

Translation: Only the Danish document has legal validity.

*Order no. 762 of 11 June 2018
issued by the Danish Maritime Authority*

Order on special training and competence requirements for personnel on ships operating in polar waters

In pursuance of section 18(1)(i), section 20(3), second sentence, section 24b, section 25b(1) and (2), and section 27(3) of the Danish Act on the manning of ships (*lov om skibes besætning*), see Consolidated Act no. 74 of 17 January 2014, and following consultation with the shipowners' and seafarers' organisations, the following provisions are laid down as authorised under section 1(1)(ii) of Order no. 744 of 24 June 2013 on the transfer of certain powers to the Danish Maritime Authority and on the right of appeal, etc.:

Purpose and scope of application

Section 1. This Order lays down the training and competence requirements for masters, officers and other personnel forming part of a navigational watch on board ships operating in polar waters, see the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW Convention), Regulation V/4.

Section 2. This Order applies to seafarers on ships covered by the Polar Code, see Part XIV on safety measures for ships operating in polar waters of Order no. 1512 of 8 December 2016 on B Notices from the Danish Maritime Authority, the construction and equipment, etc. of ships, as amended by Order no. 1188 of 7 November 2017.

Competence and certificates

Section 3. Masters, chief mates and officers forming part of a navigational watch on board ships operating in polar waters shall hold a valid certificate of proficiency in basic training for ships operating in polar waters as required under the Polar Code, see section 2, and shall, in order to be issued with the certificate, have completed approved training in accordance with Section A-V/4, paragraph 1, of the STCW Code, as set out in Annex 1.

Section 4. Masters and chief mates on ships operating in polar waters shall hold a valid certificate of proficiency in advanced training for service on ships operating in polar waters as required under the Polar Code, see section 2, and, in order to be issued with the certificate, they shall:

- (i) have completed basic training under section 3;
- (ii) have at least two months of seagoing service forming part of a navigational watch at the management level or at the operational level within polar waters, or equivalent approved seagoing service, see section 12; and
- (iii) have completed approved training in accordance with Section A-V/4, paragraph 2, of the STCW Code, as set out in Annex 2.

Validity and renewal of certificates

Section 5. Certificates issued pursuant to section 3 or section 4 are valid for a period of five years.

Subsection 2. Applicants for renewal of a certificate shall:

- (i) have approved seagoing service in a capacity for which a certificate under this Order is required for a period of at least two months within the previous five years; or
- (ii) have completed approved training, see section 3 or section 4.

Subsection 3. Applications for renewal must be submitted to the Danish Maritime Authority using an electronic application form.

Subsection 4. Applications for renewal of a certificate of proficiency, see subsection (1), may be submitted before the certificate expires.

Training providers and instructors' qualifications

Section 6. In order to provide training and issue certificates of proficiency, the training providers and training programmes under sections 3 and 4 must be approved in accordance with the Danish Maritime Authority's Order on approval and quality assurance, etc. of maritime training programmes.

Section 7. Training providers shall ensure that the instructors have the requisite qualifications to teach the courses concerned. This includes both professional qualifications and qualifications to provide instruction and training.

Section 8. Based on the training objectives set out in Annexes 1 and 2, training providers shall perform the detailed planning, including duration, taking into consideration the participants' backgrounds.

Section 9. Training programmes and examinations may be organised to include the use of digital media.

Issue and registration of certificates

Section 10. Training providers shall issue a certificate of proficiency to seafarers having completed basic training for service on ships operating in polar waters.

Subsection 2. The certificate is valid for five years from the issue date and must be drawn up as shown in Annex 3.

Section 11. Training providers shall issue a certificate of proficiency to seafarers having completed advanced training for service on ships operating in polar waters, provided that the seafarer can document having at least two months of approved seagoing service forming part of a navigational watch, either at the management level or at the operational level, within polar waters or equivalent approved seagoing service.

Subsection 2. The certificate is valid for five years from the issue date and must be drawn up as shown in Annex 4.

Section 12. When issuing a certificate of proficiency, training providers shall verify the documentation of seagoing service where approved seagoing service in polar waters is required under this Order.

Subsection 2. The Danish Maritime Authority shall determine whether the requirement of equivalent approved seagoing service is met in cases where the seagoing service was not completed in polar waters.

