

**PART A**

**Mandatory standards regarding provisions of the annex to the STCW Convention**

**CHAPTER II**

**Standards regarding the master and deck department**

**Section A-II/1**

***Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more***

**Applicable from 2012-01-01, see IMO-Vega Note**

**Standard of competence**

1 Every candidate for certification shall:

- .1 be required to demonstrate the competence to undertake, at the operational level, the tasks, duties and responsibilities listed in column 1 of table A-II/1;
- .2 at least hold the appropriate certificate for performing VHF radiocommunications in accordance with the requirements of the Radio Regulations; and
- .3 if designated to have primary responsibility for radiocommunications during distress incidents, hold the appropriate certificate issued or recognized under the provisions of the Radio Regulations.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/1.

3 The level of knowledge of the subjects listed in column 2 of table A-II/1 shall be sufficient for officers of the watch to carry out their watchkeeping duties. \*

---

\* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

4 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 4-1 - Principles to be observed in keeping a navigational watch – and shall also take into account the relevant requirements of this part and the guidance given in part B of this Code.

5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/1.

**Onboard training**

6 Every candidate for certification as officer in charge of a navigational watch of ships of 500 gross tonnage or more whose seagoing service, in accordance with paragraph 2.2 of regulation II/1, forms part of a training programme approved as meeting the requirements of this section shall follow an approved programme of onboard training which:

- .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch, taking into account the guidance given in section B-II/1 of this Code;

- .2 is closely supervised and monitored by qualified officers aboard the ships in which the approved seagoing service is performed; and
- .3 is adequately documented in a training record book or similar document. \*

\* The relevant IMO Model Course(s) and a similar document produced by the International Shipping Federation may be of assistance in the preparation of training record books.

### Near-coastal voyages

7 The following subjects may be omitted from those listed in column 2 of table A-II/1 for issue of restricted certificates for service on near-coastal voyages, bearing in mind the safety of all ships which may be operating in the same waters:

- .1 celestial navigation; and
- .2 those electronic systems of position fixing and navigation that do not cover the waters for which the certificate is to be valid.

Table A-II/1

### Specification of minimum standard of competence for officers in charge of a navigational watch on ships of 500 gross tonnage or more

#### Function: Navigation at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a passage and determine position	<p><i>Celestial navigation</i></p> <p>Ability to use celestial bodies to determine the ship's position</p> <p><i>Terrestrial and coastal navigation</i></p> <p>Ability to determine the ship's position by use of:</p> <ul style="list-style-type: none"> <li>.1 landmarks</li> <li>.2 aids to navigation, including lighthouses, beacons and buoys</li> <li>.3 dead reckoning, taking into account winds, tides, currents and estimated speed</li> </ul>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>.1 approved in-service experience</li> <li>.2 approved training ship experience</li> <li>.3 approved simulator training, where appropriate</li> <li>.4 approved laboratory equipment training</li> </ul> <p>using chart catalogues, charts, nautical publications, radio navigational warnings, sextant, azimuth mirror, electronic navigation equipment, echo-sounding</p>	<p>The information obtained from nautical charts and publications is relevant, interpreted correctly and properly applied. All potential navigational hazards are accurately identified</p> <p>The primary method of fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The position is determined within the limits of acceptable instrument/system errors</p> <p>The reliability of the information obtained from the primary method of position fixing is checked at appropriate intervals</p> <p>Calculations and measurements of navigational information are accurate</p>

