issue 01 • Q4 • 2015

The Newsletter of Maritime Studies Trinidad and Tobago

MaSTT

UTT
THE UNIVERSITY OF TRINIDAD AND TOBAGO

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Welcome
from President and Provost



Dr. Phil Anderson – Professor in Practice, Maritime Studies – Chaguaramas Campus – Outside Maritime Studies Campus Building



Professor Dyer Narinesingh
President
The University of Trinidad and Tobago



Dr. Fazal Ali
Provost and Senior Vice President
The University of Trinidad and Tobago

We would firstly like to extend a warm welcome to Dr. Phil Anderson to The University of Trinidad and Tobago (UTT) as our new Professor in Practice who has taken the helm at our Maritime Studies Unit at the Chaguaramas Campus. Professor Anderson brings with him more than 46 years' experience of working within the Maritime Industry. As a seafarer – he holds a Class One licence as Master Mariner Foreign Going. He is also a leading figure in the world of P&I Insurance – having pioneered the concept of working with the insured Shipowners in helping them to reduce their accidents and claims. As a Consultant and Court Expert Witness, he has been involved in investigating more than 100 major maritime casualties. He is widely regarded, internationally, as one of the World's leading authorities on the Management of Safety and Operational Risk within the Maritime Sector and the ISM Code.

Secondly, we welcome this new Newsletter: 'MaSTT' – Maritime Studies – Trinidad and Tobago. The purpose of 'MaSTT' is to provide an opportunity for the UTT Maritime Studies Unit (both staff and students) in association with its existing stakeholders – as well as potential future stakeholders – to share some of the exciting activities taking place at the Chaguaramas Campus as well as important issues affecting Maritime Education and Training (MET) locally, regionally and internationally.

This is in keeping with Trinidad and Tobago's national agenda for economic transformation and diversification which focuses on a cluster strategy in sectors, which include Maritime. This strategy facilitates investment in this sector to support self-sustaining economic activity, job creation and wealth generation. As an entrepreneurial university, it is imperative that UTT work collaboratively with all stakeholders to closely align its work with the Maritime and other sectors, developing in the process the skillsets, ideas and entrepreneurship necessary for economic and social transformation.

We wish 'MaSTT' and the whole team at the UTT Maritime Studies Unit much success with this venture.

Putting Safety Management at the Forefront of MET

In this article Dr. Phil Anderson, Professor in Practice at UTT Maritime Studies, explains his underlying philosophy with regard to putting safety and risk management at the very centre of everything we teach and practise.

'Safety' is, and always has been, at the heart of most, if not all, Maritime Education and Training (MET). However, that fundamental principle can sometimes get a little lost in practice. It is the intention at UTT Maritime Studies to bring Safety and Risk Management to the fore of every course we deliver and to ensure that these issues form the framework upon which those courses are constructed and delivered.

What is taught in the classroom must be brought alive when students go out into the working environment – whether that be on board a ship or in an office ashore. The way in which the management of safety is to be carried out within any ship operating company – on board and ashore – will be set within its Safety Management System (SMS) as required by Chapter IX of the International Convention for the Safety of Life at Sea, 1974, as amended, and the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code) – or the ISM Code as it is more usually referred.

It is crucial that the link between what is taught in the classroom and the interrelation with the requirements of the ISM Code must be clearly understood; not only by students but by everyone involved in managing safety on board ships.

Over the years I have been involved in the investigation of numerous maritime accidents and incidents – frequently involving significant loss of life and personal injuries, damage to the marine environment and expensive losses with regard to property loss and damage. Invariably so-called 'human errors' – or 'human factors' were involved in the chain of causation of those accidents - at some level. When those human errors are analysed it usually transpires that the individual, or individuals, who made the error(s) did hold the appropriate STCW Certificates of Competencies – and other Certificates – and so should have been taught the correct procedures and practices which would have prevented the accident – but had failed to apply those in practice.

On some occasions it became quite apparent that although the individual did hold a piece of paper which purported to be a STCW Certificate of Competency – their behaviour would clearly indicate that they did not actually possess the necessary skills or knowledge. On other occasions the individual almost certainly did possess the necessary skills and knowledge but had simply left those behind in the classroom and proceeded to cut corners on the job and knowingly worked in an unsafe manner. Those individuals, and their employers, were not running their ships in accordance with safety management principles – they were running them on 'luck' and, invariably, one day their luck ran out! When that happens there is frequently damage to the ship and / or its equipment, and / or its cargo, and / or the marine environment. Even worse there are personal injuries and even fatalities. Corporate reputation will also be damaged.

