

SHIPPING NOTICE 05/2011 (Rev 10)

THE STCW CONVENTION AND THE ISSUE OF ENDORSEMENTS ATTESTING TO THE RECOGNITION OF A CERTIFICATE OF COMPETENCY

**To: OWNERS, MANAGERS, CHARTERERS, CREWING AGENCIES AND MASTERS OF
CAYMAN ISLANDS SHIPS (INCLUDING YACHTS).**

1. BACKGROUND

- 1.1 In accordance with the International Convention on Standards of Training, Certification and Watchkeeping, 1978¹ (“STCW” or “STCW Convention”), officers onboard a Cayman Islands ship are required to hold a Certificate of Competency (CoC) issued in accordance with STCW from a country whose standards of competency and training are considered to be equivalent to those of the United Kingdom.
- 1.2 In accordance with regulation I/10 of STCW, holders of such a CoC also require an endorsement from the Cayman Islands Shipping Registry attesting to the acceptance of their CoC.
- 1.3 This Shipping Notice –
 - gives the list of countries whose Certificates of Competency are considered acceptable for service as an officer on a Cayman Islands ship;
 - gives details of countries whose Seafarer Medical Certificates are considered suitable for a seafarer serving on a Cayman Islands ship;
 - specifies the required testing and standards for eyesight (including colour vision) for seafarers;
 - outlines certain requirements for competence in the English language
 - details measures to be adopted to prevent drug or alcohol abuse;
 - makes recommendations for the manning levels of pleasure vessels;
 - outlines how certain seafarers can demonstrate adequate knowledge of Cayman Islands laws and administrative procedures; and
 - highlights requirements in the STCW Convention in relation to the responsibilities of companies, the IGF Code and the Polar Code.

¹ As may be amended, from time to time.

- 1.4 This Shipping Notice primarily applies to ships subject to the STCW and the Maritime Labour Convention, 2006 (MLC) however Section 6 contains guidance to the masters of pleasure vessels on safe manning.

2. LIST OF COUNTRIES

- 2.1 Certificates of Competency issued by the following countries are considered acceptable for service as an officer on a Cayman Islands ship.

| Certificates issuing Administration | Notes / Limitations |
|--|---|
| Argentina | - |
| Australia | Certificates issued from the Australian Maritime Safety Authority (AMSA) only. State issued certificates are not accepted. Evidence of English is not required. |
| Azerbaijan | - |
| Belgium | - |
| Brazil | - |
| Bulgaria | - |
| Canada | Evidence of English is not required. |
| China | - |
| Croatia | Engineers on steam ships should submit evidence of sea service. |
| Cyprus | - |
| Cuba | - |
| Czech Republic | - |
| Denmark | - |
| Estonia | - |
| Faroe Islands | - |
| Finland | - |
| France | - |
| Germany | - |
| Greece | - |
| Hong Kong | Evidence of English is not required. |
| Hungary | Motorships Only. |
| Iceland | - |
| India | Evidence of English is not required. |
| Indonesia | Motorships Only |
| Iran | Evidence of English is not required. |
| Ireland | Evidence of English is not required. |

| Certificates issuing Administration | Notes / Limitations |
|--|--|
| Italy | - |
| Jamaica | Evidence of English is not required. |
| Korea, Republic of | - |
| Latvia | - |
| Lithuania | - |
| Malaysia | Evidence of English is not required. |
| Malta | Evidence of English is not required. |
| Marshall Islands | "Master (Yachts) – Unlimited Tonnage" ² only. |
| Mexico | - |
| Montenegro | - |
| Myanmar | Evidence of English is not required. |
| Netherlands | - |
| New Zealand | Evidence of English is not required. |
| Norway | - |
| Pakistan | Evidence of English is not required. |
| Philippines | - |
| Poland | For a dangerous cargo endorsement, please submit the Polish tanker permission page of the CoC. |
| Portugal | - |
| Romania | Engineers on steam ships should submit evidence of sea service. |
| Russia | - |
| Serbia | - |
| Singapore | Evidence of English is not required. |
| Slovenia | - |
| South Africa | Evidence of English is not required. Engineers on steam ships should submit evidence of sea service. |
| Spain | - |
| Sri Lanka | Evidence of English is not required. |
| Sweden | - |
| Turkey | - |
| Ukraine | - |
| Uruguay | - |
| United Kingdom | Evidence of English not required. |
| USA | Evidence of English not required. |

² See <https://www.register-iri.com/wp-content/uploads/SICD-24.pdf>

| Certificates issuing Administration | Notes / Limitations |
|--|----------------------------|
| Vietnam | - |

- 2.2 When a country has employed the “*Principles governing near-coastal voyages*” (STCW I/3) when issuing a Certificate of Competency, any Cayman Islands endorsement issued in recognition of such a certificate will be valid only for those same near-coastal voyages as the underlying Certificate of Competency.
- 2.3 This list of countries will be updated from time to time and changes will be circulated by the reissue of this Shipping Notice.

3. CERTIFICATES OF MEDICAL FITNESS

- 3.1 In accordance with the Merchant Shipping (Maritime Labour Convention)(Medical Certification) Regulations, 2014, all seafarers serving on Cayman Islands ships are required to hold a valid medical certificate.
- 3.2 Medical certificates issued by, or on behalf of, a country listed on the “STCW Whitelist” (the latest revision of IMO Circular MSC.1/Circ. 1163 refers) or a country which has ratified the Maritime Labour Convention, 2006 are accepted for service on Cayman Islands ships. Such certificates should be issued in accordance Regulation I/9 of the STCW Convention.
- 3.3 Accepted countries may be updated from time to time by the reissue of this Shipping Notice.
- 3.4 Medical certificates should clearly state that they are issued by, or on behalf of, the Governments of the above countries. It is insufficient to hold a certificate issued by a doctor residing in the above countries if the certificate is not issued, by or on behalf of, the Government of that country.
- 3.5 Medical certificates should state that the seafarer meets the minimum in-service eyesight standards for seafarers contained in Table A-I/9 of the STCW Code, noting that colour vision assessment only needs to be conducted every six years.

