



Rev.0

REPUBLIC of SAN MARINO
MARITIME AUTHORITY

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San Marino Maritime Regulation

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San Marino Ship Register SMSR

Regulation on the Implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW Convention), as amended

TO: Recognised Organisations, Shipowners (Company), Managers, Masters, Seafarers, SMSR partners, SMSR brokers, Surveyors, and the general public.

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0	10/06/2025	n/a	gg
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Maritime Authority Regulation – SMMAR 004-STCW - Regulation on the Implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), as amended

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Article 1:

Having regard: of the article 3 to the Law n°120 of 2 August 2019 – Maritime Navigation Reform - dated 2nd August 2019 which empower the Civil Aviation and Maritime Navigation Authority (hereinafter “Authority”) on administrative and technical management functions in the field of maritime navigation on Ships flying the San Marino flag;

Taking into account: the importance of having a single regulatory instrument that summarizes the obligations of the Administration on Standards of Training, Certification and Watchkeeping for Seafarers,

The Authority

Approves the present Regulation on the implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW Convention), as amended. This Regulations will be amended whenever new amendments to the STCW Convention come into force and when the Authority deems it appropriate. All other provisions in conflict with this Regulation will be repealed except the provisions established by the aforementioned law 120 which will be consequently and accordingly aligned.

Chapter 1

Provisions established by the Administration to implement the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW convention), as amended

Forward

On 26 February 2021, by the Council Decree, n.41, full and complete execution is given to the International Convention on standards of training, certification and watchkeeping for seafarers (STCW).

Pursuant to Article I of the Convention, The Government of San Marino undertakes the provisions of the such Convention, their annexes, code and subsequent amendments.

So far, San Marino only proceed to:

1. recognize the Certificates of Competency issued by other Parties and issue the related endorsements, as per Regulation 1/2 and 1/10, after a careful and prudent evaluation;
2. Issues the Certificate of Competency for officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage, on near coastal voyage, up to 60 miles from a landfall, limited for yachts engaged in trade, in the equivalence regime as per article IX.
3. Authorize the training center to perform learning program finalized to obtain the Certificate of Competency for officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage, on near coastal voyage, up to 60 miles from a landfall, limited for yachts engaged in trade;

Presently San Marino, with the exception of the paragraph 2, does not issue Certificates of Competency in accordance with the rules II-1; II-2 and II-3.

1. Definitions

Administration: the Civil Aviation and Maritime Navigation Authority (hereinafter "Authority")

STCW: International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended;

CoC: Certificate of Competency issued by the Administration under the provision of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended;

Company: is the entity that is either designated under SOLAS 1974, as amended, Chapter IX/1.2 which assumes the duties and responsibilities imposed by International Safety Management (ISM) Code or, where ISM is not applicable, the entity who has accepted responsibility for the assignment of seafarers for service onboard San Marino ships in accordance with the provisions of STCW

Regulation I/14;

Maritime Education and Training Centers: the centers where specialized courses, provided for by the STCW Convention, are held for maritime personnel providing specialized training courses on the basis of the training requirements set out in the STCW Convention and related Code, recognized by the Authority on the basis of the results of an Audit, in accordance with the principles of ISO standardisation rules and with the program established by the Authority, as per Annex I, attached to this Regulation "Approved Learning requirements"

Approved training or instruction: means training or instruction that satisfies the requirements specified in appropriate STCW Regulation or STCW Code and has been approved by either the Authority or a STCW party as contained in IMO Circular MSC.1/Circ.1163, rev.13 and further amendments;

Master: shall be deemed to be the person designated by the Company as having overall responsibility for the ship;

Near Coastal voyage: a voyage in which the ship does not stray more than 60 miles from a landfall, limited to Italian Adriatic sea, Jonian sea, Tyrrhenian sea, Ligurian Gulf and sea area around the islands of Sicily and Sardinia;

Length: the length of the ship as defined by the 1966 International Convention on Load Lines concluded in London on 5 April 1966;

Pleasure Yacht engaged in trade: a Yacht in commercial use which does not carry more than twelve passengers

2. Implementation – National provisions

Certificate of Competency and endorsements, Reg I/2

- a) The Administration ensures that all seafarers employed on board San Marino vessels are trained and certified in accordance with the requirements of the International Convention on Standards of Training, Certification and Watchkeeping (STCW), as amended.
- b) According to article VI of the Convention, CoC for Masters, officers or ratings shall be issued to those candidates who, to the satisfaction of the Administration, meet the requirements for service, age, medical fitness, training, qualification and examinations in accordance with the appropriate provisions of the annex to the Convention.
- c) The Certificates of Competency shall be issued only by the Administration following verification of the authenticity and validity of any necessary documentary evidence.
- d) Certificates issued in accordance with the provisions of regulations V/1-1 and V/1-2 to masters and officers shall only be issued by the Administration.
- e) The Administration shall endorse the certificates of Competency to attest its recognition only after ensuring their authenticity and validity. This verification activity is carried out through direct contacts with the parties that issued such certificates to exchange the necessary information.

