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Guidelines for the Implementation of MARPOL **Index of IMO Resolutions** International Safety  
Guide for Oil Tankers & Terminals (ISGOTT) *Polar Manual Guidelines on the Application of the IMO*  
*International Safety Management (ISM) Code* **Crude Oil Washing Systems** Guidelines for Ships  
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**Management of Ships' Ballast Water to Minimize the Transfer of Harmful Aquatic**

**Organisms and Pathogens Manual on Oil Pollution Garbage Record Book Procedures for Port State Control 2011 Norie's Nautical Tables United States Coast Guard Incident Management Handbook, 2014 IGC Code Merchant Ship Search and Rescue Manual (MERSAR) PERIL AT SEA AND SALVAGE Guideline for Oil Spill Response in Fast Currents Guidelines for the Implementation of Annex V of MARPOL 73/78 Effective Mooring**

*Merchant Ship Search and Rescue Manual (MERSAR) Feb 19 2020*

**Guidelines for the Control and Management of Ships' Ballast Water to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens Sep 27 2020**

**IMO Publications Catalogue Dec 31 2020**

**Guidelines for the Implementation of Annex V of MARPOL 73/78 Nov 17 2019**

**Condition Assessment Scheme May 04 2021** The Condition Assessment Scheme (CAS) for oil tankers was adopted in 2001 and is applicable to all single-hull tankers of 15 years or older. Although the CAS does not specify structural standards in excess of the provisions of other IMO conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and that documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Program of Inspections concurrent with intermediate or renewal surveys currently required by resolution A.744(18), as amended.--  
Publisher's description.

**Reeds 21st Century Ship Management Aug 19 2022** Ship management has constantly had to evolve to take into account the advancements in technology as well as the demands of the shipping

industry. Having internet access and email on board ship has meant that the ship manager has to possess certain sets of skills to function effectively in the post, including computer literacy. The emergence of large multi-national ship management companies has also changed how business is conducted and this in turn means that the ship manager and tiers of management within the organization have had to evolve to cope with the demands of working with a multi-national workforce. Furthermore, since the mid-1980s there has been an ever expanding raft of legislation that is more restrictive for companies to meet, and a shrinking of profit margins has seen a shift in how companies are required to operate to survive. This book addresses the demands of 21st century ship management with the focus of the book as much about the people who manage ships as about the theory and practice of ship management.

Guidelines for Ships Operating in Polar Waters Jun 05 2021 Ships operating in the Arctic and Antarctic environments are exposed to a number of unique risks. Poor weather conditions and the relative lack of good charts, communication systems and other navigational aids pose challenges for mariners. The remoteness of the areas makes rescue or clean-up operations difficult and costly. Cold temperatures may reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suction. When ice is present, it can impose additional loads on the hull, propulsion system and appendages. The Guidelines for ships operating in polar waters aim at mitigating the additional risk imposed on shipping in the harsh environmental and climatic conditions that exist in polar waters. This publication should be of interest to maritime administrations, ship manufacturers, shipping companies, cruise and tour operators, education institutes and others concerned with the safe operation of ships in polar waters.

**Polar Code** Jul 18 2022 The International Code for Ships Operating in Polar Waters has been

developed to supplement existing IMO instruments in order to increase the safety of ships' operation and mitigate the impact on the people and environment in the remote, vulnerable and potentially harsh polar waters. The Code acknowledges that polar water operation may impose additional demands on ships, their systems and operation beyond the existing requirements of the International Convention for the Safety of Life at Sea (SOLAS), 1974, the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto as amended by the 1997 Protocol (MARPOL), and other relevant binding IMO instruments. The Code acknowledges that the polar waters impose additional navigational demands beyond those normally encountered. In many areas, the chart coverage may not currently be adequate for coastal navigation. It is recognised even existing charts may be subject to unsurveyed and uncharted shoals. The Code also acknowledges that coastal communities in the Arctic could be, and that polar ecosystems are, vulnerable to human activities, such as ship operation. The relationship between the additional safety measures and the protection of the environment is acknowledged as any safety measure taken to reduce the probability of an accident, will largely benefit the environment. While Arctic and Antarctic waters have similarities, there are also significant differences. Hence, although the Code is intended to apply as a whole to both Arctic and Antarctic, the legal and geographical differences between the two areas have been taken into account. The key principles for developing the Polar Code have been to use a risk-based approach in determining scope and to adopt a holistic approach in reducing identified risks. It will come into effect only in 2017 for new ships and 2018 for existing ships.