Section 13. Training providers shall register the issue of course certificates. The registration must be kept for five years and contain information on the issue date, and the name and date of birth of the seafarer.

Subsection 2. Training providers shall report completed courses to the Danish Maritime Authority using its digital reporting system.

Section 14. A fee is charged for applications to the Danish Maritime Authority for the issue or renewal of certificates, or copies of certificates, see the Danish Maritime Authority's fee rates.

Penalty provisions

Section 15. Contravention of section 3, section 4 and section 5(1) of this Order is punishable with a fine.

Subsection 2. Criminal liability may be imposed on companies, etc. (legal persons) under the rules of Part 5 of the Danish Criminal Code (*straffeloven*).

Subsection 3. When imposing criminal liability under subsection (2), persons who are hired to perform work on board the ship by others than the shipowner are also considered to be associated with the shipowner. If a document of compliance has been issued in accordance with the International Safety Management Code or if a certificate has been issued in accordance with the Maritime Labour Convention to another organisation or person, the master of the ship and the seafarers are also considered to be associated with the one to whom the document has been issued.

Entry into force and interim provisions

Section 16. This Order enters into force on 1 July 2018.

Section 17. Until 1 July 2020, seafarers having formed part of a navigational watch in polar waters before 1 July 2018 may satisfy the requirements set out in section 3 by documenting:

- (i) at least three months of approved seagoing service in the deck department in the period from 1 July 2013 to 1 July 2018, at the operational level or at the management level, on ships operating in polar waters or equivalent approved seagoing service; or
- (ii) completed training in accordance with Section B-V/g of the STCW Code.

Subsection 2. Until 1 July 2020, seafarers having formed part of a navigational watch in polar waters before 1 July 2018 may satisfy the requirements set out in section 4 by documenting:

- (i) at least three months of approved seagoing service in the deck department in the period from 1 July 2013 to 1 July 2018, at the management level, on ships operating in polar waters or equivalent approved seagoing service; or
- (ii) completed training in accordance with Section B-V/g of the STCW Code combined with at least two months of approved seagoing service in the deck department in the period from July 2013 to 1 July 2018, at the management level, on ships operating in polar waters or equivalent approved seagoing service.

Subsection 3. The Danish Maritime Authority shall determine whether the requirement of equivalent approved seagoing service is satisfied.

Subsection 4. Seafarers wishing to acquire a certificate, see subsection (1) or (2) shall submit an application to the Danish Maritime Authority by using the Danish Maritime Authority's system for digital applications for the issue of certificates.

Danish Maritime Authority, 11 June 2018

RASMUS HØY THOMSEN

/ Per Sønderstrup

Table A-V/4-1

The training is to qualify participants to form part of a navigational watch on ships operating in polar areas and must as a minimum include the competences listed in the table below.

Specification of minimum standard of competence in basic training for ships operating in polar waters

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
Contribute to safe operation of vessels operating in polar waters	<p><i>Basic knowledge of ice characteristics and areas where different types of ice can be expected in the area of operation:</i></p> <ul style="list-style-type: none"> .1 ice physics, terms, formation, growth, ageing and stage of melt .2 ice types and concentrations .3 ice pressure and distribution .4 friction from snow covered ice .5 implications of spray-icing; danger of icing up; precautions to avoid icing up and options during icing up .6 ice regimes in different regions; significant differences between the Arctic and the Antarctic, first year and multiyear ice, sea ice and land ice .7 use of ice imagery to recognize consequences of rapid change in ice and weather conditions .8 knowledge of ice blink and water sky .9 knowledge of differential movement of icebergs and pack ice .10 knowledge of tides and currents in ice 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved training programme 	<p>Identification of ice properties and their characteristics of relevance for safe vessel operation</p> <p>Information obtained from ice information and publications is interpreted correctly and properly applied</p> <p>Use of visible and infrared satellite images</p> <p>Use of egg charts</p> <p>Coordination of meteorological and oceanographic data with ice data</p> <p>Measurements and observations of weather and ice conditions are accurate and appropriate for safe passage planning</p>

