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## Finding the right course to set sail on

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# 057 Finding the right No. 27/85

THE WMU will conduct two-year and one-year course and award degrees and certificates. The two-year courses are in general maritime administration; maritime safety administration; maritime education and the technical management of shipping companies. A two-year course in technical port management is being considered.

The one-year courses are designed for technical officials engaged in maritime safety administration, and the technical staff of shipping companies. These will lead to the award of a WMU Certificate.

Additionally there will be short courses, lasting four to six weeks, for about 25 students at a time. Here, the content of the courses will be heavily biased towards major developments in the maritime regulatory field resulting from IMO conference decisions.

The International Convention on Standards of Training, Certification and Watchkeeping, for example, requires specialised advanced training for officers and ratings on board oil, chemical and liquefied gas tankers, and vessels carrying packaged dangerous goods. Additional training is urged in the resolutions adopted by the 1978 Training Conference and in Assembly Resolution A.466.

Short-term courses will provide the necessary training and instruction for maritime educators or instructors, which will enable them to carry out such training at shore-based institutions and on board ships. They are also geared at maritime safety administrators, surveyors and technical managers of shipping companies.

The need to protect and preserve the maritime environment will not be neglected at the WMU. For example, Marpol 1973/78 and a number of IMO resolutions deal with the design, operation and inspection of crude oil washing systems. Here, one short specialised course on implementation of Marpol's crude oil washing (COW) requirements will provide information and guidance for those persons responsible for design and installation of COW systems and for the regulatory administration of ship safety and pollution prevention. Certificates will be awarded following satisfactory completion of the short courses.

Course instruction at the university will be in English. For students requiring help here, the university will provide a special nine-week

intensive course in the English language prior to the regular maritime courses.

Initially, the language course will be made available primarily for those students whose mother tongue is either Spanish or French.

One of the most important courses offered by the university is the two-year master of science "general maritime administration." Most developing shipping nations suffer from a shortage of trained senior maritime personnel — not only seafarers but also people in government responsible for maritime affairs, and shore-based shipping company executives.

While these maritime administrators and shipping executives usually have a sound general academic background, they often lack specific knowledge of the maritime profession. This underlines the fact that education and training in maritime matters is rarely part of university education.

The general maritime administration course has been structured to plug this gap. It is open to all officials to be appointed, or already serving in, a shipping administration... provided that they possess an academic degree, at least a bachelor's degree.

Graduates of this course will be equipped to improve the level of competence within the governmental maritime administration and shipping company management of their countries.

The IMO claims they will then be of "tangible help" to their country in the development of shipping, adherence to international standards of maritime safety, the prevention of pollution, and the ability to deal efficiently and effectively with a wide range of other maritime matters.

The course "modules" include: technical cooperation in the maritime field; development of maritime infrastructure; international maritime law and national maritime legislation; principles and aspects of shipping economics; introduction to maritime safety administration, safety of navigation, information technology; marine communications; search and rescue; ports and port safety; marine insurance and classification societies; and the prevention and combating of marine pollution.

The technical cooperation module examines IMO's role in this field, together with the financing provided by United Nations Development Programme and do-

nor governments and agencies.

Students will be instructed in the development and execution of projects in the field of maritime safety, prevention and control of pollution, maritime training, shipbuilding and ship repair, maritime law and all other technical maritime fields.

The development of a maritime infrastructure, naturally, is a key element of this course. Here, the subjects covered include: ships and cargoes; factors affecting construction of ships; various stages of ship construction; survey and inspection; and the role and responsibilities of classification societies.

This module also pays much attention to the development and expansion of ports, dealing with the factors affecting development, including economic and technical consideration. Instruction will also be given in the volume and throughput of cargoes, shelter and protection, siltation, depths, dredging, hydrographic survey of navigable channels, pilotage and the size and manoeuvrability of ships.

The technological changes in shipping, and the impact on port development, will also be considered — including containerisation.

The module also tackles the certification requirements of the STCW Convention, and the responsibilities of the maritime administration of each country to achieve and maintain professional standards for seafarers and others, including naval architects, port technical personnel and managerial personnel in shipping companies.