- f) The dates required by the Code A-I/2, par.9, are registered in a data base held by the Administration which is able to save the information related to the seafarers
- g) The sea service information should be recorded in a discharge book or certificates signed by the Master or Chief Engineer (in the case of Engineering candidates only) of the respective ships and bear the stamp of the respective ship. In the case of service as Chief Engineer, the book/certificates must be signed by the Master; in the case of service as Master, the book/certificates should be signed by the Master and countersigned by a responsible official of the Company. In the absence of a discharge book or certificate, a letter from the Company containing the information on approved seagoing service may be acceptable. The letter should be on company letterhead with full contact details and signed by a responsible official of the Company.

Principles governing near coastal voyages, Reg I/3

- a) The Administration fully adheres to the provisions set out in Regulation I/3 of the Convention. In particular, being San Marino a landlocked Country, the Administration undertakes according to Reg I/3, paragraph 2 and 3, the necessary actions to inform the neighboring countries in whose coastal waters the maritime personnel will sail by providing details of the professional qualification, in terms of minimum requirements, navigation experience and the training courses that have been requested.
- b) Certificate of Competency (CoC) on near coastal voyage, are issued to the Officers in charge of a navigational watch and the Masters on ships of less than 500 gross tonnage, limited for yachts engaged in trade and up to 60 miles from a landfall, in navigation areas adjacent to the Italian coasts: in particular the Adriatic Sea, the Ionian Sea, the Tyrrhenian Sea, the Ligurian Sea, including the islands of Sicily and Sardinia.
- c) As per code A-I/3 on determining the conditions of the voyage, bearing in mind the effect on the safety and security of the Yachts and on the marine environment, following factors shall be evaluated:
 - 1) Type of yacht and the trade in which it is engaged;
 - 2) gross tonnage of the ship and the propulsion power in kilowatts of the main machinery;
 - 3) nature and length of the voyages;
 - 4) maximum distance from a landfall;
 - 5) adequacy of the coverage and accuracy of navigational position-fixing devices;
 - 6) weather conditions normally prevailing in the near coastal voyage area;
 - 7) provision of shipboard and coastal communication facilities for search and rescue;
 - 8) The availability of shore-based support, regarding especially technical maintenance on board.

Ships engaged on near-coastal voyages shall not extend their voyages worldwide, but only in the trading area limit as indicated in the previous paragraph b).

Investigation and Penalties, Reg I/5

In the event that poor skills on the part of the crews in managing the ship are reported, or even worse, maritime accidents attributable to lack in ability skills or human errors should occur, the Administration will carry out an impartial investigation to identify the origin of the causes that generated the conditions of risk.

In the event that responsibilities should emerge on the part of the Masters, the officers both deck and engine, as well as responsibility on the part of the Company, adequate sanctions will be applied, pursuant to article 72 of the Law n°120, dated 2 August 2019.

Particular attention is paid in the following cases:

- a) a Company or a Master has engaged a person not holding a certificate as required by the Convention;
- b) a Master has allowed any function or service in any capacity required by the Convention to be performed by a person holding an appropriate certificate to be performed by a person not holding the required certificate, a valid dispensation or having the documentary proof required by regulation I/10, paragraph 5;
- c) a person has obtained by fraud or forged documents an engagement to perform any function or serve in any capacity required by the Convention to be performed or filled by a person holding a certificate or dispensation;
- d) In cases of proven responsibility on the part of the Masters, the officers both deck and engine, the Administration or the Court will proceed with the suspension of the CoC for a period of time deemed adequate, until its definitive withdrawal, in the most serious cases.

To prevent fraud and other unlawful practices involving certificates and endorsements issued, the Administration generates certificates through an IT certified system that assigns each certificate a serial number that cannot be replicated. The validity and authenticity can be verified online.

The Administration collaborates with other Member States and third parties in investigations involving San Marino ships according to the provisions established by the Resolution MSC.255(84) – *Casualty Investigation code*

Training and assessment, Reg I/6

The Administration ensures that the training and assessment of seafarers, as required under the Convention, are administered, supervised, and monitored in accordance with the provisions of section A-I/6 of the STCW Code. (see also SMAR-002 and SMAR-003)

Moreover, the responsibilities for the training and assessment of competence of seafarers, as required under the Convention, are appropriately qualified in accordance with the provisions of section A-I/6 of the STCW Code for the type and level of training or assessment involved.