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
	.11 knowledge of effect of wind and current on ice		
	<p><i>Basic knowledge of vessel performance in ice and low air temperature:</i></p> <p>.1 vessel characteristics</p> <p>.2 vessel types, hull designs</p> <p>.3 engineering requirements for operating in ice</p> <p>.4 Ice strengthening requirements</p> <p>.5 limitations of ice-classes</p> <p>.6 winterization and preparedness of vessel, including deck and engine</p> <p>.7 low-temperature system performance</p> <p>.8 equipment and machinery limitation in ice condition and low air temperature</p> <p>.9 monitoring of ice pressure on hull</p> <p>.10 sea suction, water intake, superstructure insulation and special systems</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved training programme</p>	<p>Identification of vessel characteristics and limitations under different ice conditions and cold environmental impact</p> <p>Procedures are made for risk assessment before entering ice</p> <p>Awareness of fresh water ballast freezing in ballast tanks</p> <p>Actions are carried out in accordance with accepted principles and procedures to prepare the vessel and the crew for operations in ice and low air temperature</p> <p>Communications are clear, concise and effective at all times in a seamanlike manner</p>
	<p><i>Basic knowledge and ability to operate and manoeuvre a vessel in ice:</i></p> <p>.1 safe speed in the presence of ice and icebergs</p> <p>.2 ballast tank monitoring</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p>	<p>Use Polar Code and Polar Water Operations Manual to correctly determine the recommended procedures to load/unload cargo and/or embark/disembark passengers in low</p>

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
	<p>.3 cargo operations in polar waters</p> <p>.4 awareness of engine loads and cooling problems</p> <p>.5 safety procedures during ice transit</p>	<p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved training programme</p>	<p>temperatures, monitor ballast water for icing, monitor engine temperatures, anchor watch concerns in ice, and transit near ice</p> <p>Interpretation and analysis of information from radar is in accordance with lookout procedures with special caution regarding identification of dangerous ice features</p> <p>Information obtained from navigational charts, including electronic charts, and publications is relevant, assessed, interpreted correctly and properly applied</p> <p>The primary method of position fixing is frequent and the most appropriate for the prevailing conditions and routing through ice</p> <p>Performance checks and tests of navigation and communication systems comply with recommendations for high latitude and low air temperature operation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor and ensure compliance with legislative requirements	<p><i>Basic knowledge of regulatory considerations:</i></p> <ul style="list-style-type: none"> .1 Antarctic Treaty and the Polar Code .2 accident reports concerning vessels in polar waters .3 IMO standards for operation in remote areas 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved training programme 	<p>Locate and apply relevant parts of the Polar Water Operations Manual</p> <p>Communication is in accordance with local/regional and international standard procedures</p> <p>Legislative requirements related to relevant regulations, codes and practices are identified</p>
Apply safe working practices, respond to emergencies	<p><i>Basic knowledge of crew preparation, working conditions and safety:</i></p> <ul style="list-style-type: none"> .1 recognize limitations of search and rescue readiness and responsibility, including sea area A4 and its SAR communication facility limitation .2 awareness of contingency planning .3 how to establish and implement safe working procedures for crew specific to polar environments such as low temperatures, ice-covered surfaces, personal protective equipment, use of buddy system, and working time limitations .4 recognize dangers when crews are exposed to low temperatures 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved training programme 	<p>Identification and initial actions on becoming aware of hazardous situations for vessel and individual crew members</p> <p>Actions are carried out in accordance with Polar Water Operations Manual, accepted principles and procedures to ensure safety of operations and to avoid pollution of the marine environment</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times</p> <p>Response actions are in accordance with established plans and are appropriate to the situation and nature of the emergency</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>.5 human factors including cold fatigue, medical-first aid aspects, crew welfare</p> <p>.6 survival requirements including the use of personal survival equipment and group survival equipment</p> <p>.7 awareness of the most common hull and equipment damages and how to avoid these</p> <p>.8 superstructure-deck icing, including effect on stability and trim</p> <p>.9 prevention and removal of ice including the factors of accretion</p> <p>.10 recognize fatigue problems due to noise and vibrations</p> <p>.11 identify need for extra resources, such as bunker, food and extra clothing</p>		<p>Correctly identifies and applies legislative requirements related to relevant regulations, codes and practices</p> <p>Appropriate safety and protective equipment is correctly used</p> <p>Defects and damages are detected and properly reported</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ensure compliance with pollution-prevention requirements and prevent environmental hazards</p>	<p><i>Basic knowledge of environmental factors and regulations:</i></p> <ul style="list-style-type: none"> .1 identify particularly sensitive sea areas regarding discharge .2 identify areas where shipping is prohibited or should be avoided .3 special areas defined in MARPOL .4 recognize limitations of oil-spill equipment .5 plan for coping with increased volumes of garbage, bilge water, sewage, etc. .6 lack of infrastructure .7 oil spill and pollution in ice, including consequences 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved training programme 	<p>Legislative requirements related to relevant regulations, codes and practices are identified</p> <p>Correctly identify/select the limitations on vessel discharges contained in the Polar Code</p> <p>Correctly apply Polar Water Operations Manual/Waste Management Plan to determine limitations on vessel discharges and plans for storing waste</p> <p>Identify references that provide details of areas to be avoided, such as wildlife refuges, ecological heritage parks, migratory pathways, etc. (MARPOL, Antarctic Treaty, etc.)</p> <p>Identify factors that must be considered to manage waste stream during polar voyages</p>