	<p>Thorough knowledge of and ability to use nautical charts, and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings and ships' routing information</p> <p><i>Electronic systems of position fixing and navigation</i></p>	<p>equipment, compass</p>	<p>The charts selected are the largest scale suitable for the area of navigation and charts and publications are corrected in accordance with the latest information available</p>
	<p>Ability to determine the ship's position by use of electronic navigational aids</p>		<p>Performance checks and tests to navigation systems comply with manufacturer's recommendations and good navigational practice</p>
<p>Plan and conduct a passage and determine position (continued)</p>	<p><i>Echo-sounders</i></p> <p>Ability to operate the equipment and apply the information correctly</p> <p><i>Compass – magnetic and gyro</i></p> <p>Knowledge of the principles of magnetic and gyro-compasses</p> <p>Ability to determine errors of the magnetic and gyro-compasses, using celestial and terrestrial means, and to allow for such errors</p> <p><i>Steering control system</i></p> <p>Knowledge of steering control systems, operational procedures and change-over from manual to automatic control and vice versa. Adjustment of controls for optimum performance</p> <p><i>Meteorology</i></p> <p>Ability to use and interpret information obtained from shipborne meteorological instruments</p> <p>Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems</p> <p>Ability to apply the</p>		<p>Errors in magnetic and gyro-compasses are determined and correctly applied to courses and bearings</p> <p>The selection of the mode of steering is the most suitable for the prevailing weather, sea and traffic conditions and intended manoeuvres</p> <p>Measurements and observations of weather conditions are accurate and appropriate to the passage</p> <p>Meteorological</p>

	meteorological information available		information is correctly interpreted and applied
Maintain a safe navigational watch	<p><i>Watchkeeping</i></p> <p>Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Thorough knowledge of the Principles to be observed in keeping a navigational watch</p> <p>The use of routing in accordance with the General Provisions on Ships' Routeing</p> <p>The use of information from navigational equipment for maintaining a safe navigational watch</p> <p>Knowledge of blind pilotage techniques</p> <p>The use of reporting in accordance with the General Principles for Ship Reporting Systems and with VTS procedures</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience;</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The conduct, handover and relief of the watch conforms with accepted principles and procedures</p> <p>A proper look-out is maintained at all times and in such a way as to conform to accepted principles and procedures</p> <p>Lights, shapes and sound signals conform with the requirements contained in the International Regulations for Preventing Collisions at Sea, 1972, as amended, and are correctly recognized</p> <p>The frequency and extent of monitoring of traffic, the ship and the environment conform with accepted principles and procedures</p> <p>A proper record is maintained of the movements and activities relating to the navigation of the ship</p> <p>Responsibility for the safety of navigation is clearly defined at all times, including periods when the master is on the bridge and while under pilotage</p>
Maintain a safe navigational watch (continued)	<p><i>Bridge resource management</i></p> <p>Knowledge of bridge resource management principles, including:</p> <p>.1 allocation, assignment, and prioritization of resources</p> <p>.2 effective communication</p> <p>.3 assertiveness and leadership</p> <p>.4 obtaining and maintaining situational awareness</p> <p>.5 consideration of team experience</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved training</p> <p>.2 approved in-service experience</p> <p>.3 approved simulator training</p>	<p>Resources are allocated and assigned as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Questionable decisions and/or actions result in appropriate challenge and response</p> <p>Effective leadership behaviours are identified</p> <p>Team member(s) share</p>

			accurate understanding of current and predicted vessel state, navigation path, and external environment
<p>Use of radar and ARPA to maintain safety of navigation</p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p><i>Radar navigation</i></p> <p>Knowledge of the fundamentals of radar and automatic radar plotting aids (ARPA)</p> <p>Ability to operate and to interpret and analyse information obtained from radar, including the following:</p> <p>Performance, including:</p> <ul style="list-style-type: none"> <li>.1 factors affecting performance and accuracy</li> <li>.2 setting up and maintaining displays</li> <li>.3 detection of misrepresentation of information, false echoes, sea return, etc., racons and SARTs</li> </ul>	<p>Assessment of evidence obtained from approved radar simulator and ARPA simulator plus in-service experience</p>	<p>Information obtained from radar and ARPA is correctly interpreted and analysed, taking into account the limitations of the equipment and prevailing circumstances and conditions</p>
<p>Use of radar and ARPA to maintain safety of navigation</p> <p><i>(continued)</i></p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p>Use, including:</p> <ul style="list-style-type: none"> <li>.1 range and bearing; course and speed of other ships; time and distance of closest approach of crossing, meeting overtaking ships</li> <li>.2 identification of critical echoes; detecting course and speed changes of other ships; effect of changes in own ship's course or speed or both</li> <li>.3 application of the International Regulations for Preventing Collisions at Sea, 1972, as amended</li> <li>.4 plotting techniques and relative- and true-motion concepts</li> <li>.5 parallel indexing</li> </ul>		<p>Action taken to avoid a close encounter or collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Decisions to amend course and/or speed are both timely and in accordance with accepted navigation practice</p> <p>Adjustments made to the ship's course and speed maintain safety of navigation</p> <p>Communication is clear, concise and acknowledged at all times in a seamanlike manner</p> <p>Manoeuvring signals are made at the appropriate time and are in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p>