Any person conducting in-service assessment of competence of a seafarer either on board or ashore, which is intended to be used in qualifying for certification under the Convention shall be qualified in the task for which the assessment is being made and in assessment methods and practice.

Communication of Information, Reg I/7

The Administration, in addition to the information required to be communicated by article IV of the Convention, provides to the Secretary-General, within the time periods prescribed and in the format specified in section A-I/7 of the STCW Code, such other information as may be required by the Code to give the Convention full and complete effect.

Quality Standard, Reg I/8

The Administration ensures that the education and training objectives and related standards of competence to be achieved are clearly defined and that the levels of knowledge, understanding, and skills appropriate to the examinations and assessment required under the Convention are identified.

The objectives and related quality standards are specified separately for different courses and training programs.

The field of application of the quality standards shall cover the certification system, all training courses and programs, examinations and assessments carried out by the Administration itself and the qualifications and experience required of instructors, with regard to the policies, systems, controls, and internal quality reviews established to ensure achievement of the defined objectives. The Administration ensures that an independent evaluation of the knowledge, understanding, skills and competence acquisition is conducted at intervals of not more than five years in order to verify that:

- a) all applicable provisions of the Convention and STCW Code, including their amendments, are covered by the quality standards system;
- b) all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of the defined objectives;
- c) the results of each independent evaluation are documented and brought to the attention of those responsible for the area evaluated; and timely action is taken to correct deficiencies;
- d) the results of each independent evaluation are documented and brought to the attention of those responsible for the area evaluated; and
- e) timely action is taken to correct deficiencies.

Medical Standard, Reg I/9

San Marino fully adheres to the requirements set out by regulation I/9, and of section A-I/9 of the STCW Code, and ensure that those responsible for assessing the medical fitness of seafarers are medical practitioners recognized for the purpose of seafarer medical examinations, in accordance with the provisions of section A-I/9 of the STCW Code. Every seafarer holding a certificate issued under the provisions of the Convention, who is serving at sea, shall also hold a valid medical certificate issued in accordance with the provisions of this regulation and of section A-I/9 of the STCW Code.

Every candidate for certification shall:

- .1 be not less than 16 years of age;
- .2 provide satisfactory proof of his/her identity; and
- .3 meet the applicable medical fitness standards established by San Marino.

Medical certificates shall remain valid for a maximum period of two years unless the seafarer is under the age of 18, in which case the maximum period of validity shall be one year.

If the period of validity of a medical certificate expires in the course of a voyage, then the medical certificate shall continue in force until the next port of call where a medical practitioner recognized by the Party is available, provided that the period shall not exceed three months.

San Marino adheres to the minimum in-service eyesight standards set out in table A-I/9 and applies the requirements sets in section A-I/9 of the Code the guidance given in section B-I/9 the Code and table B-I/9 regarding assessment of minimum physical abilities.

Recognition of Certificates, Reg I/10

The Administration fully adheres to the provisions of Regulation I/10 in order to recognize, by endorsement in accordance with regulation I/2, paragraph 7, a certificate issued by or under the authority of another Party to a Masters, officers, or radio operators, provided that:

- a) Seafarers who present, for recognition, certificates issued under the provisions of regulations II/2, III/2 or III/3, or issued under regulation VII/1 at the management level, as defined in the STCW Code, shall have an appropriate knowledge of the maritime legislation of the Administration relevant to the functions they are permitted to perform;
- b) The Administration may, if circumstances require, allow a seafarer to serve for a period not exceeding three months on board a ship entitled to fly its flag, while holding an appropriate and valid certificate issued and endorsed as required by another Party for use on board that Party's ships but which has not yet been endorsed so as to render it appropriate for service on board ships entitled to fly the flag of the Administration.

In this case, documentary proof shall be readily available that application for an endorsement has been submitted to the Administration;

- c) The Administration only accepts Certificates of Competence and GMDSS General Operator Certificates for officers issued by a Maritime Administration in the IMO STCW White List, MSC.1/Circ.1163, in its latest revision. Endorsements of ratings Certificates of Proficiency are not issued. Certificates of Competence CoC and GMDSS GoC shall be submitted for endorsement by the Administration.
- d) Moreover, Seafarers must hold valid Basic Standard Training (BST) by an organization authorised by a Maritime Administration in the IMO STCW White List.
- e) Certificates of proficiency CoPs for specialized training, including SSO and tanker endorsements, must be issued by an organization authorized by a Maritime Administration in the IMO STCW Whitelist.
- f) San Marino endorsements are processed in two working days upon receipt of endorsement fees.
- g) A final endorsement will only be issued upon successful verification of the CoC titles with the issuing Maritime Administration. Where necessary, a Confirmation of Application letter (CRA) can be issued for the validity of three months.
- h) The certificate endorsement consists of one document including both Certificate of Competence and GMDSS GoC where applicable.