4. PROFICIENCY IN ENGLISH LANGUAGE

- 4.1 It is a requirement that the officers on board a Cayman Islands ship, both at operational and management level, and irrespective of the common language of the ship, have an appropriate level of proficiency in the English language, commensurate with the functions the officer is permitted to perform.
- 4.2 Officers do not need to demonstrate proficiency in the English language if their CoC was issued by countries where “*Evidence of English is not required*” is indicated in the “Notes” section of the table in Section 2, above.

5 MEASURES TO PREVENT DRUG OR ALCOHOL ABUSE AND THE PREVENTION OF FATIGUE

- 5.1 Ships subject to the STCW Convention should implement measures for preventing the abuse of drugs and alcohol. These measures should ensure that no seafarer with a blood alcohol level greater than 0.05% (BAC) or 0.25mg/l alcohol in the breath is to perform any designated safety, security or marine environmental duties.
- 5.2 In addition to the limitations on working hours contained in both STCW and MLC³, seafarers are reminded of their duty to use their non work hours so that they are properly rested prior to commencing their next period of duty. Watchkeepers' attention is drawn to STCW A-VIII/19 to 23 and 56 to 58 regarding taking over a watch.

6 MANNING OF PLEASURE VESSELS

- 6.1 The master of every ship is responsible for the safety of the ship and those on board. This includes ensuring that manning of the ship is sufficient to safely execute any intended voyage.
- 6.2 Where there are no prescriptive manning requirements for a pleasure vessel, it is strongly recommended that the master ensures that the pleasure vessel is manned at the level that would be required for a similar vessel in commercial service.

7 KNOWLEDGE OF MARITIME LEGISLATION

- 7.1 Officers serving at the "management level" (masters, chief officers, chief engineers and second engineers) are required to have an appropriate knowledge of the maritime legislation of the Administration, relevant to the functions they are permitted to perform.
- 7.2 For officers on Cayman Islands ships this requirement is met by the officer demonstrating knowledge of Cayman Islands Laws and Administrative Procedures (LAP) which is available from www.cishipping.com.

8. APPLYING FOR AN ENDORSEMENT ATTESTING TO THE RECOGNITION OF A COC

- 8.1 To apply for an endorsement attesting the recognition of a CoC, please visit <https://www.cishipping.com/services/seafarers>.
- 8.2 Completed applications and supporting documents should be submitted electronically to caymanregistry@cishipping.com, but may also be sent to our offices in George Town (Cayman Islands), Southampton (UK), Fort Lauderdale (USA) or France.

³ Please see Shipping Notice 05/2014 "Requirements and Guidance for recording Hour of Work and Rest on Cayman Islands Flagged Vessels".

- 8.3 When applying for endorsements, candidates should ensure that applications are complete in all respects and that copies of all required supporting documentation is included with the application.
- 8.4 Applicants should be aware that incomplete applications or missing supporting information can lead to lengthy delays in processing the application.

9. THE POLAR AND IGF CODES

- 9.1 Since the “Manilla Amendments” to the STCW Convention entered into force, IMO has adopted the Polar Code and the Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code). Both of these Codes require certain seafarers to hold Certificates of Proficiency when serving on –
- ships subject to the IGF Code (STCW V/3), and
 - ships operating in polar waters (STCW V/4).
- 9.2 Certificates of Proficiency issued under STCW V/3 or V/4 **do not require** recognition by the issue of an endorsement for service on a Cayman Islands ship.

10. ON BOARD FAMILIARISATION TRAINING

- 10.1 Before being assigned shipboard duties, all seafarers are required to have received familiarization training in accordance with Section A-VI/1 of the STCW Code.

11. RESPONSIBILITIES OF COMPANIES

- 11.1 As well as placing responsibilities on masters and other seafarers, the STCW Convention also places responsibilities on the owners / managers of ships subject to STCW. The obligations are outlined in STCW I/14 and are reflected in Cayman Islands legislation.
- 11.2 In summary, these obligations relate to –
- ensuring seafarers assigned to any of its ships are appropriately qualified in accordance with the STCW Convention;
 - ensuring its ships are manned in accordance with the applicable minimum safe manning document;
 - seafarers receiving the appropriate refresher and updating training;
 - full, readily available, records of seafarers being maintained (see STCW I/14.4 for details of the information to be recorded);
 - ensuring seafarers are properly familiarised when assigned to its ships;
 - ensuring effective coordination of the ship’s complement in emergency situations and when performing safety, security and pollution prevention duties; and
 - ensuring that there is an effective means of oral communication on board.

12 WATCHKEEPING ARRANGEMENTS

12.1 In addition to the measure to prevent fatigue in Section 5 (above) masters are required to ensure that the principles of keeping a safe watch outlined in STCW A-VIII are implemented on board.

12.2 Such measures include –

- The principles contained in STCW A-VIII/2 Part 4-1 in relation to a navigation watch;
- The principles contained in STCW A-VIII/2 Part 4-2 in relation to an engineering watch;
- The principles contained in STCW A-VIII/2 Part 4-3 in relation to a radio watch; and
- The principles contained in STCW A-VIII/2 Part 5 in relation to watchkeeping in port.