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GMDSS Manual- 2015

Guidance on GMDSS Distress Alerts-International Maritime Organization 2013-06-01 This useful A4 portrait card provides guidance on distress alerts. A tough plastic lamination (you can write the ship's name, call sign and MMSI on it with any pen) and strips of double-sided adhesive tape on the back make the card ideal for display on the ships's bridges and other suitable locations

Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)-International Maritime Organization 2008 The Maritime Safety Committee adopted, by resolution MSC.266(84), the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code), which had been developed following a revision of the code adopted in 1983. Both amended requirements of the SOLAS Convention and experience gained were taken into account during the development of the new code. Particular attention was paid to the matter of trainees on training ships which lead to a comprehensive revision of the term "special personnel".--Publisher's description.

IMO Member State Audit Scheme (IMSAS) 2015-International Maritime Organization 2015-06-15 This publication contains all relevant resolutions adopted by the International Maritime Organization (IMO) in the process of the institutionalization of the IMO Member State Audit Scheme (IMSAS), as well as other documents developed to support its effective implementation. It includes: (i) Framework and Procedures for IMSAS; (ii) IMO Instruments Implementation Code (III Code); (iii) 2013 non-exhaustive list of obligations under instruments relevant to the III Code; (iv) Amendments to conventions making the use of the III Code mandatory in audits of Member States; (v) Other resolutions; (iv) Auditor's Manual for IMSAS.

Ships' Routeing-International Maritime Organization 1991

International Code on Intact Stability, 2008-International Maritime Organization 2009 The International Code on Intact Stability 2008 (2008 IS Code), presents mandatory and recommendatory stability criteria and other measures for ensuring the safe operation of ships, to minimize the risk to such ships, to the personnel on board and to the environment. The 2008 IS Code took effect on 1 July 2010. The 2008 IS Code features:a full update of the previous IS Code; criteria based on the best state-of-the-art concepts available at the time they were developed, taking into account sound design and engineering principles and experience gained from operating ships; influences on intact stability such as the dead ship condition, wind on ships with large windage area, rolling characteristics and severe seas. This publication also presents Explanatory Notes to the 2008 IS Code, intended to provide administrations and the shipping industry with specific guidance to assist in the uniform interpretation and application of the intact stability requirements of the 2008 IS Code.

IGF Code-International Maritime Organization 2016-11-23 IGF = International code for ships fuelled by gases or other low-flashpoint fuels

Field Monitoring Disposal-INTERNATIONAL MARITIME ORGANIZATION. 2016-12-14 The objective of this publication is to provide practical information about using low cost and low technology tools that are useful for monitoring of possible environmental impacts associated with disposal at sea of either dredged material or inert, inorganic geological materials. The primary audiences for this guidance are countries that are in the early stages of developing waste assessment and monitoring actions in concert with permit programmes for disposal of wastes and other matter at sea.

Security Awareness Training for All Seafarers-International Maritime Organization 2012 This model course is intended to provide the knowledge required to enable personnel without designated security duties in connection with a Ship Security Plan (SSP) to enhance ship security in accordance with the requirements of chapter XI-2 of SOLAS 74 as amended, the ISPS Code, and section A-VI/6-1 of the STCW Code, as amended. Those who successfully complete this course should achieve the required standard of competence enabling them to contribute to the enhancement of maritime security through heightened awareness and the ability to recognize security threats and to respond appropriately.

Guidelines for Ships Operating in Polar Waters-International Maritime Organization 2010 Ships operating in the Arctic and Antarctic environments are exposed to a number of unique risks. Poor weather conditions and the relative lack of good charts, communication systems and other navigational aids pose challenges for mariners. The remoteness of the areas makes rescue or clean-up operations difficult and costly. Cold temperatures may reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suctions. When ice is present, it can impose additional loads on the hull, propulsion system and appendages. The Guidelines for ships operating in polar waters aim at mitigating the additional risk imposed on shipping in the harsh environmental and climatic conditions that exist in polar waters. This publication should be of interest to maritime administrations, ship manufacturers, shipping companies, cruise and tour operators, education institutes and others concerned with the safe operation of ships in polar waters.

