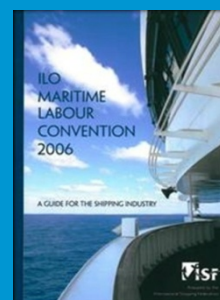
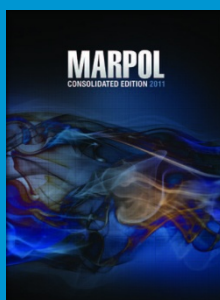
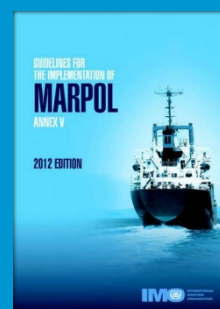
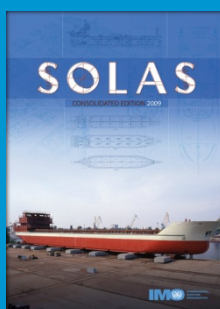
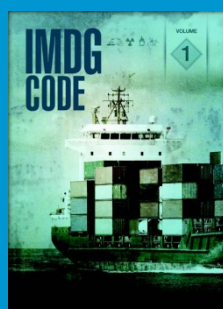
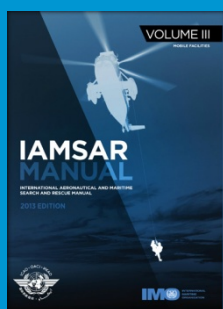


# OFFICER OF THE WATCH

## IMO REGULATORY UPDATE FOR 2013





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### INTRODUCTORY NOTES

The present publication is an effort to gather and summarize all new IMO regulations that entered or are to enter into force during 2013. Active links to relevant documents/circulars/resolutions have been also included to make it easier for the reader to have a direct reference to the actual text of each regulation, or to documents analyzing the regulatory requirements. This publication covers regulatory requirements for the following subjects:

1. Discharge of Garbage
2. Attained & Required EEDI
3. Shipboard Energy Efficiency Management Plan (SEEMP)
4. International Energy Efficiency (IEE) Certificate
5. Designation of New Emission Control Areas (ECA) & MARPOL Annex Vi Amendments
6. Cargo Oil Tanks Corrosion Protection
7. Carriage of Solid Bulk Cargoes
8. Lifeboat on Load Release Mechanisms
9. Maintenance & Inspection of Fire Protection Systems & Appliances
10. Bridge Navigational Watch Alarm System (BNWAS)
11. Electronic Chart Display & Information System (ECDIS)
12. BELTREP Area Ship Reporting
13. International Aeronautical and Maritime Search and Rescue Manual (IAMSAR) Manual
14. STCW 2010 Manila Amendments Training Programme
15. SCR Devices Certification
16. Maritime Labour Convention (MLC) 2006

From the above, perhaps one of the most important regulations that are to enter into force during 2013 is the Maritime Labour Convention (MLC), which is considered by many as the 4<sup>th</sup> pillar of the major maritime compliance conventions (the other three are SOLAS, MARPOL and STCW). Apart, from the MLC, the amended MARPOL Annex V regarding new garbage discharge rules as well as cargo hold and deck washing water discharges is also considered to be of significant importance. Other subjects requiring attention, is new requirements for the maintenance and inspection of fire protection systems and appliances which will have an impact on the planned maintenance schedule of such devices. Moreover, new emission control areas have been defined for 2013 affecting as a result the ship's operation in terms of the fuel oil that should be used. Finally, another regulation worth mentioning is the requirement to have a SEEMP onboard.

Definitions regarding the various ship types upon which each regulations applies are given at the end of the "2013 IMO Regulatory Update Table".

For any queries, suggestions or feedback regarding the present publication please contact us by sending a direct message to [info@officerofthewatch.com](mailto:info@officerofthewatch.com).

This publication was written, developed and prepared by Stavros Kairis, developer of the OOW blog, Mechanical Engineer and Maritime HSSEQ Specialist. Special thanks, for their various contributions during the development of this publication, should also be given to Nikos Kairis, Naval Architect & Marine Engineer and to Maria Papadopoulou undergraduate student of Maritime Studies. More information on the [officerofthewatch.com](http://officerofthewatch.com) initiative can be found at the end of this document.







