



**REPORT OF  
CIC ON SAFETY OF NAVIGATION AND STCW HOUR OF REST  
September 1, 2015 – November 30, 2015**

**Section 1  
Introduction**

**1.1 Executive Summary**

From September 1, 2015 to November 30, 2015, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on the Safety of Navigation and STCW Hours of Rest throughout the region. This report documents the results of the campaign and was prepared by the CMOU Secretariat in conjunction with the Technical Standing Working Group of the CMOU. The information on both areas of the campaign will be reported on separately.

In summary however the following were observed:

- 1.1.1 Safety of Navigation: This campaign involved nine (9) Member States of the Caribbean MOU. During the course of the campaign, these member States carried out 177 port State control inspections on individual vessels. Of these PSC inspections, 152 vessels were inspected for the CIC. In addition, a total of five (5) detentions were recorded with three (3) detentions as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.
- 1.1.2 STCW Hours of Rest: This campaign involved eight (8) Member States of the Caribbean MOU. During the course of the campaign, these member States carried out 177 port State control inspections on individual vessels. Of these PSC inspections, 143 vessels were inspected for the CIC. In addition, a total of five (5) detentions were recorded with one (1) detention as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.

**1.2 Purpose of the report**

The report documents the results of the CIC on Safety of Navigation and STCW Hours of Rest and outlines an analysis of the results of this CIC.

**1.3 Objective of the CIC**

The CIC was designed to ensure the following:

- 1.3.1 Safety of Navigation: There is compliance with the carriage requirement for all size and where required there is a valid statutory certification together with relevant record of equipment; the equipment has type approval as appropriate and is functioning effectively and the master and watch-keeping officers are familiar with the bridge equipment; and
- 1.3.2 STCW Hours of Rest: Watch-keeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended.

## **1.4 Scope of the CIC**

The campaigns targeted the following:

1.4.1 Safety of Navigation: Aspects of compliance provisions of SOLAS Chapter V and STCW part A C VIII part 4-1, on all vessels regardless of type. The campaign is designed to examine a specific area and not intended to detract from normal coverage of Port State Control Inspections. It is anticipated that the CIC will be conducted in conjunction with the regular port State control targeting and inspecting; and

1.4.2 STCW Hours of Rest: The Hours of rest of the deck and engine room watch-keepers under STCW 78 as amended by the Manila Conference.

The campaign was designed to examine a specific area and not intended to detract from the normal coverage of port State control inspections. As such, the CIC was conducted in conjunction with the regular port State control targeting and inspection activities as outlined by the Caribbean MOU.

## **1.5 General remarks**

For the purpose of this report:

- .1 a detention is an inspection containing one or more detainable deficiencies;
- .2 a CIC-related detention is an inspection containing one or more detainable deficiencies related to the CIC;
- .3 the tables do not take into account inspections where the CIC questionnaire was not recorded; and
- .4 only one CIC inspection was conducted on board each individual vessel during the campaign period.

## **Section 2**

### **Summary analysis, conclusions and recommendations**

#### **SAFETY OF NAVIGATION**

##### **2.1 Summary analysis**

During the period from September 1, 2015 to November 30, 2015, a total of 177 Inspections were carried out within the CMOU. Of this 152 underwent the CIC on Safety of Navigation. It was positive to see that there were no major deficiencies identified and only three detentions with a CIC-topic deficiency was recorded.

##### **2.2 Conclusions**

Reflecting on the objective of the CIC, that is to verify compliance with the carriage requirement for all size and where required there is a valid statutory certification together with relevant record of equipment; the equipment has type approval as appropriate and is functioning effectively and the master and watch-keeping officers are familiar with the bridge equipment, it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and only three detentions recorded.

##### **2.3 Recommendations**

Member States are encouraged to continue to be vigilant on the inspection of Safety of Navigation as this category of deficiency continues to be highly ranked in the annual statistics of the CMOU.