A module on international and national maritime law pays special attention to the way in which provisions of international maritime conventions and instruments are applied via national legislation.

This will include the process involved in ratification of international conventions, penalty provisions, the application of national laws within territorial waters and ports, appeal provisions, the duties and privileges of flag states, and the treatment of foreign ships in accordance with IMO control procedures.

Another module in the general maritime administration course dwells on "principles and aspects of shipping economics," such as volume of trade, the national share in international seaborne trade, the share of third-country carriers, types of commodities and the relationships between technical and

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commercial aspects of shipping.

A key area of study concerns the acquisition of ships and the type of subsidies available. Conference lines, pooling of cargoes, liner ship and tramp operations, freight rates, shippers' councils, chartering and use of bills of lading are also covered.

## Maritime safety

MARITIME safety administration forms the subject of another module. This course element spans a wide range of subjects, such as the duties and responsibilities of surveyors and inspectors and the role of the classification societies in the implementation of conventions by delegation of powers.

of the 1969 Tonnage Convention and its universal system for measuring ships will be analysed.

On the shipbuilding front, students will get the opportunity to assess the organisation and capabilities of leading shipyards. Visits to major European yards will be arranged.

In addition, role of national ship-repair facilities, as a means of conserving foreign exchange expenditure in developing countries, will be examined in this module.

One of the WMU's major functions is to train the trainers, so the module "training and manpower development" forms a critically important part of this course. It

Two further course modules review the current state of the art in the maritime communications field — including the radio regulations, modern shipboard equipment and the development of Inmarsat satellite communications — and the evolution of maritime search and rescue organisations.

Another module assesses the facilities and services which should be available in modern ports, such as dry dock and repair facilities, bunkers, water, ship chandlers and stevedores. ILO conventions related to the working life of ports are included, as are the relations of port administrations with other government departments — such as customs, port health and immigration.

Port safety measures are covered, with emphasis on dangerous cargoes, students will be introduced to the IMDG Code, the IMO classification system, and the recommendations on safe transportation, handling and stowage of dangerous goods.

Fire-fighting organisation and equipment, and emergency procedures also form part of this module.

The general principles of prevention and combating marine pollution is the subject of a separate module. This will review the key provisions of Marpol 1973/78, the International Convention on Intervention on the High Seas in Cases of Oil Pollution Casualties 1969, and the 1971 Fund Convention.

The role of the non-governmental organisations, for example, the International Chamber of Shipping, the Oil Companies' International Marine Forum and the International Tanker Owners' Pollution Federation, in the prevention of pollution will be considered, along with national and regional oil spill contingency plans and the IMO initiative in establishing "oil pollution combating centres" will be covered, too.

A further module turns to the vital topic of marine insurance and the work of classification societies. This part of the course then moves on to salvage and the salvor's responsibilities, shipowner liability for damage to third parties, and methods of payment of compensation.

## Ship surveyors

TRAINING of personnel from the developing countries who have, or will have, specific responsibilities for the implementation and enforcement of IMO and national maritime safety rules will be

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In the last of a series of three articles marking the opening of the World Maritime University (WMU), Malmö, Sweden, ROBERT THOMAS examines the content of the wide range of courses available to senior students from the developing countries. The courses are designed to provide advanced training for a nucleus of key personnel from the emerging maritime countries — the future decision-makers who will have, as part of their duties, responsibility for successful application of the International Maritime Organisation's conventions and codes on safety and pollution prevention

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Maritime casualties and role of administrations in their investigation will receive attention, including the activities of Boards of Enquiry, findings, analysis of investigations, the attribution blame and the charging of personnel responsible for casualties.

Safety of Navigation is an area of major consideration in this course. Safe navigation in harbours, territorial and international waters, will be covered, including the deployment and use of navigational aids, systems of buoyage, and survey activities.

General principles of position-fixing, electronic equipment available for this function, and the role of the International Collision Regulations 1972 and IMO-approved traffic separation schemes form part of the course module.