Table A-V/4-2

The training is to provide participants with competence in advanced training for service on ships operating in polar areas and must as a minimum include the competences listed in the table below.

Specification of minimum standard of competence in advanced training for ships operating in polar waters

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
Plan and conduct a voyage in polar waters	<p><i>Knowledge of voyage planning and reporting:</i></p> <ul style="list-style-type: none"> .1 information sources .2 reporting regimes in polar waters .3 development of safe routing and passage planning to avoid ice where possible .4 ability to recognize the limitations of hydrographic information and charts in polar regions and whether the information is suitable for safe navigation .5 passage planning deviation and modification for dynamic ice conditions <p><i>Knowledge of equipment limitations:</i></p> <ul style="list-style-type: none"> .1 understand and identify hazards associated with limited terrestrial navigational aids in polar regions .2 understand and recognize high latitude errors on compasses .3 understand and identify limitations in discrimination 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved training programme 	<p>The equipment, charts and nautical publications required for the voyage are enumerated and appropriate to the safe conduct of the voyage</p> <p>The reasons for the planned route are supported by facts obtained from relevant sources and publications, statistical data and limitations of communication and navigational systems</p> <p>Voyage plan correctly identified relevant polar regulatory regimes and need for ice-pilotage and/or icebreaker assistance</p> <p>All potential navigational hazards are accurately identified</p> <p>Positions, courses, distances and time calculations are correct within accepted accuracy standards for navigational equipment</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>of radar targets and ice features in ice-clutter</p> <p>.4 understand and recognize limitations of electronic positioning systems at high latitude</p> <p>.5 understand and recognize limitations in nautical charts and pilot descriptions</p> <p>.6 understand and recognize limitations in communication systems</p>		
Manage the safe operation of vessels operating in polar waters	<p><i>Knowledge and ability to operate and manoeuvre a vessel in ice:</i></p> <p>.1 preparation and risk assessment before approaching ice, including presence of icebergs, and taking into account wind, darkness, swell, fog and pressure ice</p> <p>.2 conduct communications with an icebreaker and other vessels in the area and with Rescue Coordination Centres</p> <p>.3 understand and describe the conditions for the safe entry and exit to and from ice or open water, such as leads or cracks, avoiding icebergs and dangerous ice conditions and</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved training programme</p>	<p>All decisions concerning navigating in ice are based on a proper assessment of the ship's manoeuvring and engine characteristics and the forces to be expected while navigating within polar waters</p> <p>Demonstrate communication skills, request ice routing, plot and commence voyage through ice</p> <p>All potential ice hazards are correctly identified</p> <p>All decisions concerning berthing, anchoring, cargo and ballast operations are based on a proper</p>