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## IMO REGULATORY UPDATE FOR 2013

### 2013 IMO REGULATORY UPDATE TABLE

#	Subject / Regulatory Reference	Applicable to Vessel's Type / Size / Age	Entry into Force Date	Brief Description of Requirements
1.	<b>DISCHARGE OF GARBAGE</b> <b>MARPOL Annex V</b> <b>MEPC.201(62)</b> Amendments to MARPOL Annex V <b>MEPC.219(63)</b> Guidelines for the implementation of MARPOL Annex V <b>MEPC.220(63)</b> Guidelines for the development of garbage management plans	<b>All Ships</b> Reg.10 par.1 applies to ships Length $\geq 12\text{m}$ Reg.1 to Reg.7 applies to ships GRT $\geq 0$ Reg.10 par.2 applies to ships $400 > \text{GRT} \geq 100$ Reg.10 par.3 applies to ships GRT $\geq 400$ Reg.10 par.2 & 3 apply to ships with Persons $\geq 15$ New & Existing Ships	<b>01/01/2013</b>	Annex V "Prevention of Pollution by Garbage from Ships" has been revised limiting the discharge of garbage. The Garbage Record Book form has been updated. The amendment to MARPOL Annex V set a general prohibition of discharges to sea. Food waste excluding cooking oil and cargo residues may be discharged to sea under certain conditions. Regarding MARPOL Annex V Reg.10 par.2 requirements on Garbage Management Plans the following can be used as reference for their development: <b>Lloyds Register Garbage Management Plan</b> <b>ABS Garbage Management Plan</b> <b>GL Garbage Management Plan</b> <b>SQE Marine Garbage Management Plan</b> An extensive analysis on what has changed from the previous MARPOL Annex V can be found in the following OOW article: <b>Ships Garbage Management Under Revised MARPOL ANNEX V</b>
2.	<b>ATTAINED &amp; REQUIRED EEDI</b> <b>MARPOL Annex VI Ch.II Reg. 5 &amp; Ch. IV Reg. 20 &amp; 21</b> <b>MEPC.203(62)</b> Amendments to MARPOL Annex VI, Reg.5 New par.4, New Chapter IV on Energy Efficiency of Ships Reg. 20 & 21 <b>MEPC.212(63)</b> Attained EEDI Guidelines <b>MEPC.214(63)</b> Guidelines on Survey and Certification of the EEDI <b>MEPC.215(63)</b> Guidelines for	<b>New Ships</b> Bulk Carrier / Gas Tanker / Container Ship / General Cargo Ships (excluding Livestock Carrier, Barge Carrier, Heavy Load Carrier, Yacht Carrier, Nuclear Fuel Carrier) / Reefer / Combination Carrier / Passenger Ships	<b>01/01/2013</b>	New ships, or ships that have undergone a major conversion, are required to have an Attained EEDI as well as a Required EEDI. EEDI is a design index for a ship's energy efficiency. The Attained EEDI is initially checked at the design stage of the vessel and is then confirmed during sea trials. The Required EEDI derives from emission factors associated with the fuel consumed by the vessel's main engine, nominal auxiliary engine power as well as auxiliary generator power. The Flag Administration may waive the EEDI requirement for up to 4 years approximately. BIMCO has developed an EEDI calculator for the application of the



