



# TUVALU SHIP REGISTRY

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## MARINE CIRCULAR

### MC-17/2012/1

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**FOR:** Ship Owners, Ship Managers, Ship Operators, Ship Masters, Ship Officers, Classification Societies

**SUBJECT: PRINCIPLES OF WATCHKEEPING**

#### DEFINITIONS:

The following abbreviations stand for:

- "COLREGS" – Convention on the International Regulations for Preventing Collisions at Sea, 1972
- "IMO" – International Maritime Organization
- "ISPS Code" – International Ship and Port Facility Security Code implemented through chapter XI-2 Special measures to enhance maritime security in SOLAS
- "MARPOL" – International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978
- "SOLAS" – International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended
- "STCW" – International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended

The term "Administration" shall mean the Tuvalu Ship Registry.

#### PURPOSE:

This marine circular provides the requirements for watchkeeping for Tuvalu vessels and is in compliance with the amended provisions of STCW.

#### APPLICATION:

This marine circular applies to all watchkeeping seafarers working onboard Tuvalu vessels.

#### REFERENCES:

- (a) COLREGS
- (b) IMO Resolutions A.893(21), Guidelines for Voyage Planning
- (c) ISPS Code
- (d) STCW

#### CONTENTS:

##### 1. Background

The STCW, COLREGS and SOLAS influences the watchkeeping practices as well as the manning requirements for all vessels.

##### 2. Standards for Watchkeeping

The following outlines the requirements of STCW:

###### 2.1. Watchkeeping at Sea - Navigation

- 2.1.1. The Master of every ship is bound to ensure that watchkeeping arrangements are adequate for maintaining safe navigational watches.
- 2.1.2. Under the Master's general direction, the officers on watch are responsible for navigating the ship safely during their periods of duty, where they shall be particularly vigilant to avoid the risks of collision and stranding.

2.1.3. The officer in charge of the watch during his/her period of duty is the Master's representative and is primarily responsible at all times for the safe navigation of the ship and for complying with COLREGS.

## 2.2. Watchkeeping at Sea - Engine

The Chief Engineer of every ship is bound, in consultation with the master, to ensure that watchkeeping arrangements are adequate for maintaining safe engineering watches.

## 2.3. Fitness for Duty

2.3.1. All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24 hour period.

2.3.2. The hours of rest may be divided into no more than two (2) periods, one (1) of which shall be at least six (6) hours in length.

2.3.3. During overriding operational conditions, the minimum period of 10 hours may be reduced to a minimum of six (6) consecutive hours on condition that:

2.3.3.1. any such reduction shall not extend beyond two (2) days; and

2.3.3.2. not less than 70 hours of rest shall be provided in each seven (7) day period.

## 2.4. Protection of the Marine Environment

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.

## 2.5. Look-Outs

2.5.1. A proper look-out shall be maintained at all times in compliance with Rule 5 of COLREGS and shall serve the purpose of:

2.5.1.1. 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;

2.5.1.2. fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and

2.5.1.3. detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation.

## 3. Standards for Ratings Required on Watch

The STCW does not specify how many ratings should be included in a navigational or engine room watch.

As such, this Administration has produced the following requirements for Tuvalu vessels:

### 3.1. Navigational Watch

3.1.1. When only one (1) rating forms part of a navigational watch, the watchstander shall be qualified as an Able Seafarer or GP-1.

3.1.2. When more than one (1) rating is included in a navigational watch only one (1) needs to be qualified as an Able Seafarer.

3.1.3. All watchstanders shall be qualified and hold certification prescribed for navigational rating watchstanders to the standards prescribed in A-II/4 or 5 of STCW according to the duties they are required to perform.

### 3.2. Engine Room Watch

- 3.2.1. When only one (1) rating forms part of an engine room watch, the watchstander shall be qualified to the standards and hold certification as prescribed in Table A-III/4 or 5 of STCW, according to the duties required to be performed.
- 3.2.2. When more than one (1) rating is included in an engine room watch, each rating must be qualified in accordance with subsection 3.2.1 above.
- 3.2.3. No member of the engine room watch shall be required to enter the engine room alone, except under controlled conditions (see IMO Resolution A.481).
- 3.2.4. In cases where personnel such as fitters, mechanics, etc., are carried on the crew list in lieu of Able Seafarer Engine, all watchstanders shall comply with the standards and hold the certification prescribed for engine room rating watchstanders in A-III/4 or 5 of STCW, according to the duties they are required to perform.

## 4. Training and Qualifications for Persons on Tankers

### 4.1. Minimum Training and Qualification Levels

- 4.1.1. Chapter V, Section A-V/1, of STCW specifies minimum training and qualification levels for persons on tankers.
- 4.1.2. It requires on oil tankers, chemical tankers and liquefied gas tankers that the Master, Chief Mate, Chief Engineer and First Assistant (Second) Engineer possess training and experience appropriate to their duties.
- 4.1.3. On tankers where a specialist cargo officer is carried, he too shall be qualified. Each of those officers shall prove competency by means of a Tanker endorsement which should be submitted to the Administration's crewing department for issuance of Tuvalu Crew Endorsement.
- 4.1.4. Owners and Masters should ensure that all officers on tankers who are in charge of cargo operations, or who have immediate responsibility for cargo handling operations, are duly qualified as Tanker, Person-in-Charge, in order to comply with STCW and to avoid possible port State interventions.
- 4.1.5. Ratings who perform cargo handling duties and responsibilities should be qualified as Tanker, Person Assisting.

### 4.2. Crude Oil Washing

- 4.2.1. MARPOL specifies that certain crew members must be appropriately qualified on tankers that conduct crude oil washing (COW) operations. The Master, Chief Mate, Chief Engineer, First Assistant (Second) Engineer, cargo officer (where carried), and any Ratings who have responsibilities defined in the COW Operations and Equipment Manual, must possess the appropriate certification of qualification.
- 4.2.2. This Administration will provide, upon application and satisfactory proof of experience, an endorsement of competency in COW with the tanker certificate referred to in subsection 4.1 above.

## 5. Relevant Appendix

### **Appendix I:** IMO Resolutions A.893(21), Guidelines for Voyage Planning

Note: For additional standards regarding Watchkeeping, refer to STCW Chapter VIII, Sections A-VIII/1 and A-VIII/2 Part 1, Part 2 as supplemented by IMO Resolution A.893(21), Part 3 and Part 4.

Yours sincerely,

Deputy Registrar  
Tuvalu Ship Registry