By stressing from the first day in the classroom, and throughout everyone's working life, the crucial importance of applying safety management and risk management principles to everything we learn and everything we do then we can make a significant contribution to reducing the probability of maritime accidents to very low levels indeed.

The management of safety and operational risk must become a way of life for every seafarer – not simply a subject taught in the classroom.

UTT Maritime Studies becomes a Member of GlobalMET

UTT Maritime Studies is pleased to announce its membership of The Global Maritime Education and Training Association (GlobalMET).

The objective of GlobalMET is the building of a global network to promote, develop and support, in the spirit of co-operation, the common interests of its members in all matters pertaining to the development and quality of Maritime Education and Training - MET. GlobalMET has 110 members, including 90 MET institutions, in 30 countries. GlobalMET has been a 'voice for MET' at IMO since achieving NGO Observer Status in 2009.

UTT Maritime Studies is delighted to join and participate in those noble objectives.

Education through Service Learning

At UTT Maritime Studies learning is much more than understanding the intricacies of celestial navigation or the finer points of maritime economics – although such things are important – UTT students become involved in direct experiential learning about social responsibility. In this article Guild President – Chaguaramas Chapter Student Guild – Kassandra Tyla George reflects on this important issue and describes some recent activities of the 'Pioneers of Change'.



Service-learning is a pedagogical approach that requires students to connect the course content to the service context through reflection and discussion (Eyler & Giles, 1999). Students are required to capture the knowledge taught in the classroom and apply that knowledge to the problems in their communities. The first year of the Bachelor of Science in Nautical Science / Maritime Operations offered at The University of Trinidad and Tobago Chaguaramas Campus allows University Students to create and implement a sustainable project through community service and classroom instruction. This allows for a hands-on approach to strengthening communities while imparting the value of civic responsibility. The University students used this opportunity to address one of the biggest issues identified in the Maritime Industry which was the lack of knowledge of the Maritime Industry within Trinidad and Tobago. The University students had dubbed themselves the '*Pioneers for Change*' and embarked on a three-day camp entitled "*Project Nautilus*", geared towards promoting awareness of the Maritime Industry, its contribution and function within Trinidad and Tobago, the programmes offered at the University of Trinidad and Tobago Chaguaramas Campus that create career options within the Maritime field and consequently further the growth and development of the industry. The road to the successful completion of this initiative was not an easy one. A series of fundraising ventures and donations by local corporate citizens generated some funding; however, the responsibility rested heavily on these UTT students to successfully fulfil the objectives of their service learning project.

This project could not have been executed without the help of:

- All donors (corporate and civil)
- Trinidad and Tobago Pilots' Association
- Delta Logistics Ltd
- Atlantic LNG

Project Nautilus allowed the students to gain skills such as time management, budgeting, craftsmanship and general management of a project from concept to completion. As a result of this service learning project, the UTT students have learnt perseverance, teamwork and the importance of service to others.



M.V. Hudson River - Ship Visit

Whilst much valuable information can be learned about ships and their cargoes in the classroom, nothing can compare with physically boarding a working cargo ship and observing these operations first hand. UTT Maritime Studies – and our students – are most grateful to ship operators who kindly allow our students to visit their ships and to gain this valuable experience. In this regard we were most thankful to Mr. Ron Hanuman, Operations Manager of CMA CGM Trinidad Ltd., and his colleagues, for allowing a group of our students to visit the Container Vessel 'M.V. Hudson River' at Port of Spain. In this article one of those students, Jenella N. Joseph, describes her experience.

The MV Hudson River docked during the late morning of June 8, 2015. Assisted by a tug and a pilot, it was delayed in Fort de France due to electrical problems at home base causing a loss of communications, including email functionality.

We walked up the gangway, four at a time, and had to sign into a visitors' log book before proceeding further into the ship. We passed under containers that were stacked four tiers high. They rested on top of pontoon hatch overs which must be opened by cranes, and the vessel was fitted with a pair of them.

The discharge operations were taking place over our heads, which was quite deafening when the ship-to-shore crane dropped its spreader onto the containers. We were fitted with hi-viz jackets that made it easier for the crane operator to identify us and apply due care whilst operating when we were in the vicinity.

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M.V. Hudson River - Ship Visit



Safety helmets were a requirement and protected us as we ducked under unbattened lashings that hung over the walkway. Sounding pipes littered the walkway, all painted in red, with fresh water pipes painted in blue.