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
	<p data-bbox="507 369 766 436">maintaining safe distance to icebergs</p> <p data-bbox="459 504 790 705">.4 understand and describe ice-ramming procedures including double and single ramming passage</p> <p data-bbox="459 728 774 1041">.5 recognize and determine the need for bridge watch team augmentation based upon environmental conditions, vessel equipment and vessel ice class</p> <p data-bbox="459 1064 774 1243">.6 recognize the presentations of the various ice conditions as they appear on radar</p> <p data-bbox="459 1265 790 1512">.7 understand icebreaker convoy terminology, and communications, and take icebreaker direction and move in convoy</p> <p data-bbox="459 1534 782 1736">.8 understand methods to avoid besetment and to free beset vessel, and consequences of besetment</p> <p data-bbox="459 1758 758 1937">.9 understand towing and rescue in ice, including risks associated with operation</p> <p data-bbox="459 1960 750 2072">.10 handling ship in various ice concentration and</p>		<p data-bbox="1181 369 1452 772">assessment of the ship's manoeuvring and engine characteristics and the forces to be expected and in accordance with the Polar Code guidelines and applicable international agreements</p> <p data-bbox="1181 795 1452 1086">Safely demonstrate progression of a vessel through ice, manoeuvring vessel through moderate ice concentration (range of 1/10 to 5/10)</p> <p data-bbox="1181 1108 1452 1355">Safely demonstrate progression of a vessel through ice, manoeuvring vessel through dense ice concentration (range of 6/10 to 10/10)</p> <p data-bbox="1181 1377 1460 1646">Operations are planned and carried out in accordance with established rules and procedures to ensure safety of operation and to avoid pollution of the marine environment</p> <p data-bbox="1181 1668 1436 1982">Safety of navigation is maintained through navigation strategy and adjustment of ship's speed and heading through different types of ice</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>coverage, including risks associated with navigation in ice, e.g. avoid turning and backing simultaneously</p> <p>.11 use of different type of propulsion and rudder systems, including limitations to avoid damage when operating in ice</p> <p>.12 use of heeling and trim systems, hazards in connection with ballast and trim in relation with ice</p> <p>.13 docking and undocking in ice-covered waters, including hazards associated with operation and the various techniques to safely dock and undock in ice-covered waters</p> <p>.14 anchoring in ice, including the dangers to anchoring system – ice accretion to hawse pipe and ground tackle</p> <p>.15 recognize conditions which impact polar visibility and may give indication of local ice and water conditions, including sea smoke, water sky, ice blink and refraction</p>		<p>Actions are understood to permit use of anchoring system in cold temperatures</p> <p>Actions are carried out in accordance with accepted principles and procedures to prepare for icebreaker towing, including notch towing</p>

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
Maintain safety of the ship's crew and passengers and the operational condition of life-saving, fire-fighting and other safety systems	<p><i>Knowledge of safety:</i></p> <ul style="list-style-type: none"> .1 understand the procedures and techniques for abandoning the ship and survival on ice and in ice-covered waters .2 recognize limitations of fire-fighting systems and life-saving appliances due to low air temperatures .3 understand unique concerns in conducting emergency drills in ice and low temperatures .4 understand unique concerns in conducting emergency response in ice and low air and water temperatures 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved training programme 	<p>Response measures are in accordance with established plans and procedures, and are appropriate to the situation and nature of the emergency</p>

Bevis i grundlæggende tjeneste om bord i skibe omfattet af polarkoden
Certificate of proficiency in basic training for service on ships operating in polar waters

BEVIS UDSTEDT EFTER BESTEMMELSERNE I DEN INTERNATIONALE KONVENTION OM UDDANNELSE AF SØFARENDE, OM SØNÆRING OG OM VAGTHOLD, 1978, SOM ÆNDRET

CERTIFICATE ISSUED UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED

Det attesteres herved, at
This is to certify that

CPR. NR.
(ID-No.)

er fundet kvalificeret i overensstemmelse med bestemmelserne i reglement.
has been found duly qualified in accordance with the provisions of regulation.

V/4, paragraph 2

af ovennævnte konvention, som ændret, til tjeneste om bord skibe omfattet af polarkoden.
of the above Convention, as amended, for service on ships subject to the Polar Code.

Ihænderens fødselsdato
Date of birth of the holder of the certificate

Udstedt dato
Issued date

.....
Bemyndigede bevisudsteders navn og underskrift
Signature and name of person authorized to issue certificate

Gyldigt til
Expiry date

Bevis i ledelse af operationer på skibe omfattet af polarkoden

Certificate of proficiency in advanced training for service on ships operating in polar waters

BEVIS UDSTEDT EFTER BESTEMMELSERNE I DEN INTERNATIONALE KONVENTION OM UDDANNELSE AF SØFARENDE, OM SØNÆRING OG OM VAGTHOLD, 1978, SOM ÆNDRET

CERTIFICATE ISSUED UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED

Det attesteres herved, at

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Gyldigt til

Expiry date
