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To: Shipowners, Ship Managers and Ship Masters

Dear Sir/Madam,

Concentrated Inspection Campaign on Safety of Navigation from 1 September to 30 November 2017 in Tokyo and Paris MOU regions

The Tokyo Memorandum of Understanding Regions (Tokyo MOU) will launch a Concentrated Inspection Campaign (CIC) on Safety of Navigation (SOLAS Chapter V) from 1 September to 30 November 2017 in the Tokyo Memorandum of Understanding Regions (Tokyo MOU). CIC on the same subject will also be launched in Paris MOU as well as other MOU regions.

The aims of this CIC are to check the conformity with regulations on safety of navigation, the overall status of the ship's navigation safety and the competency of crew involved in navigation operations. The CIC will focus on the installation and operation of navigation equipment, if applicable, including ECDIS, AIS, VDR, BNWAS, signal lamps, etc. Ship masters shall ensure that the related equipment conforms with valid certificates and accompanied records, function properly and receive proper maintenance. Master and officers shall be familiar with operation of the equipment and prepare proper voyage arrangements.

Each ship will be subjected to the CIC inspection only once during the campaign period. The inspection will be conducted in conjunction with normal Port State Control (PSC) inspection. If deficiencies are found, depending on the seriousness, ship may be detained until satisfactory remedial actions are taken.

Under this CIC, a checklist containing 12 questions will be used to assist in

conducting the inspection. A copy of the PSC inspection report (Form A and B) and a copy of completed CIC checklist after the inspection will be issued for retention onboard for record purpose. Press release for the CIC with the checklist has been published on the Tokyo MOU website (<http://www.tokyo-mou.org>).

To facilitate ship owners, ship managers and ship masters of Hong Kong registered ships in preparing for this CIC, Guidelines for Preparation of the Concentrated Inspection Campaign on Safety of Navigation is enclosed in Annex 1 for your reference.

Should you have any enquiry, please feel free to contact the undersigned.

Yours faithfully,

No Signature on website copy

(K. F. KWAN)
Senior Surveyor of Ships/Cargo Ships Safety Section
for Director of Marine

Encl.: Annex 1

Guidance to HK Ships Preparing for the Concentrated Inspection Campaign on Safety of Navigation (Period from 1 September to 30 November 2017)

Introduction

Safety of navigation has always been a major item for PSC inspection. The regulations on navigation equipment have been changed according to amendments on SOLAS Chapter V (Safety of Navigation). From 2009 to 2015, deficiencies related to safety of navigation accounted for 16.52% of all deficiencies and out of those deficiencies, 6.21% were detainable. In view of these, the 25th Conference of PSC Committee (PSCC25) agreed to conduct CIC on safety of navigation jointly with the Paris MOU, aiming at ensuring the conformity of regulations on safety of navigation in accordance with SOLAS Chapter V (applicable to all ship types), thus meeting navigation safety requirements.

Objectives

This CIC aim to ensure that:

1. For ships of all types, equipment conforms with valid legal certificates, and is accompanied with proper records;
2. Related equipment receives proper maintenance and functions properly; and
3. Masters and officers in charge are familiar with operation of bridge equipment, especially ECDIS if applicable.

References

The Resolutions and Circulars listed below are for information purpose only and should not be construed as regulations. However, regarding the *documents with underline below*, it should be taken into account that there is a requirement of “where applicable, shall conform to appropriate performance standards not inferior to those adopted by the Organization” in SOLAS Ch. V/Reg. 12 (for ships constructed on or after 1 September 1984 and before 1 July 2002) or Reg. 18 (for ships constructed on or after 1 July 2002).

Regulations and Code:

1. International Convention for the Safety of Life at Sea (SOLAS), Chapter V – Safety of Navigation
2. International Regulations for Preventing Collisions at Sea (COLREG)

3. International Convention on Standards of Training, Certificate and Watchkeeping for Seafarers (STCW)
4. International Safety Management Code

Resolutions and Circulars:

5. **A.817(19)** – Performance Standards For Electronic Chart Display And Information Systems (ECDIS)
6. **A.893(21)** – Guidelines For Voyage Planning
7. **MSC.128(75)** – Performance Standards For A Bridge Navigational Watch Alarm System (BNWAS)
8. **MSC.1/Circ.1474** – Guidance On The Bridge Navigational Watch Alarm System (BNWAS) Auto Function
9. **MSC.64(67)** and **MSC.86(70)** – Amendments To Resolution A.817(19)-Performance Standards For Electronic Chart Display And Information Systems(ECDIS)
10. **MSC.232(82)** – Adoption Of The Revised Performance Standards For Electronic Chart Display And Information Systems (ECDIS)
11. **MSC.163(78)** – Performance Standards For Shipborne Simplified Voyage Data Recorders (S-VDRs)
12. **A.861(20)** – Performance Standards For Shipborne Voyage Data Recorders (VDRs)
13. **MSC.214(81)** – Adoption Of Amendments To The Performance Standards For Shipborne Voyage Data Recorders (VDRS) (A.861(20)) And Performance Standards For Shipborne Simplified Voyage Data Recorders (S-VDRS) (MSC.163(78))
14. **MSC.333(90)** – Adoption Of Revised Performance Standards For Shipborne Voyage Data Recorders (VDRs)
15. **MSC/Circ.891** – Guidelines For The On-Board Use And Application Of Computers (For Electronic Nautical Publications)
16. **MSC.1/Circ.1503** – ECDIS - Guidance For Good Practice
17. **MSC.74(69), Annex 3** – Recommendation On Performance Standards For An Universal Shipborne Automatic Identification System (AIS)
18. **MSC.1/Circ.1252** – Guidelines On Annual Testing Of The Automatic Identification System (AIS)
19. **MSC.253(83)** – The Performance Standards For Navigation Lights, Navigation Light Controllers And Associated Equipment.

CIC Questions and Guidance

The 12 questions as below will be used to assess the compliance of a ship with the regulations. Question no. 1, 2, 4, 5, 6, 9, 10 and 11 marked with asterisk (*) may be considered as grounds for ship detention.

Q1 Is ship's navigation equipment in accordance with its applicable safety certificate (SEC, PSSC, CSSC)?*

The Master should check to ensure that:

- i. The ship's certificates regarding safety equipment are valid.
- ii. For all passenger ships and cargo ships of 500GT and upwards, the navigation equipment is actually fitted in accordance with the records in the following certificates:
 - Record of Equipment the Passenger Ship Safety Certificate (Form P) Section 5;
 - Record of Equipment the Cargo Ship Safety Equipment Certificate (Form E) Section 3; or
 - Record of Equipment the Cargo Ship Safety Certificate (Form C) Section 5.
- iii. For vessels below convention size there is no requirement for a Record of Equipment but, the ship should be of an acceptable standard and be guided by the relevant certificates or other documents issued by or on behalf of Marine Department and the navigation equipment are properly maintained.

Note:

Ship may be considered for **detention** if ship's navigation equipment is not in accordance with the safety certificate or the certificate is invalid.

Reference:

SOLAS 1974 / Chapter I / Reg. 12

Q2 Does the ECDIS have the appropriate up-to-date electronic charts for the intended voyage and is there a suitable back-up arrangement?*

The Master should check that:

- i. The EDCIS on board is endorsed in the S/E supplement.
- ii. The chart information in ECDIS is the latest ENC/SENC standard edition. The information should be appropriate for the intended voyage and up-to-date.
- iii. Some ECDIS equipment may operate in the Raster Chart Display System (RCDS) mode, and the chart information should be RNC/SRNC. When in RCDS mode, the updated APC should be equipped on board for readily use.
- iv. Updated paper chart folio for the entire planned voyage is the acceptable back-up arrangement.
- v. The ECDIS and back-up system are capable of performing the route planning and route monitoring.
- vi. The ECDIS is driven by main power and emergency power. If an electronic device is used as back up arrangement, the back-up power supply should be separated from the ECDIS, which means the power should be supplied by separated switchboard (the main power may be supplied by two systems but should be distributed by different switchboards). (Refer to Reg. 42 and 44 of Ch. II-1).

Note:

Ship may be considered for **detention** if ECDIS does NOT have up-to-date electronic charts for intended voyage or there is NO suitable back-up arrangement.

Reference:

SOLAS 1974 / Chapter V / Reg. 19.2

Q3 Is there evidence indicate that all watchkeeping officers comply with STCW requirements for ECDIS?

The Master should check to ensure that:

- i. No ECDIS operation restriction is endorsed in the certificate of competency.
- ii. Officers meet the requirements on standard of competence of using ECDIS for officers in charge of a navigational watch on ships required to

carry ECDIS.

- iii. Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS, but these limitations shall be reflected in the endorsements issued to the seafarer concerned.

Note:

For certificate of competency that have expiry date beyond 1 January 2017 with no limitation of ECDIS, it should be accepted as prima facie evidence that seafarer has met the standard of competence of using ECDIS.