Here, the students will also receive detailed instruction in the various categories and types of ships and their machinery and equipment — including cargo-handling gear and procedures for the stowage of cargoes. The impact

looks at pre-sea training of cadets of various categories, courses and examinations for higher certificates of competency, specialised courses, the provisions of the STCW Convention, and training of specialised personnel in maritime administrations and other institutions.

Visits to other training establishments will be a major feature of this section of the course programme.

This module also encompasses: the manning of deck, engine and catering departments of ships; development of skills and practical shipboard training; manning requirements of shore-based industries, government departments and other institutions; assessment of manpower requirements based on present and projected strength of the fleet; and the employment of trained national crews on foreign exchange earnings.

In addition, the IMO's long experience in assisting the establishment of national regional maritime training institutions will be explained to the students.

# Course to set sail on

carried out at the WMU, under a two-year MSc. course in maritime safety administration.

It will be open to all officials who are to be appointed to governmental maritime safety duties, such as ship surveyors. The entrance qualifications are the highest sea-going certificate in the nautical field, or an appropriate equivalent qualification.

The main emphasis of the WMU maritime safety administration course is on survey and inspection of ships, the conduct of accident investigations, and the examination of maritime personnel.

This course has been designed to overcome specific problems in these areas. The first concerns the need for many more skilled personnel to enforce the minimum safety and allied standards laid down in IMO conventions and codes.

The second problem which this course is designed to overcome concerns the lack of well-trained, specialist maritime accident inspectors in the developing countries to undertake inquiries into the incidents which take a steady toll of human life and do tremendous damage to property and the environment.

The IMO says that a student completing this course will gain sufficient knowledge and experience, coupled with his existing professional qualifications, to enable him to conduct surveys and inspections required by the International Convention for the Safety of Life at Sea 1974, Marpol 1973/78 and related codes and recommendations.

## Maritime educators

QUALIFICATION of shipboard personnel is the crucial element in ensuring higher standards of maritime safety and pollution prevention. Certainly, investigations into shipping casualties have shown that, in particular, failure resulting from lack of qualification is an underlying cause in many cases.

Seafarers in developing countries face a serious handicap due to the lack of examination facilities in their countries.

Countries that have adopted the 1978 STCW Convention have an obligation to ensure that their seafarers are properly examined prior to the issue of certificates of competency.

Then, there is the need for formal casualty enquiries, which can feed-back preventive information to all sectors of the maritime

community. But, says IMO, "in many countries, it is standard procedure for the government maritime safety administration to call on outside experts to assist in the conduct of investigations. This quite frequently involves professional staff from maritime training institutions; these people must have the specialised training necessary to do this."

To cover training in these areas, a two-year WMU Maritime Education course will be run. Most of the emphasis will be on education and training of the educators.

The graduates of this course will form a corps of highly-trained lecturers for maritime education and training institutions, qualified to teach the entire range of maritime courses, including specialised advanced courses.

## Technical management

EXPERIENCE shows that the quality of technical management of shipping companies has a fundamental influence on maritime safety and pollution prevention, IMO experts concluded.

The two-year MSc (fleet management) courses at the university will aim at developing technical managerial skills required of personnel serving in vital positions in shipping companies, such as marine and engineering superintendents.

## Technical upgrading

THE WMU will also offer a one-year "upgrading" course for technical personnel of the maritime administrations of Third World countries. The IMO says this course is necessary as, often, only a few technical officials are engaged in maritime administration.

## Short courses

BEYOND the major courses, the WMU will offer a range of short courses of up to six weeks' duration. The five short courses cover: oil tankers, including crude oil washing; chemical tankers; liquefied gas carriers; carriage of packaged dangerous cargoes; and implementation of Marpol COW requirements.

Having completed the short course, the participants will be able to teach or set up a training course which will meet the minimum standards of STCW 1978 and Marpol 1973/78, and the requirements of the flag administration. And administrators and surveyors will have the capability to carry out effective flag state and port state control of these ships.