



IMO

E

SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
33rd session
Agenda item 5

STW 33/5/5
16 November 2001
Original: ENGLISH

FOLLOW-UP ACTION TO THE 1995 STCW CONFERENCE

**Submitted by Australia, Singapore, Oil Companies International Marine Forum (OCIMF),
International Federation of Shipmaster's Associations (IFSMA), Society of International
Gas Tanker and Terminal Operators (SIGTTO)**

SUMMARY

Executive summary: An apparent anomaly exists within the STCW95 Code, which at the Master's discretion permits a vessel to be at anchor in an open roadstead or other virtually at sea condition without a navigational watch being kept. The Sub-committee is invited to consider clarification of the issue and possible amendments of the Code to redress this.

Action to be taken: Paragraph 6

Related documents: None

1 Notwithstanding the guidance given within the STCW Convention and Code regarding watchkeeping on board ships at anchor, incidences of collision and grounding directly attributable to failure to keep a continuous navigational watch continue to be reported. These include collisions between ships underway and ships at anchor with no navigational watchkeeper to warn the Master and crew.

2 Within the amended annex to the 1978 STCW Convention, Regulation VIII/2 paragraph 2.4, requires that "an appropriate and effective watch or watches are maintained for the purpose of safety at all times, while the ship is at anchor or moored.....". This is supplemented by the STCW Code, Section A/VIII/2, part 3-1, paragraph 51, where more detailed duties and requirements are laid down - the second sentence noting: "While at anchor, the officer in charge of the navigational watch shall:....", and a series of ten duties is then specified.

3 However, in practice, many vessels use the first sentence in this paragraph 51 - "If the Master considers it necessary, a continuous navigational watch shall be maintained at anchor" - as a means for Masters to permit the officer of the watch to leave the navigational bridge and ignore the specified duties, even in an open roadstead or other virtually at sea condition. On a positive note, many ship operators and Masters have continued the best traditional practices of keeping a continuous navigational watch at anchor and incorporate such requirements into Standing Orders and the relevant sections of their ISM Manuals.

4 It is our belief that any ambiguity should be removed from the Code and the safest practices should be encouraged. A proposed amendment to the Convention is contained in the annex to this document.

5 Such an amendment is designed to apply to: "Part 3 - Watchkeeping at Sea" and not to interfere with normal operations such as ship to ship transfers carried out at anchor within port limits. "Part 4 - Watchkeeping in Port" adequately addresses "any ship safely moored or safely at anchor under normal circumstances in port ...".

Action requested of the Sub-Committee

6 The Sub-Committee is invited to consider the proposed amendment and take action as appropriate.

ANNEX

In the chapeau to paragraph 51 of Section A/VIII/2, part 3-1, delete the words:

"If the master considers it necessary"

The revised chapeau to read:

"A continuous navigational watch shall be maintained at anchor. While at anchor, the officer in charge of a navigational watch shall:...." .