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#	Subject / Regulatory Reference	Applicable to Vessel's Type / Size / Age	Entry into Force Date	Brief Description of Requirements
	Calculation of Reference Lines for use with the EEDI <b>MEPC.224(64)</b> Amendments to the 2012 guidelines on the method of calculation of the attained EEDI <b>MEPC.1 Circ.795</b> Unified Interpretations to MARPOL Annex VI regarding definition of "New Ships" and how this will affect calculations to the Required EEDI through Table 1 of Reg. 21 <b>MEPC.1 Circ.796</b> Interim guidelines for the calculation of the coefficient Fw for decrease in ship speed in a representative sea condition	/ Ro-Ro Cargo Ship (Vehicle and Volume Carrier) GRT ≥ 400 Building Contract ≥ 01/01/2013 or Keel Laid ≥ 01/07/2013 or Delivery ≥ 01/07/2015		calculation methodology contained in the relevant IMO guidelines: <b>BIMCO EEDI calculator</b> Although the EEDI applies to new ships some industry organizations have developed an EEDI for existing ships. Although it is not a mandatory requirement of any applicable regulation, considering the trend for more energy efficient ship operations, as well as the fact that an EEDI for existing ships may be used from charterers, as reference, in order to decide whether to charter a ship or not the following publications should be taken into consideration: <b>RIGHTSHIP Existing Vessel Design Index</b> <b>Shippingefficiency.org Efficiency Rating for Existing Ships</b>
3.	<b>SEEMP</b> <b>MARPOL Annex VI Ch. II Reg. 5 New Par. 4 &amp; Ch. IV Reg. 22</b> <b>MEPC.203(62)</b> Amendments to MARPOL Annex VI, Reg.5 New par.4, New Chapter IV on Energy Efficiency of Ships Reg. 22 <b>MEPC.213(63)</b> 2012 Guidelines for the development of a ship energy efficiency management plan (SEEMP)	<b>All Ships</b> GRT ≥ 400 New & Existing Ships	<b>01/01/2013</b>	Ships should have a Ship Energy Efficiency Management Plan (SEEMP) onboard. The SEEMP should address ship-specific energy efficiency measures. The presence of the SEEMP onboard will be verified at intermediate and renewal surveys required for the International Air Pollution Prevention Certificate. (IAPP Certificate). SAMPLE SEEMPs that can be used as references can be found in the following links: <b>Lloyds Register SAMPLE SEEMP</b> <b>BIMCO &amp; Fathom SAMPLE SEEMP</b> <b>SQE Marine SAMPLE SEEMP</b>
4.	<b>INTERNATIONAL ENERGY EFFICIENCY (IEE) CERTIFICATE</b> <b>MARPOL Annex VI Reg.6 new par. 4 &amp; 5</b> <b>MEPC.203(62)</b> Amendments to	<b>Cargo Ships &amp; Passenger Ships</b> GRT ≥ 400 New & Existing Ships	<b>01/01/2013</b>	The International Energy Efficiency (IEE) Certificate is being introduced. The certificate will be issued for newbuildings upon the initial survey before the ship is put in service and for ships in service following the first intermediate or renewal MARPOL Annex VI survey, whichever is first on or after 2013-01-01.



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#	Subject / Regulatory Reference	Applicable to Vessel's Type / Size / Age	Entry into Force Date	Brief Description of Requirements
	MARPOL Annex VI Reg.6 new par. 4 & 5			The issuance of the certificate also requires the availability of the Ship Energy Efficiency Management Plan (SEEMP) as well as the availability of Energy Efficiency Design Index (EEDI), which is required only for newbuildings as per MARPOL ANNEX VI Ch. 4 reg. 19 par. 5.
5.	<b>DESIGNATION OF NEW ECAs &amp; MARPOL ANNEX VI AMENDMENTS</b> <b>MARPOL ANNEX VI Reg. 13 &amp; Reg. 14</b> <b>MEPC.202(62)</b> Amendments to MARPOL ANNEX VI Reg. 13 & Reg. 14 <b>MEPC.1 Circ.755</b> Information On The United States Caribbean Sea Emission Control Area Under MARPOL ANNEX VI	<b>Cargo Ships &amp; Passenger Ships</b> GRT ≥ 0 New & Existing Ships	<b>01/01/2013</b>	Amended MARPOL ANNEX VI designates the US Caribbean ECA for NOx and SOx. Nevertheless, as per MEPC.1/Circ.755 and MEPC.202(62) reg. 14 new par. 7, the SOx requirements within the US Caribbean ECA will take effect on 01/01/2014. Finally, ships powered by propulsion boilers as described in reg. 14.4.4 are exempted from the North America and US Caribbean ECA SOx requirements until 01/01/2020.
6.	<b>CARGO OIL TANKS CORROSION PROTECTION</b> <b>SOLAS Ch. II-1 Part A-1 New Reg. 3-11</b> <b>MSC.291(87)</b> Amendments to SOLAS Ch. II-1 Part A-1 New Reg. 3-11 <b>MSC.288(87)</b> Performance standard for protective coatings for cargo oil tanks of crude oil tankers <b>MSC.289(87)</b> Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers <b>MSC.1 Circ.1381</b> Par.1 item 2 Minor Amendments to MSC.288(87) on Conductivity Measurements Standards <b>MSC.1 Circ.1399</b> Guidelines on procedures for in-service maintenance and repair of	<b>Crude Oil Tankers</b> DWT ≥ 5000 Building Contract ≥ 01/01/2013 or Keel Laid ≥ 01/07/2013 or Delivery ≥ 01/07/2016	<b>01/01/2013</b>	All cargo oil tanks of crude oil tankers shall be coated during the construction of the ship in accordance with the performance standard for protective coatings for cargo oil tanks of crude oil tankers (MSC.288(87)). Alternative means of corrosion protection may also be applied always in accordance with the performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers (MSC.289(87)). Exemptions from the Flag Administration may be allowed under specific conditions. These conditions are either the use of novel prototype alternatives or if the ship is to be engaged in the carriage of cargoes and cargo handling operations that are not causing corrosion. LR has developed a document giving guidance for shipowners and operators, manufacturers and ship builders regarding cargo oil tanks corrosion protection: <b>LR Guidance Corrosion protection of crude oil cargo tanks New IMO regulations</b>