<p>Use of radar and ARPA to maintain safety of navigation (<i>continued</i>)</p> <p>Note: Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p>Principal types of ARPA, their display characteristics, performance standards and the dangers of over-reliance on ARPA</p> <p>Ability to operate and to interpret and analyse information obtained from ARPA, including:</p> <ul style="list-style-type: none"> <li>.1 system performance and accuracy, tracking capabilities and limitations, and processing delays</li> <li>.2 use of operational warnings and system tests</li> <li>.3 methods of target acquisition and their limitations</li> <li>.4 true and relative vectors, graphic representation of target information and danger areas</li> <li>.5 deriving and analysing information, critical echoes, exclusion areas and trial manoeuvres</li> </ul>		
<p>Use of ECDIS to maintain the safety of navigation</p> <p>Note: Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS</p> <p>These limitations shall be reflected in the endorsements issued to the seafarer concerned</p>	<p><i>Navigation using ECDIS</i></p> <p>Knowledge of the capability and limitations of ECDIS operations, including:</p> <ul style="list-style-type: none"> <li>.1 a thorough understanding of Electronic Navigational Chart (ENC) data, data accuracy, presentation rules, display options and other chart data formats</li> <li>.2 the dangers of over-reliance</li> <li>.3 familiarity with the functions of ECDIS required by performance standards in force</li> </ul> <p>Proficiency in operation, interpretation, and analysis of information obtained from ECDIS, including:</p> <ul style="list-style-type: none"> <li>.1 use of functions that are integrated with other navigation systems in various installations, including proper functioning and adjustment to desired settings</li> <li>.2 safe monitoring and adjustment of information,</li> </ul>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>.1 approved training ship experience</li> <li>.2 approved ECDIS simulator training</li> </ul>	<p>Monitors information on ECDIS in a manner that contributes to safe navigation</p> <p>Information obtained from ECDIS (including radar overlay and/or radar tracking functions, when fitted) is correctly interpreted and analysed, taking into account the limitations of the equipment, all connected sensors (including radar and AIS where interfaced), and prevailing circumstances and conditions</p> <p>Safety of navigation is maintained through adjustments made to the ship's course and speed through ECDIS-controlled track-keeping functions (when fitted)</p> <p>Communication is clear,</p>

	<p>including own position, sea area display, mode and orientation, chart data displayed, route monitoring, user-created information layers, contacts (when interfaced with AIS and/or radar tracking) and radar overlay functions (when interfaced)</p> <p>.3 confirmation of vessel position by alternative means</p> <p>.4 efficient use of settings to ensure conformance to operational procedures, including alarm parameters for anti-grounding, proximity to contacts and special areas, completeness of chart data and chart update status, and backup arrangements</p> <p>.5 adjustment of settings and values to suit the present conditions</p>		<p>concise and acknowledged at all times in a seamanlike manner</p>
Use of ECDIS to maintain the safety of navigation ( <i>continued</i> )	.6 situational awareness while using ECDIS including safe water and proximity of hazards, set and drift, chart data and scale selection, suitability of route, contact detection and management, and integrity of sensors		
Respond to emergencies	<p><i>Emergency procedures</i></p> <p>Precautions for the protection and safety of passengers in emergency situations</p> <p>Initial action to be taken following a collision or a grounding; initial damage assessment and control</p> <p>Appreciation of the procedures to be followed for rescuing persons from the sea, assisting a ship in distress, responding to emergencies which arise in port</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 practical training</p>	<p>The type and scale of the emergency is promptly identified</p> <p>Initial actions and, if appropriate, manoeuvring of the ship are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency</p>
Respond to a distress signal at sea	<p><i>Search and rescue</i></p> <p>Knowledge of the contents of</p>	Examination and assessment of evidence obtained	The distress or emergency signal is immediately recognized

	the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual	from practical instruction or approved simulator training, where appropriate	Contingency plans and instructions in standing orders are implemented and complied with
--	---	--	---

