

**Decision of the Ministry of Transport and Communications  
on the competence of a ship's crew**  
(1019/1999)

Section 1 – *Definitions*

For the purposes of this decision,

- 1) *the 1997 Manning Decree* means the Decree on the Manning of Ships, Certification of Seafarers and Watchkeeping (1256/1997);
- 2) *the 1984 Manning Decree* means the Decree on the manning of ships and crew competence (250/1984);
- 3) *the STCW 95 Convention* means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers adopted by the International Maritime Organization (IMO) in London in 1995, amending the 1978 STCW Convention; and
- 4) *basic emergency training* means a complete entity comprising survival, fire-fighting, first-aid and occupational safety training in accordance with tables A-VI/1-1, A-VI/1-2, A-VI/1-3 and A-VI/1-4 of the STCW 95 Convention Code A.

Section 2 – *Deck hand's training*

- (1) The deck hand's training laid down in section 34(1)(2) of the 1997 Manning Decree must include:
  - 1) survival training in which the deck hand uses the ship's own life-saving or personal survival equipment and learns the location of life-saving equipment, how to don lifejackets and immersion suits, how to use life buoys, how to prepare liferafts and floating equipment for use, the location of pyrotechnical emergency signalling equipment and instructions for using it, the location of first aid equipment, how to recover people from water, how to assist passengers and how to use communication equipment in emergency situations;
  - 2) fire-fighting training in which the deck hand uses the ship's extinguishing equipment and learns the location and use of fire-fighting equipment, emergency exits, how to activate the engine room extinguishing system, how to operate the fuel tank's quick-closing valve, how to turn off air conditioning and how to close the fire dampers;
  - 3) occupational safety training in which the deck hand learns safe work routines for working on board, personal protection equipment and its use and the use of floating equipment, particularly when working outside the railings;
  - 4) ship handling training in which the deck hand learns how to handle and steer the ship in accordance with instructions from the master and to steer the ship independently in special situations with the help of landmarks and compass, how to steer the ship alongside a quay and how to start and turn off the ship's engines; and
  - 5) training ashore, which comprises first-aid training for seafarers (the Finnish Red Cross) or equivalent training, and a practical exercise arranged by a fire-fighting expert in the use of a hand extinguisher and a fire blanket to extinguish burning fuel.
- (2) A deck hand serving on board a ship in domestic traffic whose manning certificate specifies no more than three deck hands or whose number of passengers does not exceed 250 must have the training referred to in subsection 1.
- (3) A deck hand serving on board a ship in domestic traffic whose manning certificate specifies more than three deck hands or whose number of passengers exceeds 250 must have basic emergency training in addition to the training referred to in subsection 1.

- (4) The master of the ship must give the training referred to in subsection 1(1-4) and a certificate thereof when proficiency has been ascertained.

Section 3 – *Basic emergency training required of new crew members on board ships in international traffic*

- (1) Persons serving on board ships in international traffic who have started their seagoing service on 1 August 1998 or later must have basic emergency training. The Finnish Maritime Administration issues certificates for basic emergency training on application when necessary.
- (2) Persons referred to in subsection 1 who work in the catering department of a passenger ship are not required to have a full basic emergency training but must have basic training for emergency situations in keeping with their functions.

Section 4 – *Basic emergency training required of existing crew members on board ships in international traffic*

- (1) Persons serving on board ships in international traffic who have started their seagoing service before 1 August 1998 must have basic emergency training by 1 February 2002.
- (2) Persons referred to in subsection 1 who work in the catering department of a passenger ship are not required to have full basic emergency training but must have basic training for emergency situations in keeping with their functions.
- (3) The shipowner may provide the training referred to in subsection 1 before 1 February 2002. In addition to the training provided by the shipowner, participation is required in a minimum of five drills on board the ship using lifesaving equipment, in a minimum of five drills on board the ship using fire-fighting equipment and on passenger ships in a minimum of five evacuation drills arranged on board the ship during the previous two years.
- (4) Where necessary, the Finnish Marine Administration will issue, on application, a basic emergency training certificate after the applicant presents a certificate of having completed the training referred to in subsection 1 or a certificate given by the shipowner for the training and drills referred to in subsection 3.

Section 5 – *Revalidation of ratings' certificates*

When ratings' certificates issued in accordance with the 1984 Manning Decree are revalidated to comply with the 1997 Manning Decree as certificates giving entitlement to international traffic, the persons in question must have a basic emergency training.