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#	Subject / Regulatory Reference	Applicable to Vessel's Type / Size / Age	Entry into Force Date	Brief Description of Requirements
	coating systems for cargo oil tanks of crude oil tankers <b>MSC.1 Circ.1421</b> Guidelines on exemptions for crude oil tankers solely engaged in the carriage of cargoes and cargo handling operations not causing corrosion			
7.	<b>CARRIAGE OF SOLID BULK CARGOES</b> <b>IMSBC Code Appendix 1</b> <b>MSC.318(89)</b> Amendments to the IMSBC Code <b>MSC.268(85)</b> Adoption of the IMSBC Code	<b>Cargo Ships Carrying Solid Bulk Cargoes</b> Bulk Carrier / General Cargo Ship etc GRT ≥ 500 New & Existing Ships	<b>01/01/2013</b>	Schedules of solid bulk cargoes have been updated. More specifically some schedules have been modified while some other new schedules have been introduced.
8.	<b>LIFEBOAT ON LOAD RELEASE MECHANISMS</b> <b>SOLAS Ch. III Reg.1 New Par. 5</b> <b>MSC.317(89)</b> Amendments to SOLAS Ch. III Reg. 1 New Par. 5 <b>MSC.1 Circ.1392</b> Guidelines for evaluation and replacement of lifeboat release & retrieval systems <b>MSC.1 Circ.1393</b> Early application of SOLAS Ch. III Reg.1 New Par. 5 <b>LSA Code Ch. IV par.4.4.7.6</b> <b>MSC.320(89)</b> Amendments to LSA Code Ch. IV par.4.4.7.6 <b>MSC.81(70)</b> Revised Recommendation on Testing of Life-Saving Appliances Par. 6.9 <b>MSC.321(89)</b> Amendments to the	<b>Cargo Ships</b> GRT ≥ 500 Ships Engaged in International Voyages <b>Passenger Ships</b> GRT ≥ 0 Ships Engaged in International Voyages New & Existing Ships	<b>01/01/2013</b>	SOLAS Ch. III Reg. 1 new par. 5 requires existing lifeboat on-load release mechanisms that do not comply with the LSA code new par. 4.4.7.6.4 to 4.4.7.6.6 regarding hook stability, locking devices and hydrostatic interlock etc to be replaced/modified with appropriate compliant equipment. Additionally, amendments to the revised recommendation on testing of life-saving appliances (MSC.81(70)), as amended by MSC.321(89) give more details for testing of operating mechanism and release mechanism on lifeboats and they also introduce a test of the second release mechanism on lifeboats. Although requirements are entering into force in 01/01/2013 their implementation will be effected in 01/07/2014 for new ships and during the first scheduled dry-docking for existing ships. It should be noted that for existing ships MSC.1/Circ.1393 requires that an appraisal of the on-load release mechanism should be completed well before the dry-dock date but not later than 01/07/2013.



