

**SUOMEN LAIVANPÄÄLLYSTÖLIITTO-  
FINLANDS SKEPPSBEFÄLSFÖRBUND r.y.**

SUOMEN MERENKULKU - FINLANDS SJÖFART

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Helsinki, 25 pñä huhtikuuta 1972

Suomen Merimies-Unioni r.y.

Suomen Konepäällystöliitto

Suomen Radiosähkötäjäliitto r.y.

Asia : IMCO - Sub-Committee on Standards of Training and  
Watchkeeping.

Koska tulen Imcon alakomiteassa 8.-12.5.1972 olemaan ainoa merenkulkija-adustaja Suomesta pyydän MYTE:n jäsenjärjestöjä kirjallisesti ilmoittamaan kantansa lyhyesti seuraavissa kysymyksissä :

1. Turvallinen vahti merellä (Kansi, kone, radio)
2. Turvallinen vahti satamassa (Kansi, kone)
3. Pätevyysvaatimukset, koulutus.

Jokainen järjestö voi vastata oman jäsenkentän osalta ja jos on muita asioita joihin haluaa kiinnittää huomiota viittaaan ITF Circ.44/S.8 27.3.1972. Haluan saada vastaukset tähän kirjeeseen viimeistään ennen 5.5.1972.

Merikapteeni Justus Harberg tulee edustmaan varustamoita kokouksessa.

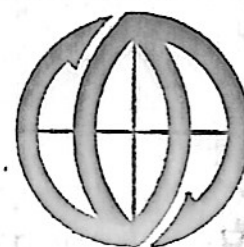
Järjestöterveisin

SUOMEN LAIVANPÄÄLLYSTÖLIITTO

*Sven-Erik Nylund*  
Sven-Erik Nylund



International Transport Workers' Federation  
Fédération Internationale des Ouvriers du Transport  
Internationale Transportarbeiter-Föderation  
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To all seafarers' affiliates

Circular No. 44/S.8

Please address all communications to the General Secretary  
and confine each letter to one subject only.

Your Ref.

Our Ref.

Date

27 March 1972

Dear Friends,

### Standards of Training and Watchkeeping

As you are no doubt all aware, the subject of training and certification of seafarers has in the past mainly been dealt with by the ILO at international level. More recently, however, there has been increased co-operation between the ILO and IMCO in this field through their Joint Committee on Training, which was established in 1968 and which has since produced two international maritime training guides ("Document for Guidance") in 1968 and 1970.

This co-operation has always been based on the premise that IMCO, as the inter-governmental body responsible for regulating the safety of life at sea, has an obvious interest in the safety aspect of training of mariners, whilst the ILO is the recognized body responsible for the adoption of international instruments on maritime training generally.

In view of the fact that serious deficiencies in the standard of training of seafarers have come to light in recent years as regards personnel on large vessels flying various "maritime" flags of a rather dubious nature and operating in congested sea areas, such as the English Channel, a number of major maritime nations, most of which are members of IMCO's Maritime Safety Committee, have voiced their grave concern at this deplorable situation and have asked IMCO to take the necessary steps in order to improve conditions.

Hence, this matter has since been broached in various IMCO contexts before finally being raised during the 26th Session of the IMCO Council held in June 1971, when it was decided to remit to the Maritime Safety Committee the question of international standards of training and certification for urgent consideration at its next session.

The Maritime Safety Committee, at its 24th Session, held in September 1971, recognizing the complexity of the problem, and being of the opinion that the most expeditious and effective solution to it would be to create a new subsidiary body, decided to establish the "Sub-Committee on Standards of Training and

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Watchkeeping" to deal exclusively with this task. The following terms of reference were agreed for the new Sub-Committee:

"The Sub-Committee shall from the standpoint of safety of life and property and the protection of the environment:

- (a) lay down the basic principles to be observed in keeping a safe watch, including the minimum qualifications of the personnel involved;
- (b) study the problem of the formulation and mandatory application of minimum international standards of training and certification of mariners, in particular masters, deck officers, engineer officers and radio officers and prepare detailed proposals on this subject;
- (c) prepare the IMCO position on matters to be considered in the Joint IMCO/ILO Committee on Training or, as appropriate, in conjunction with other members of the United Nations family."

Subsequent to the Maritime Safety Committee decision, the 7th Session of its Sub-Committee on Ship Design and Equipment recommended that a document prepared by the Sub-Committee, concerning "Training and qualification of officers and crew of chemical tankers", be transmitted to the newly established Sub-Committee on Standards of Training and Watchkeeping. This document, in the opinion of the Sub-Committee, represented the minimum standards of knowledge necessary for the personnel on board such vessels. The Sub-Committee's action has since been approved by the Maritime Safety Committee.

Throughout the preliminary discussions at IMCO and during the 24th Session of the Maritime Safety Committee, the ITF has maintained that anything which the new IMCO Sub-Committee produced could only be preliminary to action by the Joint ILO/IMCO Committee on Training and, that being so, has expressed its willingness to participate in the work of the Sub-Committee.

The first session of the Sub-Committee on Standards of Training and Watchkeeping will be held in London from 8 to 12 May this year with the following provisional agenda:

#### Election of Chairman and Vice-Chairman

1. Adoption of the Agenda
2. General discussion of terms of reference; organization of work and priority of specific items

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3. Basic principles to be observed in keeping a safe navigational watch and qualifications of the personnel involved
4. Preparation of a document containing operational guidance for officers of the watch, at sea and in port
5. International standards of training and certification of mariners:
  - (a) Types and levels of certificates;
  - (b) Mandatory basic requirements for certification and training;
  - (c) Supplementary recommended practices on training arrangements
6. Training and qualifications of masters and deck officers
7. Any other business
8. Report to the Maritime Safety Committee.

It should be noted that items 3-6 are tentative and will depend on the outcome of the considerations under item 2.

In order to make it easier for the ITF Secretariat to brief the Sub-Committee on the seafarers' concerted views with regard to the Agenda, particularly items 2, 3, and 4, we should be grateful if you would send any comments which you may wish to make to the ITF Secretariat as soon as possible. Items 5 and 6 on the Agenda, in our view, open up a much wider horizon than that surrounding items 3 and 4 in that they almost wholly relate to matters which we feel are part and parcel of the undivided competence of the ILO. It should be stressed in this context that the seafarers of the world must have a much greater say in these matters than that offered to them through the observer status at IMCO. Thus, any instruments to be developed with regard to items 5 and 6 should, as far as the ITF and its affiliates are concerned, come under the jurisdiction of the ILO.

Finally, we should like to recommend that you ask your respective governments to include representatives of your organizations in the national delegations to the meetings of this very important IMCO Sub-Committee and report any success on your part in this respect to the ITF Secretariat.

We look forward to hearing from you soon and remain,

Yours fraternally,



A. G. Selander  
Section Secretary