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use the IMO Standard Marine Communication Phrases and use English in written and oral form	<i>English language</i> Adequate knowledge of the English language to enable the officer to use charts and other nautical publications, to understand meteorological information and messages concerning ship's safety and operation, to communicate with other ships, coast stations and VTS centres and to perform the officer's duties also with a multilingual crew, including the ability to use and understand the IMO Standard Marine Communication Phrases (IMO SMCP)	Examination and assessment of evidence obtained from practical instruction	English language nautical publications and messages relevant to the safety of the ship are correctly interpreted or drafted  Communications are clear and understood
Transmit and receive information by visual signalling	<i>Visual signalling</i> Ability to use the International Code of Signals  Ability to transmit and receive, by Morse light, distress signal SOS as specified in Annex IV of the International Regulations for Preventing Collisions at Sea, 1972, as amended, and appendix 1 of the International Code of Signals, and visual signalling of single-letter signals as also specified in the International Code of Signals	Assessment of evidence obtained from practical instruction and/or simulation	Communications within the operator's area of responsibility are consistently successful
Manoeuvre the ship	<i>Ship manoeuvring and handling</i>	Examination and assessment of	Safe operating limits of ship propulsion, steering



	<p>Knowledge of:</p> <ul style="list-style-type: none"> <li>.1 the effects of deadweight, draught, trim, speed and under-keel clearance on turning circles and stopping distances</li> <li>.2 the effects of wind and current on ship handling</li> <li>.3 manoeuvres and procedures for the rescue of person overboard</li> <li>.4 squat, shallow-water and similar effects</li> <li>.5 proper procedures for anchoring and mooring</li> </ul>	<p>evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>.1 approved in-service experience</li> <li>.2 approved training ship experience</li> <li>.3 approved simulator training, where appropriate</li> <li>.4 approved training on a manned scale ship model, where appropriate</li> </ul>	<p>and power systems are not exceeded in normal manoeuvres</p> <p>Adjustments made to the ship's course and speed to maintain safety of navigation</p>
--	---	--	--

**Function: Cargo handling and stowage at the operational level**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes</p>	<p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of the effect of cargo, including heavy lifts, on the seaworthiness and stability of the ship</p> <p>Knowledge of safe handling, stowage and securing of cargoes, including dangerous, hazardous and harmful cargoes, and their effect on the safety of life and of the ship</p> <p>Ability to establish and maintain effective communications during loading and unloading</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>.1 approved in-service experience</li> <li>.2 approved training ship experience</li> <li>.3 approved simulator training, where appropriate</li> </ul>	<p>Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules/regulations, equipment operating instructions and shipboard stowage limitations</p> <p>The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice</p> <p>Communications are clear, understood and consistently successful</p>
<p>Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks</p>	<p>Knowledge * and ability to explain where to look for damage and defects most commonly encountered due to:</p> <ul style="list-style-type: none"> <li>.1 loading and unloading operations</li> </ul>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>.1 approved in-service</li> </ul>	<p>The inspections are carried out in accordance with laid-down procedures, and defects and damage are detected and properly reported</p> <p>Where no defects or</p>

	<p>.2 corrosion</p> <p>.3 severe weather conditions</p> <p>Ability to state which parts of the ship shall be inspected each time in order to cover all parts within a given period of time</p> <p>Identify those elements of the ship structure which are critical to the safety of the ship</p>	<p>experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>damage are detected, the evidence from testing and examination clearly indicates adequate competence in adhering to procedures and ability to distinguish between normal and defective or damaged parts of the ship</p>
<p>Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks</p> <p>(continued)</p>	<p>State the causes of corrosion in cargo spaces and ballast tanks and how corrosion can be identified and prevented</p> <p>Knowledge of procedures on how the inspections shall be carried out</p> <p>Ability to explain how to ensure reliable detection of defects and damages</p> <p>Understanding of the purpose of the "enhanced survey programme"</p>		
<p>* It should be understood that deck officers need not be qualified in the survey of ships.</p>			

