

Port State Control – Information Notice No. 1 of 2014

The purpose of this notice is to advise shipowners, operators, managers and Masters of Isle of Man registered ships of the following;

Concentrated Inspection Campaign (CIC) on Hours of Rest

The Isle of Man Ship Registry gives advance notice of the forthcoming CIC on Hours of Rest which commences on the 1st September 2014 and will be enforced until the 30th November 2014. The CIC will be carried out jointly by the Paris and Tokyo MoU Regions on Port State Control, as well as a number of other MoUs regions

The purpose of the CIC is to ensure compliance that shipboard watch keeping personnel are meeting the requirements regarding hours of rest as per the STW Convention 1978 as amended. The campaign is designed to examine a specific area and is not intended to detract from normal coverage of Port State Control Inspections. The CIC will be undertaken on every ship eligible for inspection during the period of this campaign

Port State Control Officers (PSCOs) will be using a list of 10 selected questions (see over page for reference), and four additional questions for information purposes only, to verify those areas of hours of rest requirements and the Minimum Safe Manning Document.

Where deficiencies are identified, actions by the attending PSCOs may vary from recording a deficiency, to instructing the Master to rectify the deficiency within a certain period, to detaining the ship until more serious deficiencies have been rectified.

Relevant documentation:-

- Minimum Safe Manning Document
- Crew List
- Table of Shipboard Working Arrangements
- Records of daily hours of rest / work

Other documents which may be of relevance during an inspection to confirm the accuracy of individual hours of rest records:-

- Bridge and engine logbooks (bell book);
- Sea passage planning;
- Oil record book, Cargo record book;
- UMS alarm records;
- Monthly account of wages;
- Flag state reports, and previous PSC reports;
- Safety Management System;
- Muster list;
- Port calls.

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Isle of Man Ship Registry

Concentrated Inspection Campaign – CIC
on
STCW – Hours of Rest / Work from 01/09/2014 to 30/11/2014

No.	Area of Inspection	Yes	No	N/A
1.	Is a watch schedule posted in an easily accessible place ? Reference – STCW Section A-VIII/1 (5)			
2.*	Is the ship manned in accordance with Minimum Safe Manning Document or an equivalent document? Reference – SOLAS 1999/2000 Amended / Chapter V Reg.14			
3.	Are there records of daily hours of rest for each watch keeper? Reference – STCW Section A – VIII/1 (7)			
4.	Have records in Question 3 been endorsed by an appropriate person? Reference – STCW Section A-VIII/1 (7)			
5.	Are records related to hours of rest being recorded correctly? Reference – STCW Section A-VIII/1 (7)			
6.	Do rest periods for all watch keeping personnel comply with STCW requirement, including the weekly requirements for rest? Reference – STCW Section A-VIII/1 (2)			
7.**	Will watchkeepers on the first watch and subsequent watch after departure have sufficient time to rest? Reference – STCW Reg I/4 or STCW Reg VIII/1 1.2.			
8.	Is there evidence that on –call seafarers receive adequate compensatory rest periods if disturbed by call outs to work? Reference – STCW Section A-VIII/1.6			
9.	Do records indicate that a bridge lookout is being maintained? Reference – STCW Section A-VIII / 4.1 (14)			
10.	Was the ship detained as a result of this CIC?			
Additional questions for information only				
11	Is there a two watch system on board including the Master?			
12	Does the Minimum Safe Manning Document require an Engineer Officer?			
13	Is the ship designated UMS (Unmanned machinery space)?			
14	If the ship does not have UMS notation is there more than one certified Engineer Officer on board?			

Any question answered with a “no” must be accompanied by a relevant deficiency on the port state control record of inspection. Deficiency codes and convention references are given for each question where appropriate.

Questions marked either * or ** and answered with a “no” may give clear grounds for a detention.

* If the actual crew number or composition is not brought in accordance with the minimum safe manning document or the flag state does not advise that the ship may sail, the ship may be considered for detention.

**If the PSCO determines that a watchkeeper due to take the first or relieving watch at the commencement of a voyage has not had, or will not have sufficient rest periods as required by STCW, then the PSCO should consider detention of the vessel until such time as those rest periods have been taken