Reference:

STCW / Section A-II / 1

Q4 Can watchkeeping officers demonstrate familiarisation with ECDIS?*

The Master should check to ensure that:

- i. The officer is capable of monitoring and adjusting information which includes own position fixing by various methods (Such as Radar, GPS, Gyro-compass, etc.), sea area display, mode and orientation, chart date displayed, route monitoring, user-created information layers, contacts (when interfaced with AIS and /or radar tracking) and radar overlay functions (when interfaced).
- ii. The officer is able to set alarm parameters for anti-grounding, proximity to contacts and special areas.
- iii. The officer has sufficient situational awareness while using ECDIS including safe water and proximity of hazards, set and drift, chart data and scale selection, suitability of route, contact detection and management, and integrity of sensors.
- iv. Officer is familiar with ECDIS update procedure.
- v. Officer has route designing skill according to **A.893(21)** – Guidelines for Voyage Planning.

Note:

Ship may be considered for **detention** if the officer is not familiar with

ECDIS. Additionally, ISM deficiency will be recorded if ECDIS is listed as key equipment in SMS manual.

Reference:

STCW / Section A-III / 2

International Safety Management (ISM) Code / Section 8

Q5 Can ship's VDR/SVDR record data fully?*

The Master should check to ensure that:

- i. The VDR/SVDR is equipped in accordance with requirements of SOLAS convention and its amendments.
- ii. The VDR/SVDR annual performance test is carried out. VDR/SVDR annual performance test are carried out within 3 months before or after the anniversary date of SE certificate, and harmonized with requirements regarding surveys.
- iii. The power of the VDR/SVDR is provided by the ship's main source as well as emergency source of electrical power. The built-in dedicated reserve power source of VDR/SVDR should be checked.
- iv. Officers understand that the number of alarms shown on the VDR/SVDR panel and what the alarms stand for (reference can be made from the operation manual). If there is alarm indicated on the panel, the officer should verify if the concerned equipment is properly connected to the VDR/SVDR.
- v. The VDR/SVDR is able to record data fully according to the date of keel laid and the date of the VDR/SVDR installed onboard the ship. This can be referred to its annual performance test report, **MSC.333(90)** and **MSC.214(81)** accordingly.

Note:

Ship may be considered for **detention** if VDR/SVDR system has problems or the data recorded is not in accordance with the requirements.

Reference:

SOLAS 1974 / Chapter V / Reg. 18

Q6 Is the second and/or third stage remote audible alarms of BNWAS recognised?*

The Master should check to ensure that:

- i. Means of activating the reset function are only available in positions on the bridge giving proper look out and preferably adjacent to visual indications.
- ii. Security protection for BNWAS is properly kept. The means of selecting the Operational Mode and the duration of the Dormant Period (Td) should be given safety protection so that access to these controls is for the Master only.
 - During normal navigating, for the key control type, the key shall be kept by captain; or
 - For the password type, the password is known by captain only.
- iii. Considering different types of BNWAS, master and OOW shall be familiar with different ways to initiate the reset function.
- iv. The system is in normal working condition operation. Once the BNWAS enters into operation, the second stage and/or the third stage remote audible alarm shall be activated when the first stage audible alarm had not been reset.
- v. The BNWAS should be powered from the ship's main power supply. And the malfunction indication, and all elements of the Emergency Call facility, if incorporated, should be powered by a battery maintained supply.

Note:

Ship may be considered for **detention** if the second and/or third stage remote audible alarms are NOT recognised.

Reference:

SOLAS 1974 / Chapter V / Reg. 18.2 & Reg. 19

Q7 Is the ship's Automatic Identification System transmitting correct particulars?

The Master should check to ensure that:

- i. An annual test of AIS is conducted. The AIS annual test should be in accordance with the survey requirements of the ship's applicable safety certificate, and conducted within 3 months before or after each anniversary date of the Cargo Ship Safety Equipment Certificate;
- ii. The correctness of the ship static and dynamic information, the substantial compliance with the practical condition of the ship;
 - Static information include: MMSI, call sign & name, IMO number, length and beam, type of ship and location of position-fixing antenna on the ship;
 - Dynamic information include: Ship's position with accuracy indication and integrity status, time in UTC, course over ground, speed over ground, heading, navigational status;
 - Voyage related information include: ship's draught, hazardous cargo (type), destination and ETA;
- iii. Navigation information is input and updated timely;
- iv. The operator can display and consider incoming safety-related messages and send safety-related messages as required.

Note:

Deficiencies will be recorded if the ship's AIS is NOT transmitting correct particulars.

Reference:

SOLAS 1974 / Chapter V / Reg. 19.2.4

Q8 Does the passage plan cover the whole voyage?

The Master should check to ensure the following were taken into consideration:

- i. the condition and state of the vessel, its stability, and its equipment; any operational limitations; its permissible draught at sea in fairways and in ports; its manoeuvring data, including any restrictions;
- ii. any special characteristics of the cargo (especially if hazardous), and its distribution, stowage and securing on board the vessel;

- iii. the provision of a competent and well-rested crew to undertake the voyage or passage; and
- iv. requirements for up-to-date certificates and documents concerning the vessel, its equipment, crew, passengers or cargo.