In order to proceed with the endorsement by San Marino of an STCW title, issued by an Administration in the STCW white list, the following documents shall be submitted in a single email per seafarer, in separate .jpeg or .pdf files:

- 1) *Copy of passport of applicant*
- 2) *Copy of the CoC to be endorsed*
- 3) *Valid medical certificate, issued by an authorized professional (according to the regulations of the CoC-issuing country), in compliance with section A-1/9 of the Convention*

In addition (this information will be used to issue the endorsement):

- 4) *One photograph of the seafarer in .jpeg format*
- 5) *A .jpeg image of the seafarer's signature*

The following data of the seafarer will also be necessary to issue the endorsement:

- i) *Address*
- ii) *Email address*
- iii) *Telephone number*
- iv) *Employer's details*
- v) *Identifiers of the vessel*

Application shall be submitted to
stcw@smsr.sm;

and in cc registration@smsr.sm for confirmation by the registration department

Revalidation of Certificate, Reg I/11

Where the certificate requires revalidation, this means establishing professional competence or maintaining the required standard of competence in accordance with the applicable international requirements. Dependent on the certificate, the Administration will accept the following as evidence of continued professional competence:

Approved seagoing service, performing functions appropriate to the certificate held, for a period of at least:

- a) twelve months in total during the preceding five years, or
- b) three months in total during the preceding six months immediately prior to revalidating; or
- c) having performed functions considered to be equivalent to the seagoing service required (twelve months), or
- d) passing an approved test; or
- e) successfully completing an approved training course or courses; or
- f) having completed approved seagoing service, performing functions appropriate to the certificate held, for a period of not less than three months in a supernumerary capacity, or in a lower officer rank than that for which the certificate held is valid immediately prior to taking up the rank for which it is valid.

Continued professional competence for tankers as required under regulation I/11, paragraph 3 shall be established by:

- a) approved seagoing service, performing duties appropriate to the tanker certificate or endorsement held, for a period of at least 3 months in total during the preceding 5 years; or
- b) successfully completing an approved relevant training course or courses.

Continued professional competence for masters and officers on board ships operating in polar water shall be established by:

- a) approved seagoing service, performing functions appropriate to the certificate held, for a period of at least two months in total during the preceding five years; or
- b) successfully completing an approved training course or courses; or
- c) passing an approved test.

Use of Simulator, Reg I/12

The Administration ensures that any simulator used for mandatory simulator-based training shall:

- a) be suitable for the selected objectives and training tasks;
- b) be capable of simulating the operating capabilities of shipboard equipment concerned, to a level of physical realism appropriate to training objectives, and include the capabilities, limitations and possible errors of such equipment;
- c) have sufficient behavioural realism to allow a trainee to acquire the skills appropriate to the training objectives;
- d) provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to the training objectives;
- e) provide an interface through which a trainee can interact with the equipment, the simulated environment and, as appropriate, the instructor;
- f) permit an instructor to control, monitor and record exercises for the effective debriefing of trainees.
- g) The assessment of competence, the additional performance standards for Radar and ARPA, simulator training objectives, training procedures, assessment procedures, qualification of instructors and assessors shall be in compliance with the Code, section A-I/12.

Conduct of Trial – Regulation I/13

The Administration fully adheres to the provisions of Regulation I/10 in order to authorize ships entitled to fly its flag to participate in trial.

Responsibilities of Companies Reg I/14

- a) In accordance with STCW Regulation I/14 the Company is responsible for ensuring that the ship is manned in compliance with the Minimum Safe Manning Document by properly trained, qualified, certificated and medically fit seafarers;
- b) The Company must verify the validity and authenticity of all seafarers' sea service, certificates and documents. This responsibility remains with the Company, irrespective of the use of recruitment and placement (manning/crewing) agents to arrange the placement of seafarers on board ships;
- c) The Company must verify that seafarers assigned to the vessel have the required valid certification, including applicable flag state endorsements, and are suitably trained to undertake their intended duties, including the operation of shipboard equipment;
- d) The Company and the master shall ensure that all persons, prior to undertaking their assigned shipboard duties, have valid medical fitness certificates and valid original certificates, or documentary evidence of the required training to undertake their assigned tasks;
- e) The Company and the master shall ensure that all persons, on joining a ship or unit, are

immediately given appropriate familiarization training with respect to emergency, safety and, if applicable, security, in addition to their respective duties and functions;

- f) The Company and the master shall ensure that records are maintained of all training conducted onboard. The Administration may accept the training records being maintained electronically.

