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Ref. T2/4.2

STCW.6/Circ.7  
20 May 2005

**INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,  
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978**

**AMENDMENTS TO PART B OF THE SEAFARERS' TRAINING,  
CERTIFICATION AND WATCHKEEPING (STCW) CODE**

- 1 The Maritime Safety Committee, at its eightieth session (11 to 20 May 2005), adopted amendments to part B of the STCW Code regarding engine-room resource management, as set out in annex.
- 2 STCW Parties and all others concerned are invited to note the annexed amendments and take action as appropriate.

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## ANNEX

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,  
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978AMENDMENTS TO THE SEAFARERS' TRAINING,  
CERTIFICATION AND WATCHKEEPING (STCW) CODE

## PART B

## RECOMMENDED GUIDANCE REGARDING PROVISIONS OF THE STCW CONVENTION AND ITS ANNEX

## Section B-VIII/2 - Guidance regarding watchkeeping arrangements and principles to be observed

*Part 3-2 – Guidance on keeping an engineering watch*

1 The following new sub-title “Engine-room resource management” and paragraphs 8-1 and 8-2 are inserted after the existing paragraph 8:

**“Engine-room resource management**

8-1 Companies should issue guidance on proper engine-room procedures and promote the use of check lists appropriate to each ship, taking into account national and international guidance.

8-2 Companies should also issue guidance to chief engineers and officers in charge of the engineering watch, manned or unmanned, on each ship concerning the need for continuously reassessing how engineering watch resources are being allocated and used based on engine-room resource management principles such as the following:

- .1 a sufficient number of qualified individuals should be on watch to ensure all duties can be performed effectively;
- .2 all members of the engineering watch should be appropriately qualified and fit to perform their duties efficiently and effectively or the officer in charge of the engineering watch should take into account any limitation in qualifications or fitness of the individuals available when making engineering and operational decisions;
- .3 duties should be clearly and unambiguously assigned to specific individuals, who should confirm that they understand their responsibilities;
- .4 tasks should be performed in a clear order of priority;
- .5 no member of the engineering watch should be assigned more duties or more difficult tasks than can be performed effectively;

- .6 individuals should be assigned at all times to locations at which they can most efficiently and effectively perform their duties, and individuals should be reassigned to other locations as circumstances may require;
  - .7 members of the engineering watch should not be assigned to different tasks or locations until the officer in charge of the engineering watch is certain that adjustments can be accomplished efficiently and effectively;
  - .8 instruments and equipment considered necessary for effective performance of duties should be readily available to appropriate members of the engineering watch;
  - .9 communications among members of the engineering watch and between members of the engineering and navigational watches should be clear, immediate, reliable and relevant to the business at hand;
  - .10 non-essential activity and distractions should be avoided, suppressed or removed;
  - .11 all engine-room equipment should be operating properly and, if not, the officer in charge of the engineering watch should take into account any malfunction or inoperable equipment due to maintenance, which may exist when making operational decisions;
  - .12 all essential information should be collected, processed and interpreted and made conveniently available to all for the performance of their duties;
  - .13 non-essential materials should not be placed so as to hinder engine-room operations;
  - .14 members of the engineering watch should at all times be prepared to respond efficiently and effectively to changes in circumstances;
  - .15 clear and effective data monitoring to identify possible areas of concern in equipment or systems should be ensured so as to prevent breakdowns/accidents/incidents; and
  - .16 effective methods of cross-checking information, data and indications should be developed to obviate the need for total reliance on any specific type of equipment, system or component.”
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