

THE POLAR CODE AND CREW

With the growing accessibility of the polar water regions – generally north of 60°N and south of 60°S and defined in SOLAS regulations XIV/1.2 to XIV/1.4 – more attention has turned to policing the waters and ensuring the pristine area remains unspoiled. With that in mind, revisions were made to the “Polar Code.” The Polar Ship certificate took effect January 1, 2018, and as of July 1, 2018, STCW revisions concerning licensing and certification for officers and crew operating in polar regions will come into force. “Masters, chief mates, and officers in charge of a navigational watch on ships operating in polar waters shall hold a certificate in basic training for ships operating in polar waters, as required by the Polar Code,” the updated wording for Regulation V/4 maintains. Every candidate for a certificate in basic training for ships operating in polar waters, it says, “must have completed an approved basic training for ships operating in polar waters and meet the standard of competence specified in section A-V/4, paragraph 1, of the STCW Code. Masters and chief mates on ships operating in polar waters shall hold a certificate in advanced training for ships operating in polar waters, as required by the Polar Code.”

For those obtaining a certificate in advanced training, besides the basic training, they must have at least two months of approved seagoing service in polar waters during the preceding five years in the deck



department, at management level, or while performing watchkeeping duties at the operational level. Seafarers will have to refresh their training every five years or provide evidence of achieving the required standard of competence during the previous five years.

A transition period for those who have approved seagoing service in polar waters prior to July 1, 2018, can meet the basic and advanced training requirements until July 1, 2020, by completing three months of sea service during the preceding five years or successfully completing a training course. bit.ly/2CPY5JU

FROM SAIL TO POWER



Melges Boat Works has a storied history in the sailing world, particularly with Olympic and America’s Cup sailor Buddy Melges.

Melges’s high-performance sailboats are an international brand and a leader in sport sailboat racing. So it was a big surprise when the new year brought about a new era for the company – its first powerboat. After 75 years producing sailboats, and several years in development, the Melges Power 26 is in its own class.

With a wealth of experience in hull design, the MP26 utilizes a deep-V forward section that blends into an “inverted bell” aft section with a 20-degree deadrise, providing it to easily slice through chop and swell, the ability to go from idle speed to plane with little bow rise, and a fuel-efficient design. The deck is clean and simple and its ergonomic layout is perfect whether out for ski, a cocktail cruise, or tendering guests.

The epoxy-infused, foam-cored laminate creates a strong, yet light craft that cruises at 37 miles per hour (top speed 60 mph) with a range of 237 miles and a base price of \$127,920. Melges has entered 2018 with a beauty. www.melgespower.com



Crew Created: Jason and the ETOs

Larger yachts bring larger systems, none more so than the electrical system. Encompassing almost anything with a wire from the light switch to dynamic positioning, the electro-technical officer has become a necessary position on board. But available

technicians are scarce, so Jason Robertson, along with his wife Nicci, created Robertson ETOs for captains and chief engineers to fill that gap.

Both have more than 10 years on board large yachts, with Nicci’s background in competitive sail racing and as a personal fitness trainer and Jason as an ETO and AV/IT Officer with an IT background. With larger yachts, they noticed the increase in technical requirements, from fully automated hidden TVs, complex lighting circuits, and AV/IT setups previously only found in corporate business headquarters. “We’ve experienced a massive need for candidates to be thoroughly vetted and interviewed,” says Robertson. “We ask the tough technical questions [and] only put forward the most suitable candidate for each role.”

No certifications are required to maintain AV/IT/electrical systems on board, yet their complexity warrants a licensed specialist as necessary for shore-based installations. “Seeking a properly vetted ETO will save the captain, chief engineer, owner, and guests much frustration and unnecessary expense in the long run,” says Robertson. Specializing in the placement of fully qualified and experienced ETOs, Robertson ETOs also aims to develop and encourage ETOs by recommending suitable training courses and certification routes for AV/IT engineers and those wishing to obtain their ETO CoC. www.robertsonetos.com