The Master should also check to ensure that:

- i. The passage plan has been prepared and is approved by Master, and the covered the entire voyage from the berth of departure port to the berth of arrival port and effectively executed.
- ii. The plan highlights areas where specific fixes or fix frequencies should be available for verification.
- iii. The passage plan contains all relevant information concerning the intended voyage and the passage plan is prepared with adequate and appropriate charts and other publications.
- iv. The passage plan is clearly marked on charts. For ships where an ECDIS is solely being used for navigation, route planning and route monitoring in ECDIS should be checked.
- v. If any changes to the plan is made, it should be clearly marked and recorded by officers engaged in navigational watch.

Note:

Deficiencies will be recorded if the passage plan is NOT prepared properly.

Reference:

SOLAS 1974 / Chapter V / Reg. 34

STCW / Section A-VIII / 2

Q9 Does all crew know and respect the official working language as established and recorded in the ship's logbook?*

The Master should check to ensure that:

- i. A working language is established and recorded in the ship's log-book.
- ii. Each seafarer can understand and, where appropriate, give orders and instructions and to report back in working language.

- iii. Senior officers can conduct ship - shore communication in English (working language on bridge).
- iv. The training manual, the fire safety operational booklet, garbage management plan, garbage placard, security plan, etc. on board are written in the ship's working language

Note:

Ship may be considered for **detention** if the crew are found unable to communicate effectively in working language.

Reference:

SOLAS 1974 / Chapter V / Reg. 14

Q10 Is the crew familiar with the procedure of emergency operation of steering gear?*

The Master should check to ensure that:

- i. Steering gear is checked and tested by ship's crew before departure by means of checking the relevant records.
 - the full movement of the rudder according to the requirements of the steering gear;
 - a visual inspection for the steering gear and its connecting linkage; and
 - the operation of the means of communication between the navigation bridge and steering gear compartment;
- ii. There is evidence of the emergency steering drills taken place at least once every three months. And the drills include direct control within the steering gear compartment, the communication procedures with the navigation bridge and, where applicable the operation of alternative power supplies.
- iii. Master and duty officers are familiar with the procedures for changing from local steering gear control to remote steering gear control.
- iv. There are simple operating instructions with a block diagram showing the change-over procedures for remote steering gear control systems and steering gear power units permanently displayed on the navigation bridge and in the steering compartment.

- v. Officers/Engineers in charge are able to demonstrate each alarm of steering gear.
- vi. Crew is able to demonstrate the familiarity of the emergency steering operation.
- vii. The gyro-compass repeater in steering gear compartment should synchronize with main gyro-compass.
- viii. The mechanical rudder indicator in steering gear compartment should synchronize with the rudder indicator in wheelhouse and bridge wings.

Note:

Ship may be considered for **detention** if the crew or the equipment itself is NOT able to demonstrate emergency steering operation.

Reference:

SOLAS 1974 / Chapter V / Reg. 26

Q11 Are the exhibitions of navigation/signal lights in accordance with the requirements of COLREG 72?*

The ship should be equipped with navigation/signal lights including masthead light, side lights, stern light, towing light, all-round light, flashing light and manoeuvring lights, etc., as required by COLREG to indicate the state or nature of the ship.

A daylight signalling lamp, or other means, should be equipped on ships of 150 gross tonnage and upwards, and passenger ships irrespective of size constructed on or after 1 July 2012, using an energy source of electrical power not solely dependent upon the ship's power supply.

The Master should check to ensure that:

- i. The navigation/signal lights are in normal working condition. The vertical positioning, horizontal positioning, sector and spacing of lights of navigation/ signal lights comply with requirements.
- ii. The navigation/signal lights are supplied by main power and emergency power.
- iii. The navigation/signal lights, inboard screen and lamp holder are in good

working condition.

- iv. Day signalling lamps should be provided with a portable battery with a total weight of not more than 7.5kg and at least three spare type-tested illuminant (bulbs).

Note:

Ship may be considered for **detention** if the exhibitions of navigation/signal lights are NOT in accordance with the requirements of COLREG 72.

Reference:

COLREG 1972 / Part C

SOLAS 1974 / Chapter V / Reg. 11

SOLAS 1974 / Chapter II-1 / Reg. 25 & Reg. 26

Q12 Is the ship detained as a result of this CIC?

Note:

Considering the seriousness of the deficiency, the ship may be detained. The detail of any deficiencies, if any, will be appropriately entered on the PSC Report Form B.

During inspection, the ship and/or crew will be further assessed whether able to navigate safely throughout its forthcoming voyage. If the result of any assessments is negative, taking into account all deficiencies found, the ship will be strongly considered for detention irrespective of the time the ship will stay in port.