Sar On-scene Coordinator (Iamsar Manual, Volume III).-International Maritime Organization 2014 This model course aims to provide knowledge to those who may be designated to perform the duties and responsibilities of a Search and Rescue On-Scene Coordinator (OSC) for a search and rescue incident, as defined in the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR), Volume III. By doing so, the purpose of this model course is to assist States in meeting their own SAR obligations they accepted under the International Convention on Maritime Search and Rescue, 1979 and the International Convention for the Safety of Life at Sea (SOLAS), 1974.

Electro-Technical Rating-Organización Marítima Internacional 2019-09-02 The aim of this model course is to meet the mandatory minimum standards of competence for seafarers as electro-technical ratings, in the following functions: electrical, electronic and control engineering; maintenance and repair; and controlling the operation of

the ship and care for persons on board, at the support level specified in table A- III/7 of the STCW Code

BLU Code-International Maritime Organization 2011 BLU Code including BLU Manual contains the Code of Practice for the Safe Loading and Unloading of Bulk Carriers, incorporating all amendments up to and including 2010, and the Manual on loading and unloading of solid bulk cargoes for terminal representatives, incorporating all amendments up to and including 2010. Also presented is Additional considerations for the safe loading of bulk carriers (MSC.1/Circ.1357).

IGC Code-International Labour Office 2016-06-24 The purpose of this Code is to provide an international standard for the safe carriage, by sea in bulk, of liquefied gases and certain other substances that are listed in chapter 19. Through consideration of the products carried, it prescribes the design and construction standards of the ships involved and the equipment they should carry to minimize the risk to the ship, its crew and the environment.

GMDSS Manual-International Maritime Organization 2009 The GMDSS Manual provides, In a single comprehensive publication, An explanation of the principles upon which the GMDSS is based, The radiocommunication requirements and recommendations for its implementation, The operational performance standards and technical specifications to be met by GMDSS equipment, And The procedures for and method of operation of the various radio services which form the GMDSS And The Master Plan For The GMDSS.

Life-saving Appliances-International Maritime Organization 2010 This publication contains the three most important IMO instruments dealing with life-saving appliances, namely the International Life-Saving Appliance (LSA) Code, the Revised Recommendation on Testing of Life-Saving Appliances and the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances. The International Life-Saving Appliance (LSA) Code was adopted by IMO's Maritime Safety Committee (MSC) at its 66th session (June 1996) by resolution MSC.48(66). It provides international requirements for the life-saving appliances required by chapter III of the 1974 SOLAS Convention, including personal life-saving appliances, such as lifebuoys, lifejackets, immersion suits, anti-exposure suits and thermal protective aids; visual aids, such as parachute flares, hand flares and buoyant smoke signals; survival craft, such as life rafts and lifeboats; rescue boats; launching and embarkation appliances and marine evacuation systems line throwing appliances; and general alarm and public address systems. The Code entered into force on 1 July 1998 and has been amended in accordance with SOLAS Article VIII as follows: 1: by the May 2006 amendments, which were adopted by resolution MSC.207(81) and entered into force on 1 July 2010; 2: by the December 2006 amendments, which were adopted by resolution MSC.218(82) and entered into force on 1 July 2008; and 3: by the 2008 amendments, which were adopted by resolution MSC.272(85) and entered into force on 1 July 2010. The consolidated text of the LSA Code in the present publication incorporates the above three sets of amendments, including the two sets entering into force on 1 July 2010, since they were deemed to have been accepted in accordance with the SOLAS amendment procedures on 1 January 2010, and therefore automatically entered into force on 1 July 2010.

Electro-Technical Officer-International Maritime Organization 2014-02-17 This model course aims to meet the mandatory minimum requirements for knowledge, understanding and proficiency in Table A-III/6 of STCW Code for the function Electrical, Electronic and Control Engineering at the Operational Level, for the function Maintenance and Repair at the Operational Level and the background knowledge to support Controlling the Operation of the Ship and Care for Persons on Board at the Operational Level.