#### **STCW HOURS OF REST**

##### **2.4 Summary analysis**

During the period from September 1, 2015 to November 30, 2015, a total of 177 Inspections were carried out within the CMOU. Of this 143 underwent the CIC on Safety of Navigation. It was positive to see that there were no major deficiencies identified and only one detention with a CIC-topic deficiency was recorded.

## 2.5 Conclusions

Reflecting on the objective of the CIC, that is to verify that the watch-keeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended, it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and only one detention recorded.

## 2.6 Recommendations

Member States are encouraged to continue to be vigilant on the inspection of the records of the hours of rest as this category of deficiency continues to be highly ranked in the annual statistics of the CMOU.

### Section 3 CIC Questionnaire Results

#### SAFETY OF NAVIGATION

#### 3.1 Summary of results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table 1 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

**Table 1**

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	<b>177</b>	<b>152</b>	<b>26</b>
Total number of detentions	<b>5</b>	<b>3</b>	<b>2</b>
Detentions with CIC-topic deficiencies	<b>3</b>	<b>3</b>	<b>0</b>

\* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (\*\*Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

1.97%

The responses to the CIC questionnaire are summarized in Table 2

**Table 2**

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total
<b>Q1</b>	139	6	1	6	152	3.95

Q2	140	6		6	152	3.95
Q3	145	0		7	152	0.00
Q4	134	7	5	6	152	4.61
Q5	56	2	88	6	152	1.32
Q6	146	0		6	152	0.00
Q7	141	4		7	152	2.63
Q8	123	7	16	6	152	4.61
Q9	145	0	1	6	152	0.00
Q10	145	1	0	6	152	0.66
Q11	142	0	2	8	152	0.00
Q12	142	0		10	152	0.00
Q13	4	142		6	152	-
<b>Average</b>						<b>1.81%</b>

From the results above, it can be seen that the questions which resulted in the most unfavourable results were Questions 4 and 8 which asked whether there were adequate and up-to-date nautical charts and publications necessary for the voyage; and if there is a record of navigational activities and incidents, respectively. The results indicated that 4.61% of vessels inspected under the CIC answered had an unsatisfactory answer for this question.

### 3.2 CIC Questions

Questions comprised in the CIC Questionnaire:

No.	ITEM	Yes	No	N/A
1*	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigational equipment? (01101-01103-01105 - S74P88/CI/R12, vi)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2*	Is navigational equipment operational and are arrangements in place to ensure performance of the equipment? (Deficiency range from code 10102 until 10138 -S74/CV/R16)	<input type="checkbox"/>	<input type="checkbox"/>	
3*	Can the master and watch keeping officers demonstrate familiarization of navigating equipment? (10133 – STCW CII A II/1)	<input type="checkbox"/>	<input type="checkbox"/>	
4*	Are there adequate and up-to-date nautical charts and publications, necessary for the voyage? (10111 - 10112/10116 - S74/CV/R27)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5*	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable back-up arrangement? (10112 - S74/CV/R19.2.1.4, .5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Is there a record of navigational activities and incidents? (10129 – S74/CV/R28)	<input type="checkbox"/>	<input type="checkbox"/>	

7	Is there evidence of voyage planning? (10127 – S74/CV/R34)	<input type="checkbox"/>	<input type="checkbox"/>	
8*	Is the VDR/S-VDR operational and are the master and watch keeping officers familiar with the equipment? (10114 – S74CV/R20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Can the master and watch-keeping officers concerned with the operation of the steering gear demonstrate the changeover procedures and operation of steering systems? (10126 - S74/CV/R26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10*	Are the navigational lights in working order and are the watch keeping officers familiar with the regulations for the use of these lights as provided in COLREG? (10109 – COLREG 2008/Part C/R20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Are procedures in place for adequate watch arrangements? (10133 - STCW Part A C VIII Part 4-1 Watch arrangements)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Are procedures in place for adequate taking over the watch? (10133 - STCW Part A C VIII Part 4-1 Taking over the watch)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

<sup>1</sup> The mentioned deficiencies codes are respectively for the Caribbean MOU, CMIC and CMIS-database. Questions marked with \* answered with a “NO” may give clear grounds for a detention.