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#	Subject / Regulatory Reference	Applicable to Vessel's Type / Size / Age	Entry into Force Date	Brief Description of Requirements
	revised recommendation on testing of life-saving appliances (MSC.81(70)) par. 6.9			
9.	<b>MAINTENANCE &amp; INSPECTION OF FIRE PROTECTION SYSTEMS &amp; APPLIANCES</b> <b>SOLAS Ch. II-2 Reg.14 par. 2.2.1</b> <b>MSC.1 Circ.1432</b> Revised guidelines for the maintenance & inspection of fire protection systems & appliances	<b>All Ships</b> GRT ≥ 0 New & Existing Ships	<b>31/05/2013</b>	The guidelines give new maintenance and inspections intervals for fire protection equipment. Moreover, maintenance procedures and inspections may be performed by competent crew members who have completed an advanced fire-fighting training course, while others should be performed by people specially trained in the maintenance of such systems. A quick overview of the requirements and how the maintenance intervals have changed is given in the following Lloyd's Register publication: <b>LR On-board Maintenance and Inspection of Fire Protection Systems and Appliances</b>
10.	<b>BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS)</b> <b>SOLAS Ch. V Reg. 19 Par. 2.2</b> <b>MSC.282(86)</b> Amendments to SOLAS Ch. V Reg. 19 Par. 2.2 New Subpar. 3 & 4 <b>MSC.128(75)</b> Performance standards for a bridge navigational watch alarm system (BNWAS)	<b>Cargo Ships</b> Bulk Carrier / Oil Tanker / Chemical Tanker / Gas Tanker / Container Ship / General Cargo Ships / Reefer / Combination Carrier / Ro-Ro Cargo Ship etc 3000 > GRT ≥ 500 Keel Laid < 01/07/2011	<b>01/07/2013</b>	A Bridge Navigational Watch Alarm System (BNWAS) (complying with MSC.128(75)) is required to be installed onboard and shall be in operation whenever the ship is underway at sea, no later than the 1 <sup>st</sup> survey on or after 01/07/13. First survey means the first annual survey, the first periodical survey or the first renewal survey, whichever is due first after the date specified. A BNWAS is a system to monitor bridge activity and detect operator disability which could lead to marine accidents. At the discretion of the Flag Administration a BNWAS installed prior to 1 July 2011 may be exempted from full compliance with the standards of MSC.128(75).
11.	<b>ELECTRONIC CHART DISPLAY &amp; INFORMATION SYSTEM (ECDIS)</b> <b>SOLAS Ch. V Reg. 19</b> <b>MSC.282(86)</b> Amendments to SOLAS Ch. V Reg. 19 par. 2.1 subpar. 4 & new	<b>New Cargo Ships</b> Bulk Carrier / Container Ship / General Cargo Ship / Reefer / Combination Carrier etc	<b>01/07/2013</b>	New cargo ships, other than tankers engaged on international voyages shall be fitted with an Electronic Chart Display and Information System (ECDIS).



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#	Subject / Regulatory Reference	Applicable to Vessel's Type / Size / Age	Entry into Force Date	Brief Description of Requirements
	par. 2.10 & 2.11 <b>MSC.232(82)</b> Revised performance standards for electronic chart display and information systems (ECDIS)	GRT ≥ 10000 Keel Laid ≥ 01/07/2013		
12.	<b>BELTREP AREA SHIP REPORTING</b> <b>SOLAS Ch. V Reg. 11</b> <b>MSC. 332(90)</b> Amendments to the existing mandatory Ship Reporting System "in the Storebelt (Great Belt) traffic area (BELTREP)	<b>All Ships</b> GRT ≥ 500, Air Draught ≥ 15m New & Existing Ships	<b>01/07/2013</b>	Mandatory ship reporting for vessels passing through or proceeding to and from ports and anchorages in the BELTREP area. The BELTREP system was established to protect the fixed link over the Great Belt which consists of two major bridges and a tunnel, and further on to assist ships' safe navigation in the area. The Great Belt area is the entrance to the Baltic Sea.
13.	<b>IAMSAR MANUAL</b> <b>SOLAS Ch. V Reg.21</b> <b>MSC.1 Circ.1415</b> Amendments to the IAMSAR Manual	<b>All Ships</b> GRT ≥ 0 New & Existing Ships	<b>01/07/2013</b>	The amendments reflect recent changes made to the carriage requirements for radio-communication equipment on ships, and include significant updates to volume III of the Manual.
14.	<b>STCW 2010 MANILA AMENDMENTS TRAINING PROGRAMME</b> <b>STCW Manila Amendments (STCW/CONF.2/33)</b> <b>STCW Annex Manila Amendments (STCW/CONF.2/34)</b> <b>STCW.7 Circ.16</b> Clarification of transitional provisions relating to STCW 2010 Manila Amendments	<b>All Ships</b> GRT ≥ 0 New & Existing Ships	<b>01/07/2013</b>	Switch over of the training programme as per STCW 2010 Manila amendments requirements. Seafarers who commenced approved seagoing service, an approved education and training programme or an approved training course after 1 July 2013 the validity of any certificate issued may extend beyond 1 January 2017. The following ITF publication explains what are the changes of the STCW 210 Manila Amendments : <b>ITF STCW A Guide for Seafarers</b>
15.	<b>SCR DEVICES CERTIFICATION</b> <b>MARPOL Annex VI Ch.III Reg. 13</b> <b>NOx Tech. Code</b> par. 2.2 Engine pre-certification <b>MEPC.217(63)</b> Amendments to Nox Tech. Code <b>MEPC.198(62)</b> Selective Catalytic	<b>All Ships</b> GRT ≥ 400 Keel Laid ≥ 01/01/2000 All diesel engines fitted with SCR devices and output ≥ 130 kW	<b>01/08/2013</b>	Par. 2.2.4 wording does not change but it has been replaced by par. 2.2.4.1 & 2.2.4.2 giving a better overview of the onboard tests requirements. Par. 2.2.5.1 has been replaced giving more details regarding Nox reducing (SCR) devices certification. More specifically if engines cannot be pre-certified either on a test bed or on board, then, subject to the agreement of the Flag Administration, Scheme B of the SCR