**POLARIS 2MFG** Mar 14 2022 The one stop solution for your preparation of 2MFG. The content of the POLARIS 2MFG android app is now available in PDF.

Guidelines for the Development of Shipboard Marine Pollution Emergency Plans Oct 21 2022

**Safety Notes for Phase 2 Chief Mate by Rohan D'Souza** Feb 13 2022 visit

[www.owaysonline.com](http://www.owaysonline.com) for cheapest notes Description Safety Notes for Phase 2 Chief Mate by Rohan D'Souza. BRIDGE WATCHKEEPING, SHIP HANDLING & EMERGENCIES - (Prepared by Rohan D'Souza) Sr. No CONTENTS Page Nos. 1. Watchkeeping 01-19 2. Contingency & Emergencies 20-59 3. Ship Manoeuvring 60-73 4. Ship Handling - I (Shallow water effect & Interaction) 74-93 5. Ship Handling - II (Anchoring & Mooring) 94-116 6. Ship Handling - III (Berthing & Unberthing) 117-140 7. IAMSAR and Man Overboard 141-160 8. Heavy Weather and Bow-Stern Wave 161-172 9. Lighterage and Ship-to-Ship Transfer Operations 173-190 10. Towing 191-203 11. Ice Navigation 204-215 12. Dry-Docking 216-224 13. Piracy & Armed Robbery (BMP-4) 225-239 14. Misc. Questions 240-271

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**Manual on Oil Pollution** Aug 27 2020

**Procedures for Port State Control 2019** Nov 29 2020 This publication provides guidance to port State control officers (PSCOs) on the conduct of inspections of foreign ships, in order to promote consistency in the way inspections are carried out worldwide, and to harmonize the criteria for

deciding on deficiencies found on board relating to the ship, its equipment or its crew, as well as the application of procedures.

**IAMSAR Manual** Feb 01 2021

*www.owaysonline.com Chief Mate Orals - F 3 - Randhawa* Nov 22 2022 *www.owaysonline.com Chief Mate Orals - F 3 - Randhawa*

**United States Coast Guard Incident Management Handbook, 2014** Apr 22 2020 "The Coast Guard incident management handbook (IMH) is designed to assist Coast Guard personnel in the use of the National Incident Management System (NIMS) Incident Command System (ICS) during response operations and planned events. ... It is not a policy document, but rather guidance for response personnel."--

**Effective Mooring** Oct 17 2019 Mooring is one of the most complex and dangerous operations for ship and terminal crew. If something goes wrong, the consequences can be severe. Effective Mooring gives crew a general introduction to mooring and guidance on how to stay safe during mooring operations. It is written in an easy-to-understand style for seafarers worldwide and can be used as a training guide for both new and experienced crew. Produced by the Oil Companies International Marine Forum (OCIMF), the book is written for crew on board oil tankers, barges and terminals, but the principles can be applied to any vessel.

*Polar Manual* Sep 08 2021

**Shipping and the Environment** Apr 15 2022 The first edition of this book was quickly acclaimed as the new leading text worldwide on the law and practice of pollution from ships. The second edition deals with a variety of developments since then in this fast-moving subject: the Erika and the Prestige; changes in international law on maritime safety and compensation; latest decisions on

claims for compensation; analysis of the SCOPIC regime; new material on ports of refuge, transboundary movements, and pollution from offshore craft; latest cases and regulatory changes in the US; and enlarged chapters on enforcement of laws and criminal sanctions. Like its predecessor, the second edition is superbly indexed and written clearly with the needs in mind of a wide international readership.