Regulation VIII/1 - Watchkeeping

San Marino full comply with the Regulation VIII/1 and Section A-VIII/1 of the Code. It requires the master of every ship to ensure that watchkeeping arrangements are adequate for maintaining a safe watch or watches, taking into account the prevailing circumstances and conditions and that, under the master's general direction:

1. officers in charge of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they shall be physically present on the navigating bridge or in a directly associated location such as the chartroom or bridge control room at all times;
2. radio operators are responsible for maintaining continuous radio watch on appropriate frequencies during their periods of duty;
3. officers in charge of an engineering watch, as defined in the STCW Code, under the direction of the chief engineer officer, shall be immediately available and on call to attend the machinery spaces and, when required, shall be physically present in the machinery space during their periods of responsibility.
4. 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 and, if the ship is carrying hazardous cargo, the organization of such watch or watches takes full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions prevailing on board, afloat or ashore; and
5. as applicable, an appropriate and effective watch or watches are maintained for the purposes of security.”

San Marino in taking into account the danger posed by fatigue of seafarers, especially those whose duties involve the safe and secure operation of a ship has established a minimum hours of rest standard which shipowner must comply. In particular, all persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than:

1. a minimum of 10 hours of rest in any 24-hour period; and
2. 77 hours in any 7-day period.

The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.

“Hours of rest” means time outside hours of work and does not include short breaks.

The shipowners shall ensure that musters, fire-fighting; lifeboat; security, oil-spill drills, enclosed space entry and other emergency drills, safety & security exercises are conducted in such a manner so as to minimize the disturbance of rest periods and not to induce fatigue. Thus, time spent in the aforementioned musters, drills and exercises need not be included in normal hours of work or be regarded as overtime

The shipowner shall ensure that adequate compensatory rest period is provided if the normal period of rest is disturbed for call-outs to work, such as when a machinery space is unattended, or for other unscheduled work that was not anticipated at the commencement of the voyage. The compensatory rest period should be added to the minimum rest hours required before the seafarer returns to work. The call-out to work and provision of compensatory rest shall be clearly recorded.

The shipowner shall post in an accessible place in the standardized format established by San Marino (Annex 1) a table of shipboard working arrangements containing the following information for every position on board the ship provided in English and the working language of the ship:

- (a) position of the seafarer;
- (b) the schedule of service at sea and service in port; and
- (c) the minimum hours of rest

The comments section in the table of ship-board working arrangements may be used to indicate the anticipated number of hours to be devoted to unscheduled work and any such hours should be included in the appropriate total daily work/rest hours column. Other forms of the tables of shipboard working arrangements may be accepted provided the required information is included.

Chapter 2

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage, on near coastal voyage, limited for yachts engaged in trade, up to 60 miles from a landfall

1. Introduction

San Marino now intends to issue only a Certificate of Competency (CoC) on near coastal voyage, for officers in charge of a navigational watch and masters on ships of less than 500 gross tonnage, limited for yachts engaged in trade and up to 60 miles from a landfall in navigation areas adjacent to the Italian coasts: in particular the Adriatic Sea, the Ionian Sea, the Tyrrhenian Sea, the Ligurian Sea, including the islands of Sicily and Sardinia. These limitations are reported in the CoCs certificates, as per the attached forms. The aforesaid Certificate of Competency is issued according to the criteria of the STCW Convention, as amended, as a Certificate equivalent to the Certificate of Competency for Master and Officer in charge of a navigational watch on near coastal voyages according to the principles of Article IX and Regulation II/3 of the Convention, as shown below in the table A-A1-A2. The Certificate of Competency will remain valid for 5 years, if during this period at least 1 year of seagoing service has been carried out on board Yachts engaged in trade, on near coastal voyages. The Certificate of Competence will have to be reconfirmed in connection with the periodic validity of the training courses provided for in the following paragraph 3. Such Certificate is issued, on the form provided for within the STCW Convention, by the Authority and is notified to the IMO, pursuant to Article IX, paragraph 2 of the STCW Convention.

2. Maritime Education and Training Centers

The courses listed in the following paragraphs shall be carried out at Maritime Education and Training Centers authorized by the Authority, on the basis of the results of an Audit, in accordance with the principles of ISO standardization rules and with the syllabus established by the Authority, as per Annex I, attached to this Regulation "Approved Learning syllabus".

However, San Marino may accept education and training carried out in other Parties that have ratified and implemented the convention provided that the teaching programs reflect the provisions set out in the code, part A. To ascertain the said conformity San Marino require the Parties to provide the related documentary evidences.

3. Minimum requirements for the personnel who intend to obtain the Certificate of Competency as officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage, on near coastal voyage, limited for yachts engaged in trade, up to 60 miles from a landfall.