**Function: Controlling the operation of the ship and care for persons on board at the operational level**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ensure compliance with pollution-prevention requirements</p>	<p><i>Prevention of pollution of the marine environment and anti-pollution procedures</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p> <p>Importance of proactive measures to protect the marine environment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved training</p>	<p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed</p> <p>Actions to ensure that a positive environmental reputation is maintained</p>

Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p>Understanding of the fundamentals of watertight integrity</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>.1 approved in-service experience</li> <li>.2 approved training ship experience</li> <li>.3 approved simulator training, where appropriate</li> <li>.4 approved laboratory equipment training</li> </ul>	<p>The stability conditions comply with the IMO intact stability criteria under all conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice</p>
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Knowledge of action to be taken in the event of fire, including fires involving oil systems</p>	<p>Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3</p>	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority and the levels and time-scales of making reports and informing personnel on board are relevant to the nature of the emergency and reflect the urgency of the problem</p>
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>	<p>Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4</p>	<p>Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards</p>
Apply medical	<i>Medical aid</i>	Assessment of	The identification of

first aid on board ship	Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship	evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment	Assessment of evidence obtained from examination or approved training	Legislative requirements relating to safety of life at sea, security and protection of the marine environment are correctly identified
Application of leadership and teamworking skills	<p>Working knowledge of shipboard personnel management and training</p> <p>A knowledge of related international maritime conventions and recommendations, and national legislation</p> <p>Ability to apply task and workload management, including:</p> <ul style="list-style-type: none"> <li>.1 planning and co-ordination</li> <li>.2 personnel assignment</li> <li>.3 time and resource constraints</li> <li>.4 prioritization</li> </ul> <p>Knowledge and ability to apply effective resource management:</p> <ul style="list-style-type: none"> <li>.1 allocation, assignment, and prioritization of resources</li> <li>.2 effective communication onboard and ashore</li> <li>.3 decisions reflect consideration of team experiences</li> <li>.4 assertiveness and leadership, including motivation</li> <li>.5 obtaining and maintaining situational awareness</li> </ul>	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>.1 approved training</li> <li>.2 approved in-service experience</li> <li>.3 practical demonstration</li> </ul>	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements</p> <p>Operations are demonstrated to be in accordance with applicable rules</p> <p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p> <p>Necessary team member(s) share accurate understanding of current and predicted vessel status and operational status and external environment</p> <p>Decisions are most</p>

			effective for the situation
Application of leadership and teamworking skills (continued)	<p>Knowledge and ability to apply decision-making techniques:</p> <p>.1 situation and risk assessment</p> <p>.2 identify and consider generated options</p> <p>.3 selecting course of action</p> <p>.4 evaluation of outcome effectiveness</p>		
Contribute to the safety of personnel and ship	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p> <p>Knowledge of personal safety and social responsibilities</p>	<p>Assessment of evidence obtained from approved training and experience as set out in section A-VI/1, paragraph 2</p>	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Procedures designed to safeguard the environment are observed at all times</p> <p>Initial and follow-up action on becoming aware of an emergency conforms with established emergency response procedures</p>

## IMO-Vega Guide

The STCW Code comprises two parts:

Part A - Mandatory standards regarding provisions of the Annex to the 1978 STCW Convention, as amended, and

Part B - Recommended guidance regarding provisions of the 1978 STCW Convention, as amended.

Each section of the STCW Code refers to each regulation annexed to the Convention.

## IMO-Vega Note

The 2010 amendments to the STCW Code, as adopted by Resolution 2 to the Final Act of the Manila Conference, will enter into force 2012-01-01. See corresponding section applicable to 2012-01-01.

\* \* \*

The STCW Code Part A is made mandatory in the STCW Convention Reg. I/1 paragraph 2.