International Safety Management Code-International Maritime Organization 2002

MARPOL-International Maritime Organization 2006 The International Convention for the Prevention of Pollution From Ships 1973 and the Protocol of 1978 (known as MARPOL 73/78) entered into force in October 1983. Its objective is to preserve the marine environment by setting out regulations aimed at preventing and minimising pollution from ships, both accidental and through routine operations, including oil, chemicals, sewage and waste. This publication contains the 2006 consolidated edition of the treaty, including articles, protocols and annexes, and it supersedes the 2002 consolidated edition (ISBN 9280151258).

Operational Use of Electronic Chart Display and Information Systems (ECDIS)-International Maritime Organization 2012 This model course is intended to provide the knowledge, skill and understanding of ECDIS and electronic charts to the thorough extent needed to safely navigate vessels whose primary means of navigation is ECDIS. The course emphasizes both the application and learning of ECDIS in a variety of underway contexts. The course is designed to meet the STCW requirements in the use of ECDIS, as revised by the 2010 Manila Amendments. It should be understood that this is a generic course which requires a structured and complementary on-board ship specific ECDIS familiarization for each shipboard ECDIS system on which the navigating officer serves. Those who successfully complete the course should be able to demonstrate sufficient knowledge to undertake the duties assigned under the SSP.

Passenger Ship Crowd Management Training-INTERNATIONAL MARITIME ORGANIZATION. 2018-12-21 The model course is designed to provide trainees with knowledge and skills in managing crowds. This covers the mandatory competences and the required knowledge, understanding and proficiencies specified in paragraph 3 of section A-V/2 and table A-V/2-1 of the STCW Code. On completion the trainee should be able to demonstrate the ability to contribute to the implementation of shipboard emergency plans and procedures to muster and evacuate passengers as well as assisting passengers en route to muster and embarkation stations

FSS Code-International Maritime Organization 2016-01-11 This publication presents engineering specifications for fire safety equipment and systems required by SOLAS chapter II-2 concerning: (i) international shore connections; (ii) personnel protection; (iii) fire extinguishers; (iv) fixed gas fire-extinguishing systems; (v) fixed foam fire-extinguishing systems; (vi) fixed pressure water-spraying and water-mist fire-extinguishing systems; (vii) automatic sprinkler, fire detection and fire alarm systems; (viii) fixed fire detection and fire alarm systems; (ix) sample extraction smoke detection systems; (x) low-location lighting systems; (xi) fixed emergency fire pumps; (xii) arrangement of means of escape; (xiii) fixed deck foam systems; (xiv) inert gas systems; (xv) fixed hydrocarbon gas detection systems. This edition also includes IMO resolutions and circulars relevant to the Code.

Guidelines for the Development of Shipboard Marine Pollution Emergency Plans-International Maritime Organization 2010

International Code for the Safe Carriage of Grain in Bulk (international Grain Code).-International Maritime Organization 1991

Passenger Ship Crisis Management and Human Behaviour Training- 2018

Casualty Investigation Code-International Maritime Organization 2008 The MSC adopted a new Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code). Relevant amendments to SOLAS Chapter XI 1 were also adopted, to make parts I and II of the Code mandatory. Part III of the Code contains related guidance and explanatory material. The Code will require a marine safety investigation to be conducted into every marine casualty involving the total loss of the ship or a death or severe damage to the environment. The Code will also recommend an investigation into other marine casualties and incidents, by the flag state of a ship involved, if it is considered likely that it would provide information that could be used to prevent future accidents. The new regulations expand on SOLAS Regulation I/21, which requires administrations to conduct an investigation of any casualty occurring to any of its ships when it judges that such an investigation may assist in determining what changes in the present regulations

might be desirable.