### 3.3 Inspections by Member States

The following outlines the CIC inspections carried out by the Member States of the CMOU.

Member States	Number of CIC Inspections
Antigua and Barbuda	10
Bahamas	7
Belize	8
Cayman Islands	1
France	9
Jamaica	35
Suriname	9
The Netherlands	69
Trinidad and Tobago	4
<b>Total</b>	<b>152</b>

### 3.4 Inspections by Ship Type

Of the 152 CIC inspections that took place, Oil Tankers had the highest number of inspections. This is due to the fact that many of the vessels that trade in the CMOU region are Oil Tankers.

Ship Type	Number of CIC Inspections
Bulk carrier	20
Chemical tanker	8
Containership	23
Gas carrier	1

General cargo/multi-purpose ship	19
Offshore service vessel	2
Oil tanker	37
Other types of ship	11
Passenger ship	20
Refrigerated cargo carrier	2
Ro-ro cargo ship	6
Tanker, not otherwise specified	3
<b>Total</b>	<b>152</b>

### 3.5 Inspections by RO

Lloyd's Register recorded the greater number of CIC inspections, closely followed by GL and BV.

Recognised Organizations	Number of CIC Inspections
American Bureau of Shipping	21
Bureau Veritas	23
Det Norske Veritas	18
DNV GL	4
Germanischer Lloyd	26
International Naval Surveys Bureau	1
International Register of Shipping	1
Korean Register of Shipping	1
Lloyd's Register	29
Mediterranean Shipping Register	1
Nippon Kaiji Kyokai	17
No class	2
Other	1
Panama Maritime Documentation Services	1
Registro Italiano Navale	4
Unknown	2
<b>Total</b>	<b>152</b>

## STCW HOURS OF REST

### 3.6 Summary of results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table 3 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

**Table 3**

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	<b>177</b>	<b>143</b>	<b>26</b>
Total number of detentions	<b>5</b>	<b>3</b>	<b>2</b>
Detentions with CIC-topic deficiencies	<b>1</b>	<b>1</b>	<b>0</b>

\* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (\*\*Column 2 of Table 3), the percentage of detentions that were CIC-topic related amounts to:

**1.43%**

The responses to the CIC questionnaire are summarized in Table 4.

**Table 4**

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total
<b>Q1</b>	136	3		4	143	2.1
<b>Q2</b>	137	2		4	143	1.40
<b>Q3</b>	135	4		4	143	2.80
<b>Q4</b>	133	6		4	143	4.20
<b>Q5</b>	122	16		5	143	11.19
<b>Q6</b>	131	8		4	143	5.59
<b>Q7</b>	137	2		4	143	1.40
<b>Q8</b>	112	8	19	4	143	5.59
<b>Q9</b>	133	3		7	143	2.10
<b>Q10</b>	4	134		5	143	-
					<b>Average</b>	<b>2.1%</b>

From the results above, it can be seen that the question which resulted in the most unfavourable results was Questions 5 which asked whether the records related to hours of rest were being recorded correctly. The results indicated that 11.19% of vessels (16 vessels) inspected under the CIC answered had an unsatisfactory answer for this question.

### **3.7 CIC Questions**

Questions comprised in the CIC Questionnaire:

No.	ITEM	Yes	No	N/A
1	Is a watch schedule posted in an easily accessible area? STCW Section A-VIII/1 (5). Deficiency code: 01306	<input type="checkbox"/>	<input type="checkbox"/>	
2*	Is the ship manned in accordance with MSMD or an equivalent document? SOLAS 1999/2000 Amend / Chapter V Reg. 14. Deficiency code: 01209	<input type="checkbox"/>	<input type="checkbox"/>	
3	Are there records of daily hours of rest for each watch-keeper? STCW Section A-VIII/1 (7). Deficiency code: 01308	<input type="checkbox"/>	<input type="checkbox"/>	
4	Have the records in Qu 3 been endorsed by an appropriate person? STCW Section A-VIII/1 (7). Deficiency code: 01308	<input type="checkbox"/>	<input type="checkbox"/>	
5	Are records related to hours of rest being recorded correctly? STCW Section A-VIII/1 (7). Deficiency code: 09236	<input type="checkbox"/>	<input type="checkbox"/>	
6	Do rest periods for all watch-keeping personnel comply with STCW requirements, including the weekly requirements of rest? STCW Section A-VIII/1 (2). Deficiency code 09235	<input type="checkbox"/>	<input type="checkbox"/>	
7**	Will the watch-keepers on the first and subsequent watch after departure have sufficient time to rest? STCW Reg. I/4 or STCW Reg. VIII/1.1.2. Deficiency code: 09235	<input type="checkbox"/>	<input type="checkbox"/>	
8	Is there evidence that on-call seafarers receive adequate compensatory rest periods if disturbed by call-outs to work? STCW A-VIII/1.6. Deficiency code; 09325	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Do the records indicate that a bridge lookout is being maintained? STCW Section A-VIII/ 4-1 (14). Deficiency code: 01306	<input type="checkbox"/>	<input type="checkbox"/>	
10	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

<sup>1</sup> The mentioned deficiencies codes are respectively for the Caribbean MOU, CMIC and CMIS-database. Questions marked either \* or \*\* answered with a "NO" may give clear grounds for a detention.

### 3.8 Information Questions

The CIC also included questions for information purposes only. This information is outlined below:

Questions posed:

11	Is there a two watch system on board including the master?	<input type="checkbox"/>	<input type="checkbox"/>	
12	Does the MSMD require an Engineer Officer?	<input type="checkbox"/>	<input type="checkbox"/>	
13	Is the ship designated UMS?	<input type="checkbox"/>	<input type="checkbox"/>	
14	If ship does not have UMS notation is there more than one certificated engineer on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	Are the hours of rest being maintained and monitored by electronic means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Results of CIC:

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
<b>Q11</b>	29	110		4	143	76.92
<b>Q12</b>	134	5		4	143	3.50
<b>Q13</b>	91	46		6	143	32.17
<b>Q14</b>	49	2	87	5	143	1.40
<b>Q15</b>	116	21	2	4	143	14.69

### 3.9 Inspections by Member States

The following outlines the CIC inspections carried out by the Member States of the CMOU.

Member States	Number of CIC Inspections
Antigua and Barbuda	10
Bahamas	8
Belize	7
Cayman Islands	1
France	8
Jamaica	33
Suriname	8
The Netherlands	68
<b>Total</b>	<b>143</b>

### 3.9 Inspections by Ship Type

Of the 143 CIC inspections that took place, Oil Tankers had the highest number of inspections. This is due to the fact that many of the vessels that trade in the CMOU region are Oil Tankers.

Ship Type	Number of CIC Inspections
Bulk carrier	19
Chemical tanker	7
Containership	24
General cargo/multi-purpose ship	18
Oil tanker	37
Other types of ship	8
Passenger ship	19
Refrigerated cargo carrier	2
Ro-ro cargo ship	6
Tanker, not otherwise specified	3
<b>Total</b>	<b>143</b>

### 3.10 Inspections by RO

Lloyd's Register recorded the greater number of CIC inspections, closely followed by GL, BV and ABS.

<b>Recognised Organizations</b>	<b>Number of CIC Inspections</b>
American Bureau of Shipping	20
Bureau Veritas	20
Det Norske Veritas	16
DNV GL	3
Germanischer Lloyd	26
International Naval Surveys Bureau	2
International Register of Shipping	1
Korean Register of Shipping	1
Lloyd's Register	27
Mediterranean Shipping Register	1
Nippon Kaiji Kyokai	17
No class	2
Other	1
Panama Maritime Documentation Services	1
Registro Italiano Navale	4
Unknown	1
<b>Total</b>	<b>143</b>