

Subject:

Recent development of PSC Inspection related to ISM code

ClassIBS
ISTHMUS BUREAU OF SHIPPING

Technical Notice

No. TN-031
Date 26 March 2012

To whom it may concern

PSC Inspections are becoming increasingly activated every year around the world, especially in 2011 PSC Inspections have been increased in China and India.

Furthermore, there is a trend to point out some software assessment problems such as operation of ship and management of seafarers, in addition to the deficiencies of hardware side such as hull, equipment and machinery.

You are kindly requested to call attention to following recent major items pointed out at PSC Inspections related to ISM Code.

1. Insufficient preparation of Voyage Planning

With regard to voyage planning to ensure that the intended voyage has been planned prior to proceeding to sea using the appropriate nautical charts and nautical publications, following deficiencies are pointed out.

- 1) Deficiencies on nautical chart or insufficient up-to-date of chart
[Example] Non-availability of largest scale chart of the intended area
Use of a chart which is to be destroyed
Use of a chart which is not up-to-date
- 2) Non-observance of requirements for Special Areas, MARPOL Annex VI, or Particularly Sensitive Sea Area: PSSA.
Specially, please refer to the Circular issued by AMSA as some breaches are reported on navigation in the vicinity of the Great Barrier Reef.
Particularly Sensitive Sea Areas
http://www.amsa.gov.au/Publications/Fact_sheets/PSA_fact.pdf
Important Changes to REEFVTS
http://www.amsa.gov.au/Publications/Fact_sheets/REEFVTS.pdf
- 3) Operation Procedure for Electronic Chart Display and Information System (ECDIS)
[Example] Non-availability of electronic chart of the intended shipping route
No use of the latest approved electronic chart (International Hydrographic Organization IHO Standard)
If an officer of the watch does not know for using of the ECDIS properly even though an additionally equipped it may be pointed out as a deficiency

(To be continued)

Relevant regulations

SOLAS Chapter V Reg.34 Safe navigation and avoidance of dangerous situations

STCW Section A-VIII/2 Part 3 Watchkeeping at Sea

IMO Res.A.893(21) Guidance for Voyage Planning

2. Deficiencies related to STCW Convention

Especially in Australia, deficiencies on records of seafarer's rest hours are pointed out in relation to the STCW Convention.

Revisions of the IMO STCW Convention, i.e. the 2010 Manila Amendments, came into force on 1st January 2012. In this connection, please take care "Fitness for duty", "Hours of rest" changed, etc.

[The major areas of revision related to "Hours of rest" are as follows]

- 1) The minimum hours of rest shall be 77 hours (existing 70 hours) in any seven day period.
- 2) One of the divided rests shall be at least 6 hours and the interval between consecutive periods of rests shall not exceed 14 hours.
- 3) The table of shipboard working arrangements shall be established using a standard format* in a working language of the ship and in English. The seafarer shall receive a copy of the records pertaining to him or her which shall be endorsed by the master, or a person authorized by the master, and by the seafarer.

*: IMO/ILO Guidelines for the Development of Tables of Seafarers' Shipboard Working Arrangements and Formats of Records of Seafarers' Hours of Work or Hours of Rest. ILO Seafarers' Hours of Work and the Manning of Ships Convention, 1996(No.180)

Relevant regulations

IMO STCW Convention and Code incl. the 2010 Manila Amendments

<http://www.imo.org/OurWork/HumanElement/TrainingCertification/Pages/STCW-Convention.aspx>

For any questions about the above, please contact:

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I confirm that I have received, read & understood this Technical Notice (TN-031)

Name: _____

For Site Office: _____

Signature: _____