We arrived on the poop deck, where several refuse bins with category labels were housed; along with a description of the items that they are intended to hold.

The 2nd Officer, who gave us the tour, reiterated several times that "nothing is to be thrown overboard, even when at harbour, everything must be placed in the bins"; this is strictly adhering to MARPOL rules and regulations.

On the boat deck, there is a free fall life raft, which is capable of accommodating all the crew members and falls from a height of 40m; a rescue boat, life raft and more life rings, several of which the vessel had for use in emergency situations.

We ascended to the bridge that was high enough to have a clear view of 180 degrees uninhibited. The bridge had a back-up system, by having duplicates of all its equipment. A dead-man alarm beeped every 15 minutes to ensure that the bridge is always attended.

"I do not sit whilst I am on the watch" said the 2nd officer "it encourages sleep, so I spend most of my time standing and pacing."

"As a cadet, 1st Officer, 2nd Officer, once you are unsure of something, do not be afraid to ask the Captain or Chief Officer" he advised. "You will not be penalised for asking questions, it is your job to ensure that the vessel reaches its destination safely"

The trip ended after two hours during which time most of the containers were unloaded, a sign of efficient cargo planning. There were no idle workers, everyone had an active role to play, including the 2nd Officer, who was in constant communication with the crew.

The field trip was extremely useful, not only did it solidify what we learnt in class but also helped to reiterate the importance of adhering to the rules and regulation set forth by the IMO.

Oldendorff takes UTT Cadets



From left to right: Assistant Professor Martin Rhodes, Deck Cadet Aaron Bachew, Professor Phil Anderson, Engine Cadet Joshua Bodie, Senior Lectrurer Captain Murdo Macleod, Oldendorff Carriers Chief Operating Officer Marcus Brandt, Assistant Professor Vivian Rambarath-Parasram.

UTT graduates of our Diploma in Maritime Operations Programme are required to undertake service on board vessels to gain the necessary sea-time to qualify for their STCW 'Officer of the Watch Certificate' issued by the U.K. MCA. A number of ship operating companies assist UTT Maritime Studies by facilitating this requirement by allowing Cadets to sail on board their vessels. In this article Maritime Studies lecturer Sarita Mahabir-Lee describes such a relationship with the prestigious German ship operator Oldendorff Carriers.

UTT Maritime Studies, recently celebrated the start of a new partnership with Oldendorff Carriers on July 8th 2015. Oldendorff Carriers, has over 90 years' experience in the maritime sector, specialising in the transport of dry bulk cargo. In recent years Oldendorff has been involved in establishing a major transhipment operation within the coastal zone of Trinidad and Tobago.

Oldendorff has agreed to facilitate two Cadet placement opportunities in the first instance while both institutions have agreed to collaborate for the purposes of creating a long term training partnership. The two fortunate cadets selected for this opportunity are graduates of the Diploma in Maritime Operations – Navigation and Engineering options. Following completion of the Diploma, cadets must undertake a prescribed period of sea service prior to becoming eligible to sit the professional written and oral examinations of the Maritime and Coast Guard Agency of the UK. Upon successful completion of their sea service and these examinations, they are certified as an Officer of the Watch, Navigation or Engineering. Both Deck cadet, Mr. Aaron Bachew and Engineering Cadet Mr. Joshua Bodie are expected to serve 6 months on board the MV Harmen Oldendorff. The cadets boarded the vessel at Brayton Point, Massachusetts, USA on July 15th 2015 and have commenced their training.

In addition to this exercise, Maritime Studies will also be working closely with Oldendorff's Operations team in Trinidad and Tobago to develop and deliver courses for purposes of enhancing the ability of their transhipment managers and operators in Ship loading and stability.

If you are a ship operator and would like information on how you can participate in our Cadet Placement Scheme please contact Professor Phil Anderson at UTT Maritime Studies on **phil.anderson@utt.edu.tt**

Health and Wellness at Sea

Article by Heather Griffith – Maritime Instructor at UTT Maritime Studies in charge of all MCA accredited STCW medical courses such as Elementary First Aid, Proficiency in Medical First Aid On Board Ship, and Proficiency in Medical Care On Board Ship.

In the article Heather discusses some general issues relating to Health and Wellness of relevance to many seafarers working on board ships today. In subsequent issues of this Newsletter Heather will explore some of these important issues in more detail.



"What fits your busy schedule better, exercising one hour a day or being dead 24 hours a day?"

