designed and tailored to the specific ship and its planned voyages, and changes can be made while training is in progress to adjust for such factors as weather conditions while still accomplishing all training objectives; and (d) training and experience in watchkeeping and maintenance which take place while the ship is in port can be fully integrated into the training objectives.

The United States is fully satisfied that the level of seagoing service, knowledge and efficiency provided under the above arrangement ensures a degree of safety at sea and has a preventative effect as regards pollution prevention at least equivalent to the requirements of the STCW Convention.