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#	Subject / Regulatory Reference	Applicable to Vessel's Type / Size / Age	Entry into Force Date	Brief Description of Requirements
	Reduction (SCR) Guidelines par.3.1.1 and par.6 Scheme B test procedures			Guidelines (MEPC.198(62)) should be used. Mentioned Scheme B allows analytical modeling tools to be used.
16.	<b>MARITIME LABOUR CONVENTION 2006</b> <b>MLC 2006 Text</b> <b>MLC 2006 FAQ</b> <b>MLC 2006 Model National Provisions</b> <b>MLC 2006 Social Security for Seafarers</b> <b>PSCO inspections under the MLC 2006</b> <b>Flag State inspections under the MLC 2006</b>	<b>All Ships</b> *Except fishing vessels, dhows, junks & warships GRT ≥ 0 GRT ≥ 500 need also an MLC certificate New & Existing Ships	<b>20/08/2013</b>	The Maritime Labour Convention, among others, will require verification on standards such as seafarer payment of wages, hours of work or rest, recruitment and placement, manning levels, accommodation recreational facilities, food and catering, health, safety & accident prevention, handling of seafarers complaints etc. Regarding MLC Reg. 5.2.1 "Inspections in Port" an analysis can be found in the following OOW article: <b>MLC 2006 Enforcement Through Port State Control Inspections In Ports (MLC Regulation 5.2.1)</b> Implementation of the MLC can be achieved in various ways, one of them is to develop a separate stand alone manual integrated in the company's SMS: <b>Implementing ILO MLC 2006 with a Separate Stand-Alone Manual</b>

SHIP TYPES	DEFINITION
All Ships	Self-propelled ship of any type
Passenger Ship	A ship which carries more than the indicated number of passengers
Ro-Ro	A ship with Ro-Ro cargo spaces as defined in SOLAS Ch. II-2 Regulation 3 item 41
Cargo Ship	Any ship type which is not a passenger ship
Containership	A ship designed exclusively for the carriage of containers in holds and on deck
General Cargo Ship	A Cargo Ship other than a tanker or a bulk carrier
Reefer	A ship designed exclusively for the carriage of refrigerated cargoes in holds
Tanker	A cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature
Crude Oil Tanker	An oil tanker engaged in the trade of carrying crude oil
Product Tanker	An oil tanker engaged in the trade of carrying oil other than crude oil
Gas Tanker	A cargo ship constructed or adapted and used for the carriage in bulk of any liquid gas or products listed in IGC Ch. 19
Bulk Carrier	A ship which is constructed generally with single deck, top-side and hopper side tanks in cargo spaces, and primarily carries dry cargo in bulk
Combination Carrier	A ship designed to carry either oil or alternatively solid cargoes in bulk



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### ABOUT THE OFFICER OF THE WATCH

Officer of the Watch (OOW) is a blog focusing on a variety of themes that are related directly or indirectly to merchant vessels and offshore operations. The aim of the Officer of the Watch is to highlight selected maritime and offshore news and articles in an alternative approach with a more practical and easy to read method, making the blog an important training tool to anyone who seeks knowledge or is involved in the maritime and offshore industry.

OOW was initially developed, during 2011, as a self-learning tool for maritime issues, but slowly took the form of an informative blog. In the process more young professionals willing to participate to the blog's contents and features got involved and thus the OOW Team was formed.

For more information about the [officerofthewatch.com](http://officerofthewatch.com) blog please refer to the following web pages:

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