Personnel wishing to obtain a Certificate of Competency must be at least twenty years of age and physically fit according to the criteria set out in A-1/9 and B-1/9 of the STCW code and must also meet one of the following requirements:

- a) completion of twelve months of seagoing service on merchant ships as an officer qualified to serve as a navigational officer; or
- b) have an unrestricted Master's license for at least 5 years to operate pleasure yachts less than 24 meters in length, and demonstrate by documentary evidence to have completed at least 1 year of seagoing service as Master;
- c) have an unrestricted Master's license for at least 5 years to operate pleasure yachts over to 24 meters in length, and demonstrate by documentary evidence to have completed at least 1 year of seagoing service as Master;

Personnel meeting the requirements of sub-paragraph b) may obtain the Certificate of Competency as master on ships of less than 200 gross tonnage on near coastal voyage, up to 60 miles from a landfall limited for Yachts engaged in trade; or the Certificate of Competency for officer in charge of a navigational watch on ships of less than 500 gross tonnage, on near coastal voyage, up to 60 miles from a landfall, limited for Yachts engaged. Personnel meeting the requirements of sub-paragraph a) and c) may obtain the Certificate of Competency as master on ships of less than 500 gross tonnage on near coastal voyage, up to 60 miles from a landfall, limited for Yachts engaged in trade. Maritime professional qualifications obtained abroad will be assessed by the Authority on a case-by- case basis, with respect to the curricula required for obtaining the qualification under letters a), b) and c).

Personnel interested in obtaining the aforementioned Certificate of Competency (CoC) shall attend an approved education course, as per Annex 1, to meet the standard of competence specified in section A-II/3 of the STCW Code and the following training courses, provided by Chapter VI of the STCW Code, at training centers recognized by the Administration:

- **for qualifications to operate commercial yachts less than less than 200 gross tonnage:**
 - 1) Advanced fire-fighting training;
 - 2) Survival at sea
 - 3) Certificate of Proficiency for survival craft
 - 4) PSSR – Personal safety and social responsibility;
 - 5) First aid;
 - 6) Security Awareness;
 - 7) Radar
 - 8) GMDSS (restricted operator certificate – ROC).

- **for qualifications to operate commercial yachts less than 500 gross tonnage:**

- 9) Advanced fire-fighting training;
- 10) Certificate of Proficiency for survival craft
- 11) Survival at sea
- 12) First aid;
- 13) Security Awareness;
- 14) GMDSS (restricted operator certificate – ROC);
- 15) Radar and ARPA;
- 16) PSSR – Personal safety and social responsibility;
- 17) ECDIS course is required (only if the Yacht is provided by such device)

4. Examinations

Personnel intend to obtain the above-mentioned Certificates of Competency have to pass an examination, according to the approved learning syllabus with an examining board consisting of:

- a) Director General of the Authority acting as chairman, or another official of the Authority delegated for this purpose;
- b) an expert examiner appointed by the Authority;
- c) an official appointed by the Authority to act as secretary of the examination session.

The expert examiners who are part of the examination board shall be qualified Master of merchant ships or navy ships with at least 10 years of navigation experience.

Applicants wishing to obtain the professional titles referred to in this Regulation must submit an application accompanied by a receipt of payment, in accordance with the fee schedule provided for by the Authority.

5. Conditions to maintain the validity of the CoC

- 1. The Certificate of Competency will remain valid for 5 years, if during this period at least 1 year of navigation has been carried out on board commercial yachts engaged in coastal voyages;
- 2. The Certificate of Competency will have to be reconfirmed in connection with the periodic validity of the training courses provided for in Article 4, paragraph 2, as stipulated in the STCW Convention;
- 3. The Certificate of Competency is suspended by the Authority if, during the periodic health assessment provided for in the STCW Convention, the temporary loss of physical and mental fitness is revealed. In that case, the CoC is suspended until the person concerned produces a certification of psychophysical fitness. The CoC may also be suspended by the Authority for up to 12 months in any of the following cases:

- a) for proven assumption of command, control or nautical direction while intoxicated or under the influence of any other intoxicating or narcotic substance;
- b) when the qualified person commits acts of imprudence, negligence or inexperience such as to endanger public safety or to cause accidents and damage to persons, properties and port and mooring facilities;
- c) at the request of the competent Judicial Authority for reasons of public safety.

4. Certificate revocation may occur in the following cases:

- a) loss of physical fitness;
- b) death of the person concerned.

6. Registration

Data concerning certificates issued and subsequent changes are recorded in a database maintained by the Authority and providing the information established by the Regulation I/2

7. Entry into force

This Regulation comes into force on the day of its official publication on the website of this Authority. The rules contained therein update and replace all other rules in conflict with these

Table A – Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of less than 500 gross tonnage, on near coastal voyage, limited for Yachts engaged in trade up to 60 miles from a landfall.