Ratings As Able Seafarer Engine in a Manned Engine-Room Or Designated to Perform Duties in a Periodically Unmanned Engine-room-INTERNATIONAL MARITIME ORGANIZATION. 2019-11-04 This model course aims to meet the mandatory minimum requirements for the knowledge, understanding and proficiency in table A III/5 of the STCW Code. The course comprises four functions at the support level: Marine engineering; Electrical, electronic and controlengineering; Maintenance and repair; and Controlling the operation of the ship and care for persons on board. On successful completion of the training and assessment trainees should be competent to carry out safely the duties of ratings as able seafarer engine (AB engine). Ratings as able seafarer engine in manned engine-room or designated to perform duties in a periodically unmanned engine room

IMSBC Code-INTERNATIONAL MARITIME ORGANIZATION. 2019-10-30 The IMSBC Code, adopted on 4 December 2008 by resolution MSC.268(85), entered into force on 1 January 2011, from which date it was made mandatory under the provisions of the SOLAS Convention. The present edition incorporates amendment 05-19, which may be applied from 1 January 2020 on a voluntary basis, anticipating its envisaged official entry into force on 1 January 2021. This publication also presents additional information that supplements the IMSBC Code, such as the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code, including BLU Manual) and Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds. The International Maritime Solid Bulk Cargoes Code and supplement is commended to Administrations, shipowners, shippers and masters and all others concerned with the standards to be applied in the safe stowage and shipment of solid bulk cargoes, excluding grain.

Mission co-ordination-International Maritime Organization 2008 The Mission Co-ordination volume assists personnel who plan and co- ordinate SAR operations and exercises. This Manual is published jointly by the International Civil Aviation Organization and the International Maritime Organization.

Guide to Maritime Security and the ISPS Code-International Maritime Organization 2012 This user guide has been developed to consolidate existing IMO maritime security-related material into a companion guide to SOLAS chapter XI-2 and the ISPS Code so as to assist States in promoting maritime security through development of the requisite legal framework, associated administrative practices, procedures and the necessary material, technical and human resources. The intention is to assist SOLAS Contracting Governments in the implementation, verification, compliance with, and enforcement of, the provisions of SOLAS chapter XI-2 and the ISPS Code.

Crude Oil Washing Systems-International Maritime Organization 2000

IAMSAR Manual-International Maritime Organization 2019 Contained in a handy waterproof wallet, the IAMSAR Volume III Action Cards can be removed individually for ease of reference in case of an emergency at sea. They cover: (1) Basic communications plan structure; (2) On-scene coordination; (3) Recovery of people in the water; (4) Man overboard (MOB); (5) MEDEVAC by helicopter; (6) MEDICO-MEDEVAC Medical assistance or evacuation. These cards assist personnel who plan and coordinate SAR operations and exercises and can also serve as useful aids for training purposes.

International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk-International Maritime Organization 1993 The purpose of the IGC Code is to provide an international standard for the safe carriage by sea of liquefied gases (and other substances listed in the Code) in bulk. To minimize risks to the ships, their crews and the environment, prescribes the design and constructional standards of such ships and the equipment they should carry. The 1993 edition incorporates amendments adopted in 1992 by resolution MSC.30(61).

International Medical Guide for Ships. Third Edition-World Health Organization 2007 This publication shows designated first-aid providers how to diagnose, treat, and prevent the health problems of seafarers on board ship. This edition contains fully updated recommendations aimed to promote and protect the health of seafarers, and is consistent with the latest revisions of both the WHO Model List of Essential Medicines and the International Health Regulations.--Publisher's description.

Security Training for Seafarers with Designated Security Duties-International Maritime Organization 2012 This model course is intended to provide the knowledge required for seafarers with designated security duties in connection with a Ship Security Plan (SSP) to perform their duties in accordance with the requirements of chapter XI-2 of SOLAS 74 as amended, the ISPS Code, and section A-VI/6 of the STCW Code, as amended. Those who successfully complete the course should be able to demonstrate sufficient knowledge to undertake the duties assigned under the SSP.