Maintaining a healthy lifestyle at sea can be challenging. While the onus is on the seafarer to meet the requirements of the bi-annual medical examination, sticking to a fitness regime while on board can sometimes be very difficult. In some cases there are no fitness facilities but even where there are fitness facilities the seafarer may have little spare time to work out regularly. Healthy eating is left to the cook, since the crew mainly eats what is prepared by the cook. While there should be fresh fruit and vegetables available on board, a seafarer may not have sufficient daily servings of these to constitute the recommended daily intake.

Let us examine some of the factors that affect a proper healthy lifestyle while on board ship, and what can be done to counteract them.



Factors affecting seafarers' health and lifestyle:

- **Unstable work schedules and long working hours**
- **The small community to which they have to adapt and work with**
- **The feeling of being away from home and familiar faces**
- **The difficult working environment as well as all the hazards that are involved**
- **The restricted medical facilities and limited medical supplies**
- **The confined nature of life on board ship**
- **The climate of the area where the ship is operating**
- **The inability to maintain healthy behaviours such as frequent exercise, normal sleep intervals, healthy living environment etc.**

Another very important factor is the stress experienced at sea since tight schedules, hazardous environments, confined spaces, etc., can be very stressful, leading to the tendency of some seafarers to smoke cigarettes and consume alcohol.

Chronic diseases may develop as a consequence of bad nutritional habits, most notable the individual becomes overweight which can lead to a number of potentially serious health issues such as: hypertension, Type 2 diabetes, coronary heart disease, stroke, gallbladder disease, osteoarthritis, respiratory problems, sleep apnoea and endometrial, breast, prostate and colon cancer. Obesity can also be attributed to the fact that in more recent times, activities at work may be less physical. Stress and a lack of physical activity are usually accompanied by an unhealthy diet leading to obesity. Being overweight is a risk factor not only for the development of heart and other diseases, but also for the safety of the work being conducted on board. For example it is often difficulty for an overweight person to move across confined spaces or in the engine room where high ambient temperatures are quite normal. Not to mention of course that being overweight may also significantly worsen the quality of life and reduce life expectancy.

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Past Student Profile: Martin Paul Fermin



NAME: Martin Paul Fermin

DATE OF BIRTH: 12th September, 1981

NATIONALITY: Trinidad and Tobago

In this series of articles we focus on past graduates from UTT Maritime Studies to look at where their careers took them post graduation. Here we introduce Martin Paul Fermin who graduated in 2010.

I was enrolled in the pioneering group of The University of Trinidad and Tobago's Maritime Operation (Navigation) Diploma Programme in September 2005. During my cadetship, I trained on a number of vessels including a Passenger Sailing Ship (Windjammer Barefoot Cruises), a Bulk Carrier (SMT Shipping), and several LPG Carriers (EXMAR Shipmanagement). I was issued my Officer of the Watch - STCW Reg. II/1 Unlimited Certificate of Competency on 17th August, 2010 after passing the required written and oral examinations administered by the Maritime Authority of Jamaica.

I was immediately employed by EXMAR Shipmanagement as a 4th Officer and very soon after I was promoted to 3rd Officer. I held this position until I acquired the necessary sea time to pursue my Chief Mate's License.

I enrolled in the Master/Chief Mate's Higher National Diploma programme at the Warsash Maritime Academy, Southampton in April 2014 and completed my studies in December 2014. I was issued my Chief Mate's STCW Reg. II/2 Unlimited Certificate of Competency on 27th February, 2015 after successfully completing the written and oral examinations administered by the Maritime and Coastguard Agency of the United Kingdom.

I was then employed as a Chief Mate serving on the High Speed Passenger Vessels operated by the NIDCO Water Taxi Service.

My aim is to continue to excel in my chosen career. I intend to pursue my Master Mariner's Unlimited Certification and thereafter command a Merchant Vessel.

Furthermore, I wish to create a legacy and empower and inspire those who chose to follow this path.

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Health and Wellness at Sea



Factors that can increase the risk of developing chronic diseases due to nutrition are:

1. Sedentary lifestyles, particularly sedentary occupations and inactive recreational activities such as watching television
2. Large portion sizes
3. A high intake of drinks containing added sugars

The excessive consumption on board ships of highly processed food, sugar, salt, saturated fats etc., can best describe the nutritional habits for a number of seafarers nowadays. On the other hand consumption of fish, vegetables, and fruit is sometimes overlooked although they are available on board.



Prevention of weight gain or stopping recent weight gain can improve your health.