Reg.II-3, Ship engaged on near coastal voyage	Requirements established by the STCW	Equivalence criterion adopted by the Administration-Article IX of the Convention,
(R.II-3, paragraph 4.1)	be not less than 18 years of age	20 years of age
(R.II-3, paragraph 4.2.2.1)	Have completed special training, including an adequate period of appropriate seagoing service as required by the Administration.	Have an unrestricted Master's license for at least 5 years to operate pleasure yachts less than 24 meters in length and demonstrate by documentary evidences to have completed at least 1 year of navigation experience as Master
(R.II-3. paragraph 4.3)	meet the applicable requirements of the regulations in chapter IV,	Have completed a GMDSS course, as Restricted radio operator

	as appropriate, for performing designated radio duties in accordance with the Radio Regulations;	
(R.II-3,paragraph 4.4)	have completed approved education and training and meet the standard of competence specified in section A-II/3 of the STCW Code for officers in charge of a navigational watch on ships of less than 500 gross tonnage engaged on near-coastal voyages;	The same as required by R.II-3,paragraph 4.4, and have pass the examination according to the “approved learning syllabus” as set in Annex I
(R.II-3,paragraph 4.5)	meet the standard of competence specified in section A-VI/1, paragraph 2, section A-VI/2, paragraphs 1 to 4, section A-VI/3, paragraphs 1 to 4 and section A-VI/4, paragraphs 1 to 3 of the STCW Code.	The same as required by R.II-3, paragraph 4.5.

Table A1 - Mandatory minimum requirements for certification of masters on ships of less than 200 gross on near coastal voyage, limited for Yachts engaged in trade up to 60 miles from a landfall

Reg.II-3, Ship engaged on near coastal voyage	Requirements established by the STCW	Equivalence criterion adopted by the Administration-Article IX of the Convention,
(R.II-3, paragraph 6.1)	be not less than 20 years of age	20 years of age
(R.II-3, paragraph 6.2)	have approved seagoing service of not less than 12 months as officer in charge of a navigational watch	have an unrestricted Master's license for at least 5 years to operate pleasure yachts less than 24 meters in length, and demonstrate by

		documentary evidences to have completed at least 1 year of navigation as Master;
(R.II-3, paragraph 6.3)	have completed approved education and training and meet the standard of competence specified in section A-II/3 of the STCW Code for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages;	The same as required by R.II-3, paragraph 6.3 and have pass the examination according to the “approved learning syllabus” set in Annex I; Have completed a GMDSS course, as Restricted radio operator.
(R.II-3, paragraph 6.4)	meet the standard of competence specified in section A-VI/1, paragraph 2, section A-VI/2, paragraphs 1 to 4, section A-VI/3, paragraphs 1 to 4 and section A-VI/4, paragraphs 1 to 3 of the STCW Code.	The same as required by R.II-3, paragraph 6.4

Table A2 - Mandatory minimum requirements for certification of masters on ships of less than 500 gross tonnage on near coastal voyage, limited for Yachts engaged in trade up to 60 miles from a landfall

Reg.II-3, Ship engaged on near coastal voyage	Requirements established by the STCW	Equivalence criterion adopted by the Administration-Article IX of the Convention,
(R.II-3, paragraph 6.1)	be not less than 20 years of age	20 years of age
(R.II-3, paragraph 6.2)	have approved seagoing service of not less than 12 months as officer in charge of a navigational watch	have an unrestricted Master's license for at least 5 years to operate pleasure yachts over than 24 meters in length, and demonstrate by documentary evidences to have completed at least 1 year of navigation as Master;

(R.II-3, paragraph 6.3)	have completed approved education and training and meet the standard of competence specified in section A-II/3 of the STCW Code for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages;	The same as required by R.II-3, paragraph 6.3 and have pass the examination according to the “approved learning syllabus” set in Annex I; Have completed a GMDSS course, as Restricted radio operator.
(R.II-3, paragraph 6.4)	meet the standard of competence specified in section A-VI/1, paragraph 2, section A-VI/2, paragraphs 1 to 4, section A-VI/3, paragraphs 1 to 4 and section A-VI/4, paragraphs 1 to 3 of the STCW Code.	The same as required by R.II-3, paragraph 6.4

Annex I – Approved Learning syllabus

For officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage, on near coastal voyage, up to 60 miles from a landfall, limited for yachts engaged in trade

1. Introduction

- a) The examination program follows the approved learning syllabus established by this Regulation, which have been developed following the criteria of the STCW Convention, Regulation II/3 and the related Code, part A.
- b) The training courses shall be carried out by training centers authorized by the Authority. The training courses shall be developed according to STCW Code A, Chapter VI.