The London Protocol-International Maritime Organization 2014 In 1996, the London Protocol was agreed to further modernise, and eventually replace, the 'Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972', one of the first global conventions to protect the marine environment from human activities which has been in force since 1975. The Convention's objective is to promote the effective control of all sources of marine pollution and to take all practicable steps to prevent pollution of the sea by dumping of wastes and other matter. Under the Protocol all dumping is prohibited, except for possibly acceptable wastes on the so-called 'reverse list'. The Protocol entered into force on 24 March 2006. This manual provides useful, practical information to Governments, particularly those of developing countries, on the technical, economic and legal implications of ratifying, implementing and enforcing the London Protocol.

IMSBC Code-International Maritime Organization 2009 The primary aim of the International Maritime Solid Bulk Cargoes (IMSBC) Code, which replaces the Code of Safe Practice for Solid Bulk Cargoes (BC Code), is to facilitate the safe stowage and shipment of solid bulk cargoes by providing information on the dangers associated with the shipment of certain types of solid bulk cargoes and instructions on the procedures to be adopted when the shipment of solid bulk cargoes is contemplated. The IMSBC Code, may be applied from 1 January 2009 on a voluntary basis, anticipating its envisaged official entry into force on 1 January 2011, from which date it will be mandatory under the provision of the SOLAS Convention. To keep pace with the expansion and progress of industry, in recent years, the Code has undergone many changes, including: Fully updated individual schedules for solid bulk cargoes; New individual schedules for such cargoes as spent cathodes and granulated tyre rubber; New provisions about sulphur; References to the most recent SOLAS amendments Updated information from the 2008 edition of the IMDG Code. This publication presents additional information that complements the IMSBC Code, such as the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code) and Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds. The IMSBC Code and supplement is recommended to Administrations, shipowners, shippers and masters and all others concerned with the standards to be applied in the safe stowage and shipment of solid bulk cargoes, excluding grain.

Emergency response guidance for aircraft incidents involving dangerous goods-International Civil Aviation Organization 2006-12-18 This document provides guidance to States and operators for developing procedures and policies for dealing with dangerous goods incidents on board aircraft. It contains general information on the factors that may need to be considered when dealing with any dangerous goods incident and provides specific emergency response drill codes for each item listed in the Technical Instructions for the Safe Transport of Dangerous Goods by Air

Train the Simulator Trainer and Assessor-International Maritime Organization 2012-07-01 The course includes technical aspects of teaching that have a direct relation with the maritime simulator world. Without delving into the details at this stage, it is however emphasized that the simulator pedagogy, as well as psychology

of learning forms an important element of the course. The topics that have been covered in this modular course have been chosen in such a way as to provide a valuable introduction for those who have little experience in teaching and also as a very useful refresher for experienced instructors. In addition, those whose teaching experience has been limited to lecturing will gain considerable exposure, as they will explore the world of maritime simulation along with a variety of teaching techniques. The course deals with the relevance of simulator in maritime training and the simulator pedagogy associated with the use of training on a maritime simulator. The basic aspects of the learning process, purpose of training, setting of training objectives and basic principles of course design and the psychology of learning has also been touched upon, however it does not form the main thrust of the course. It is assumed that course participants would have received formal training in these aspects prior to completing this programme. The course has a large practical component in which the participants implement the theoretical guidelines by planning, creating, executing and evaluating their own simulation exercises. The experimental nature of the course being conducted largely using simulators provides the participants the opportunity to hone the necessary skills required to be an effective simulator instructor.

OSV Chemical Code-International Maritime Organization 2018-09-03 This present Code has been developed for the design, construction and operation of offshore support vessels (OSVs) which transport hazardous and noxious liquid substances in bulk for the servicing and resupplying of offshore platforms, mobile offshore drilling units and other offshore installations, including those employed in the search for and recovery of hydrocarbons from the seabed. The basic philosophy of the present Code is to apply standards contained in the Code and the International Code or the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and in the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) to the extent that is practicable and reasonable taking into account the unique design features and service characteristics of OSVs.