Health can improve with relatively minor weight reduction (5-10% of body weight)

Eating smarter and some exercise can improve your health status even if you do not lose any weight at all.

Make smart choices from every food group.

Balance food and physical activity. Finding a healthier balance means fitting more activity into your day. The minimum for good health is 30 minutes of moderate to vigorous activity each day. To reach a healthy weight, you may need to be physically active for at least 60 minutes a day or participate in more intense activities.

Some additional advice and guidance on these important issues can be obtained from the following websites:

- www.eatright.org
- www.officeroofthewatch.com

Making Risk Management an everyday affair

In this article Senior Lecturer and Chief Engineer Sinisa Jazbec addresses the very important issue of Risk Management and reflects on the idea of bringing risk management principles alive and making them an integral part of our everyday way of life.

No process in the history of seriously managed projects has entered into existence without the presence of at least few risks. Recognising the existence of risks, or more correctly 'hazards', and expressing the necessity of their evaluation, together with the undertaking of appropriate steps towards risk reduction, creates a specific activity called ***Risk Management.***

Different kind of projects may be observed, ranging from industrial or technological, to environmental or economic. Furthermore, these processes may be seen as a structure at some lower functional level (simple processes) or at some higher functional level (complex processes). However, the approach to different risks facing any process retains its basic purpose when analysing the process path (process trend or its progress). This logical approach is represented through the following aspects of process evaluation:

- Reasoning on the outcome of a certain process;
- Reflection on how efficient the process final result could be;
- Prediction in which possible directions the process could develop; and/or
- Evaluation of possible deviations that could evolve from the initially expected progress forms.

Processes involved within a **Maritime Industry environment**, which tend to be researched, fully understood and then transferred to the students from UTT Maritime Studies as valuable knowledge, are all subjected to rigorous *Risk Management* strategies. Since the very beginning, maritime operations are observed as high risk challenges, whether it is a matter of:

- Undertaking a sea voyage;
- Designing, building and launching a technologically advanced vessel (a ship or other type of naval structure)
- Conducting safe vessel handling (maneuvering) operations within ports or other restricted navigational areas;
- Conducting safe cargo operations in ports and off-shore terminals; and/or
- Off-Shore operations related to oil and gas exploration and involving specific naval structures.

Planning such mentioned marine operations and their conduct through the stages of design, installation and exploitation, involves the implementation of ***Risk Management practices***. This is performed at every single level of a particular project and throughout all its individual processes and it is achieved in such a manner that ***Risk Management*** represents an integral part of the entire project. This specific part of the project includes the following aspects:

- Hazard Identification;
- Risk Assessment—How probable and critical are the Risks and their potential consequences?
- Risk Control—How to deal with the Risks?

With development of *Risk Management* through the progress and growth of the main process (primary project) a certain closed loop is formed, within which the evaluation of risk(s), i.e. its identification, assessment and control becomes an ongoing process where these principles are constantly repeated. By this repetition, the ongoing activity of *Risk Management* essentially becomes a driving force of entire process, forcing the Human element involved in the processes (naval architects, ship-builders, vessel operators) to adopt and apply its strategies as everyday practices.



It is an essential task of UTT Maritime Studies to introduce the principles of *Risk Management* to the students at all levels. Only the awareness of safe conduct of adopted knowledge will help the students become skilled vessel operators.

A more detailed discussion of these issues can be found at following the link:

http://aquinasohs.hbsa.com.au/resources/hms-process/

World Maritime Day 2015 - Maritime Education and Training

World Maritime Day is a very important event in the calendar of every organisation and individual involved in the world of ships and shipping during which the International Maritime Organization encourages us to focus on a specific theme. This year, of particular relevance to the work we are doing at UTT Maritime Studies, the theme is 'Maritime Education and Training'. In this article Senior Instructor Sarita K. Emmanuel reflects upon the significance and importance of education and training.

WORLD MARITIME DAY 2015
MARITIME EDUCATION & TRAINING

Education is a fundamental tool in helping an individual realise their full potential and capability. It is a means of developing and shaping the human mind. Skills and training further provide an avenue to create, explore and develop a learned behaviour. Education is integral in furthering career prospects and plays an important role in the industrial world of today.

In order to create an industry that parallels its growth with an impeccable standard, it has to invest in the human element to align itself within an ever-changing environment.