Section 6 – *Revalidation of deck officers' certificates*

- (1) Persons applying for revalidation of deck officers' certificates under section 16 of the 1997 Manning Decree must have:
  - 1) a certificate for a completed ARPA course or, in the absence of a certificate, equivalent skill shown to an educational institution or unit providing training and education in seafaring;
  - 2) officers' training in fire-fighting (STCW-95 A-VI/1-2 and A-VI/3));
  - 3) radio operator's competence; and
  - 4) first-aid training for ship's crews (STCW-95 A-VI/4-1)

- (2) If revalidation of certification is applied for on the basis of training referred to in section 16(3)(3) of the 1997 Manning Decree, this training must have been given by an educational institution or unit providing training and education in seafaring during the five years immediately preceding the application. This training must also comprise the training referred to in subsection 1(1-4).
- (3) If revalidation of certification is applied for on the basis of the work experience referred to in section 16(3)(4), the training referred to in subsection 1(1-4) must have been acquired during the five years immediately preceding the application and at the latest before taking charge of the function on board a ship.
- (4) If a certificate issued under the 1984 Manning Decree is restricted to cover domestic traffic only in the context of revalidation, the additional training referred to in subsection 1(1-4) is not needed nor do the provisions of section 16 of the 1997 Manning Decree apply.

#### Section 7 – *Revalidation of engineer officers' certificates*

- (1) Persons applying for revalidation of engineer officers' certificates under section 16 of the 1997 Manning Decree must have:
  - 1) officers' training in fire-fighting (STCW-95 A-VI/1-2 and A-VI/3);
  - 2) training in seafaring skills and leadership received in a polytechnic or an educational institution providing training and education in seafaring (STCW-95 operative level A-III/1 or management level A-III/2 depending on certification); and
  - 3) first-aid training for ship's crews (STCW-95 A-VI/4-1).
- (2) If revalidation of certification is applied for on the basis of training referred to in section 16(3)(3) of the 1997 Manning Decree, this training must have been given by an educational institution or unit providing training and education in seafaring during the five years immediately preceding the application. This training must also comprise the training referred to in subsection 1(1-3).
- (3) If revalidation of certification is applied for on the basis of the work experience referred to in section 16(3)(4) of the 1997 Manning Decree, the training referred to in subsection 1(1-3) must have been acquired during the five years immediately preceding the application and at the latest before taking charge of the function on board a ship.
- (4) Persons who have completed at least five years of seagoing service in engineer officer functions and who have a certificate given by the shipowner concerning
  - 1) ship-specific training dealing with the impacts of trim, stability and stress on the hull, on the seaworthiness of the ship and
  - 2) skill in using the ship's plans and software relating to the above-mentioned issues,
 are considered to meet the training requirements referred to in subsection 1(2) when a maritime authority has ascertained that the person in question has mastered the said matters.
- (5) If a certificate issued under the 1984 Manning Decree is restricted to cover domestic traffic only in the context of revalidation, the additional training referred to in subsection 1(1-3) is not needed nor do the provisions of section 16 of the 1997 Manning Decree apply.

#### Section 8 – *Restriction of certification in certain cases*

- (1) When revalidating a chief mate's certificate issued under the 1984 Manning Decree, a restriction will be recorded in the chief mate's certificate issued under the 1997 Manning Decree to the effect that the person may act as master for ships in near-coastal traffic of a gross tonnage of less than 3,000 and as chief mate in near-coastal traffic.
- (2) When revalidating a skipper's certificate issued under the 1984 Manning Decree, a restriction will be recorded in the deck officer's certificate issued under the 1997 Manning Decree to the effect that the person may act as master or chief mate on the Baltic Sea for ships of a gross tonnage of less than 1,000 and as a deck officer for ships in near-coastal traffic of a gross tonnage of less than 3,000. To act as master, the person must in addition have completed 12 months of seagoing service as a deck officer.
- (3) Certification issued under the 1984 Manning Decree may, in the context of revalidation, be restricted to concern domestic traffic only.

#### Section 9 – *Other service for boatmaster's certificate*

According to the discretion of the Finnish Maritime Administration, also service on board a pleasure craft of more than 10 metres in length and with more than 50 kW propulsion power may also be approved as the other corresponding service referred to in section 19(1)(3) of the 1997 Manning Decree.

#### Section 10 – *Entry into force*

This Decision enters into force on 15 November 1999.