**Norie's Nautical Tables** May 24 2020 This famous set of mathematical tables was first published in 1803. It has been a bestseller ever since, and despite developments in electronic navigation it remains an essential requirement for anyone learning and practising astro-navigation. Last updated in 1994, the editor, George Blance, has worked for some time on the modernisation of all the tables for this major new edition. New tables have been included and obsolete ones deleted to conform with the changing techniques of navigation, with the aim of improving the accuracy of the calculated position and reducing the tedium of the calculation. All the tables required for coastal and deep sea navigation are included. A simple uniform method of interpolation for all the trigonometrical tables is used. Certain tables and data are also included which are not readily available on board ship or are only used in the examination room. The section 'Seaports of the World' has also been extensively updated and restructured with several hundred additional ports. The ports are listed geographically in the following order from Arctic Russia, Scandinavia, the Baltic Sea, the Atlantic coast of Europe, the Mediterranean Sea, West Africa, East Africa, Arabia, the Persian Gulf, the Indian sub-continent, the Far East, Australasia, the west coast of North and South America and finally the east coast of North and South America. At the back of the section is an index of the seaports.

**THIRD MATE CRASH COURSE - EBOOK VERSION** Mar 02 2021 QUICK & PRECISE This is the ebook version of my Third Officer Crash Course available at

onlinethirdmate.gumroad.com/thirdmatecrashcourse) In this ebook version, crash course, I have compiled a series of notes, checklists & pointers for quick understanding of how to do the job of a Third mate & Second Mate onboard the ship. No need to research hard enough on how to do the job. If you are a newly promoted seafarer or a cadet or new to Marine Transportation College then this is the publication & THE ONLY publication you should read. LESSONS INCLUDED 1.

NAVIGATION(General ECDIS, SSBT with BRM, GOC with GMDSS, & PASSAGE PLANNING) 2.

BRIDGE CHECKLISTS (PILOTAGE CHECKLISTS, ARRIVAL CHECKLISTS, DEPARTURE

CHECKLISTS, NEW CREW ONBOARD CHECKLISTS) 3. BASIC SAFETY, LSA & FFE CHECKLISTS

4. HOW TO EXECUTE REQUISITIONS or ORDER SPARES

Guidelines for the Implementation of MARPOL Dec 11 2021 The Marine Environment Protection Committee (MEPC) of IMO, at its sixty-second session in July 2011, adopted the Revised MARPOL Annex V, concerning Regulations for the prevention of pollution by garbage from ships, which enters into force on 1 January 2013. The associated guidelines which assist States and industry in the implementation of MARPOL Annex V have been reviewed and updated and two Guidelines were adopted in March 2012 at MEPC's sixty-third session. The 2012 edition of this publication contains: the 2012 Guidelines for the implementation of MARPOL Annex V (resolution MEPC.219(63)); the 2012 Guidelines for the development of garbage management plans (resolution MEPC.220(63)); and the Revised MARPOL Annex V (resolution MEPC.201(62)).

E-Government Website Development: Future Trends and Strategic Models Dec 23 2022 "This book provides fundamental clues about the direction forward in electronic government needed to achieve even greater value from websites and assist the continuing transformation of governmental interaction with citizens"--Provided by publisher.



International Safety Guide for Oil Tankers & Terminals (ISGOTT) Oct 09 2021

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**Garbage Record Book Jul 26 2020**

*Direitos Humanos e OIT* Sep 20 2022 O livro "Direitos Humanos e OIT" traz uma coletânea de análises que transitam entre o Direito do Trabalho, o Direito Internacional do Trabalho e o Direito Constitucional para a afirmação dos direitos humanos dos trabalhadores. Abordando os diferentes direitos que compõem o ordenamento internacional do trabalho, os autores desenvolvem análises a partir da perspectiva do sistema laboral brasileiro. Os estudos resultam em uma obra diversificada, rica, atual e essencial para a compreensão dos desafios enfrentados pelo Direito do Trabalho e para a construção de soluções que incluam a ideia da proteção do trabalho. Ana Virgínia Moreira Gomes: Professora de Direito do Trabalho pela Universidade de Fortaleza - UNIFOR. Doutora em Direito do Trabalho pela Universidade de São Paulo.