The theme of World Maritime Day 2015, is clairvoyant in realising where the focus should be. The priority should be in developing the skills, knowledge and competency of the human element, to ensure quality and safety in the maritime industry, both shore side and shipside. A skill is a behavior that is developed and should become second nature, especially when it comes to compliance within this industry.

As the global economy continues to grow, the maritime industry has to invest in Maritime education and training that can build the technical capacity of seafarers. The maritime sector is quite diverse in both its shipside operations and its shore side operations such as ship building and ship repairs that requires qualified individuals who have the capacity, expertise and are compliant.



The environment of the shipping industry is continuously evolving in terms of technology, work ethic, safety and security amongst other aspects. The seafarer must now look to be part of this changing environment and carry the skill set and expertise to deal with such current issues that relate to climate change, the marine environment and other global issues.

IMO INTERNATIONAL MARITIME ORGANIZATION

The International Maritime Organization, has set out the basic requirements for seafarers which should be met and are contained in IMO's International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, known as the STCW Convention. Several amendments have been made to the STCW Convention and the STCW Code, known as the Manila amendments. Effective implementation of these improved standards through education and training form approved institutions will further create a pool of human resources that are fully competent. [1]Individual establishments must look to become centres of excellence, embracing the cutting edge of maritime science and technology and marine information technology as well as the more traditional skills of shipbuilding and engineering, through developing teaching and research-orientated faculties, for all facets of the maritime industry.

Shipping is an exciting career that anyone should be honored to be a part of. As we move towards high standards of adequacy, competency and safety, join us as we celebrate the foundation of ensuring a sustainable shipping industry, through education and training.

UTT Maritime Studies traditionally celebrates World Maritime Day with a 'Stakeholder Forum'. This year's event will be held at the UTT Chaguaramas Campus on Tuesday 22nd September, 2015 at which we will welcome distinguished speakers and guests from Government and industry. This year we are greatly honoured by the acceptance of the recently appointed President of the World Maritime University – Dr. Cleopatra Doumbia-Henry – to present the Keynote Address.

In Issue 2 of our 'MaSTT' Newsletter we will be reporting fully on the World Maritime Day proceedings.

1 IMO (International Maritime Organisation) (2015, January). World Maritime Day 2015 Maritime Education and Training Background paper. (0). IMO, London, UK. Available from: <http://www.imo.org/en/About/Events/WorldMaritimeDay/Documents/2015 WMD/WMD Background paper.pdf> . Accessed: 30/07/2015.

Upcoming Programmes and Training Courses at UTT Maritime Studies

September 1st heralds the start of a new Academic Year – with new students starting on all academic programmes:

- Diploma in Maritime Operations – Navigation
- Diploma in Maritime Operations – Engineering
- B.Sc. – Nautical Science / Maritime Operations
- M.Sc. – Operational Maritime Management

Full details of these courses can be obtained from the UTT website: **https://u.tt/index.php?maritime=1** There will be an increasing emphasis on all courses with regard to the management of safety and operational risk.

The following STCW Short Courses are scheduled for the next few months:

Course	Date
Basic Safety	5th October & 23rd November
Medical First Aid on Board Ship	16th November
Proficiency in Survival Craft and Rescue Boats Other than Fast Rescue Boats	26th October
Advanced Fire Fighting	2nd November 26th October
Human Element Leadership and Management at the Operational Level	7th December 21st September
Efficient Deck Hand Certificate	30th November
Designated Security Duties	7th December
Basic Oil and Chemical Tanker Cargo Operations Basic Liquefied Gas Tanker Cargo Operations Electronic Chart Display and Information Systems	30th November
Global Maritime Distress and Safety System	12th October

Some interesting facts about UTT Maritime Studies

- Amongst the most modern and up-to-date facilities of any MET establishment – anywhere;
- Programmes are delivered by an international team of highly qualified and experienced Academics and Professional lecturers;
- Trinidad and Tobago graduates speak English as their first language;
- The Diploma in Maritime Operations – Deck / Engine – and the Professional Officer of the Watch Programme – as well as a wide range of STCW Short Courses - are all accredited by the UK Maritime and Coast Guard Agency (MCA) – successful students are issued with a UK Certificate of Competency;
- The B.Sc. – Maritime Studies / Maritime Operations and the M.Sc. – Master of Science Operational Maritime Management – are accredited by the Institute of Marine Engineering, Science and Technology – IMarEST;
- All Programmes are open to local as well as international students.

For more information visit our website:

https://u.tt/index.php?maritime=1 or contact Professor Phil Anderson – phil.anderson@utt.edu.tt

www.utt.edu.tt

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