2. Program to be developed by Maritime education and training centers

Syllabus	Indented learning outcome	Teaching and learning activities
a) Plan and conduct and determine position	Ability to use nautical charts, identify ship's position by landmark and recognise the coastline. Prepare a sea passage plan considering the VTS and weather conditions	<ul style="list-style-type: none">• Exercises using nautical charts and case studies on preparing a sea passage plan;• Use of navigation and meteorological instruments
b) Maintain a safe navigational watch	Ability to maintain the command of the watch through the knowledge of navigation rules	<ul style="list-style-type: none">• Presentations• Case study, using examples of navigation in VTS areas
c) Respond to emergencies	Ability to manage emergency situations	<ul style="list-style-type: none">• Presentations• Case study, using IAMSAR manual
d) Maneuver the ship and operate small ship power plant	Ability to manoeuvre the ship in different situations, taking into account engine power and environmental factors	<ul style="list-style-type: none">• Presentations• Case study on anchoring and mooring the ship

e) Pollution Prevention	Knowledge on how to prevent pollution considering the guidelines of the MARPOL Convention	<ul style="list-style-type: none"> • Presentations • Case studies on the different kinds of pollution and on how to prevent it
f) Stability and seaworthiness	Knowledge of the nautical behaviour of the vessel on route under the effects of sea state and of the load distribution on board	<ul style="list-style-type: none"> • Presentations • Case studies on different cargo plans and technical terminology
g) Firefighting protection	Ability to manage different types of fire situations on board	<ul style="list-style-type: none"> • Presentation on the different types of fires and how to manage them
h) Operate lifesaving appliances	Ability to operate lifesaving appliances avoiding injuries and accidents	<ul style="list-style-type: none"> • Presentation on lifesaving appliances and management
i) Medical aid	Knowledge of medical guides	<ul style="list-style-type: none"> • Presentation on different accidents or illnesses likely to occur on board

3. Syllabus – Reference STCW, Code A II/3, on near coastal voyage

a) Navigation:

- The ability to determine the ship's position by the use of landmarks, aids to navigation such as lighthouses, beacons, buoys. Dead reckoning, taking into account winds, tides, currents and estimated speed.
- Knowledge and ability to use nautical charts and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings, ship's routing information, reporting to VTS procedures.
- Voyage planning and navigation for all conditions by acceptable methods of plotting coastal tracks, taking into account, for example, restricted waters, meteorological conditions, restricted visibility, traffic separation schemes, vessel traffic service (VTS) areas, areas with extensive tidal effects.
- Ability to operate safely and determine the ship's position by use of all navigational aids and equipment commonly fitted on board the ships concerned.
- Knowledge of the errors and corrections of magnetic compass, using terrestrial means.
- Knowledge of automatic pilot system and procedures for change over, from manual to automatic control and vice versa. Adjustment of control for optimum performance.

- Ability to use and interpret information obtained from shipborne meteorological instruments.
- Knowledge of the characteristics of the various weather system reporting procedures and recording systems.
- Ability to apply the meteorological information available.

b) Maintain a safe navigational watch

- Knowledge of the international regulation for preventing collision at sea as amended.
- Knowledge of the principles to be observed in keeping a navigational watch.
- Use of routing in accordance with the general provision on ship's routing.
- Use of reporting in accordance with the general principles for ships reporting systems and with VTS procedures.

c) Respond to emergencies

- precautions for the protection and safety of passengers in emergency situations;
- action to be taken following collision, grounding, fire and abandon ship, ship's towing, rescuing persons from the sea, assisting vessels in distress, action to be taken when emergencies arise in port.
- assessment of damage and damage control.
- Respond to a distress signal at sea: knowledge of the Manual IAMSAR (search and rescue).

d) Manoeuvre the ship and operate small ship power plant

- Knowledge of factors affecting safe manoeuvring and handling.
- The operation of small ship power plants and auxiliaries.
- Proper procedures for anchoring and mooring.

e) Pollution prevention

- Knowledge of the precautions to be taken to prevent pollution of the marine environment.
- Antipollution procedure and all associated equipment.

f) Stability and seaworthiness

- Working knowledge and application of stability, trim and stress tables, diagrams, and stress-calculating equipment.
- Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy.
- Understanding of the fundamentals of watertight integrity.
- General knowledge of the principal structural members of a ship and the proper names for the various parts.

g) Firefighting protection

- Ability to organize a fire drill.
- Knowledge of classes and chemistry of fire.
- Knowledge of fire-fighting systems.
- Understanding of action to be taken in the event of fire in different cases.

h) Operate lifesavings appliances

- Ability to organise abandon ship drills.
- knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements.
- Equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids.

i) Medical aid

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.