**Guideline for Oil Spill Response in Fast Currents** Dec 19 2019 The aim of this Guideline is to provide essential information and a practical aid to oil spill response personnel for the development of response strategies and for the implementation of oil spill containment and clean-up measures in a fast water environment. It is intended for personnel who already have an understanding of the basics of oil containment and recovery using conventional spill response equipment, such as booms and skimmers, and provide information on the particular considerations and strategies that are required for pollution response in fast currents.

**Crude Oil Washing Systems** Jul 06 2021

**Procedures for Port State Control 2011** Jun 24 2020 Port state control (PSC) involves the

inspection of foreign ships in national port areas to verify that the condition and operation of a ship and its equipment comply with the requirements of international regulations. While IMO has always acknowledged that enforcement of global maritime standards is the responsibility of flag states, the organisation nevertheless recognises that exercising the right to carry out Psc makes an important contribution to ensuring those standards are implemented consistently on ships of different nationalities. The sub-committee on flag state implementation has developed and maintained a framework to promote the global harmonisation and co-ordination of Psc activities resulting in the adoption of resolution A.1052(27) by the assembly of November 2011. This resolution contains the Procedures for port state control, 2011, and revokes resolutions A.787(19) and A.882(21).  
*IBC Code* Apr 03 2021 IBC = International code for the construction and equipment of ships carrying dangerous chemicals in bulk

*The IMLI Manual on International Maritime Law* Feb 25 2023 This three-volume Manual on International Maritime Law presents a systematic analysis of the history and contemporary development of international maritime law by leading contributors from across the world. Prepared in cooperation with the International Maritime Law Institute, the International Maritime Organization's research and training institute, this a uniquely comprehensive study of this fundamental area of international law. Volume III is devoted to the marine environmental law and maritime security law. The first part of Volume III deals in depth with issues of most fundamental importance in the contemporary world, namely how to protect the marine environment from pollution from ships, land-based sources, seabed activities, and from or through air. In explaining these types of pollution, various conventions concluded under the auspices of the IMO (such as MARPOL 73/78 and the 1972 London Convention) and soft law documents are analysed. The volume

also includes chapters on the conventions relating to pollution incident preparedness, response, cooperation, and the relevance of regional cooperation. It additionally discusses liability and compensation for pollution damage. The second part of volume III examines an issue of increasing importance in a world threatened by terrorism, piracy, and drug-trafficking. Chapters in this part cover the topics of piracy; stowaways; human trafficking; illicit drugs; terrorism; military uses of the sea; and new maritime security threats, such as the illegal dumping of hazardous wastes and toxic substances, as well as illegal, unreported, and unregulated fishing.

*Guidelines on the Application of the IMO International Safety Management (ISM) Code* Aug 07 2021

**Index of IMO Resolutions** Nov 10 2021

*Inert Gas Systems* May 16 2022 This publication contains the text of guidelines for inert gas systems and relevant IMO documents on inert gas systems and supersedes the publication 860 83.15.E.

**OSV Chemical Code** Jun 17 2022 This present Code has been developed for the design, construction and operation of offshore support vessels (OSVs) which transport hazardous and noxious liquid substances in bulk for the servicing and resupplying of offshore platforms, mobile offshore drilling units and other offshore installations, including those employed in the search for and recovery of hydrocarbons from the seabed. The basic philosophy of the present Code is to apply standards contained in the Code and the International Code of Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and in the International Code of Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) to the extent that is practicable and reasonable taking into account the unique design features and service characteristics of OSVs.

IGC Code Mar 22 2020

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