



Merchant Shipping Directorate

CONCENTRATED INSPECTION CAMPAIGN ON SAFETY OF NAVIGATION

Information Notice 24

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

The Directorate would like to draw the attention of all concerned to a PSC Concentrated Inspection Campaign (CIC) that will be launched by the Paris MoU in conjunction with the Tokyo, Black Sea and Mediterranean MoUs. The Campaign will commence on 1st September and run for three months until the end of November 2017.

Whilst the campaign will affect all vessels subject to port State control under the above mentioned MoUs, all concerned should pay particular attention to the following areas to ensure compliance:

- ECDIS
- VDR
- BNWAS
- AIS
- Passage Plans
- Emergency Steering Gear
- Navigational Signals

Appended is a list of questions that will help in the preparation for this additional inspection. Also included are references to international guidelines and performance standards which should be readily available.

It is the responsibility of all concerned to take the necessary actions to ensure that these areas are in order prior to entry into port. It is also expected that all concerned make every effort towards attaining the ultimate objective of ensuring safety of life at sea and security, and prevention of marine pollution.

The cooperation and assistance of all parties concerned is therefore solicited.

Merchant Shipping Directorate

08 August 2017

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QUESTIONNAIRE

- 1. Is ship's navigation equipment in accordance with its applicable safety certificate?**
- 2. Does the ECDIS have the appropriate up-to-date electronic charts for the intended voyage and is there a suitable back-up arrangement?**
 - ✓ Is the Type Approval Certificate on board?
 - ✓ Is the chart information in ECDIS the latest ENC/SENC standard edition and appropriate for the intended voyage?
 - ✓ Back-up arrangements - if charts, are they fully updated?
 - if secondary ECDIS, is back-up power supply separate from main supply (i.e. separate switchboard)?
- 3. Is there evidence that all watchkeeping officers comply with STCW requirements for ECDIS?**
 - ✓ Ensure CoC has an ECDIS endorsement and no restriction
 - ✓ Ensure availability of documentary evidence on training for the specific type of ECDIS
- 4. Can watchkeeping officers demonstrate familiarization with ECDIS?** Ensure all Officers are:
 - ✓ able to monitor and adjust information including – own position, sea area display, mode/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)?
 - ✓ able to set alarm parameters for anti-grounding , proximity to contacts and special areas
 - ✓ have 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?
 - ✓ familiar with the ECDIS update procedure?
 - ✓ skilful in route designing?
- 5. Can ship's VDR/SVDR record data fully?**
 - ✓ VDR/SVDR annual performance test carried out (+/- 3mths from anniversary of SE)
 - ✓ power provided by main and emergency source of electrical power
 - ✓ request meaning of alarms on VDR/SVDR panel
- 6. Is second and/or third stage remote audible alarm of BNWAS recognized?**
 - ✓ Reset function only located in proper look out positions
 - ✓ Security protection properly kept (key or password known to master alone)
 - ✓ Check operation of BNWAS by OOW when first stage alarm not reset
 - ✓ Malfunction indication to be powered from a battery maintained supply
- 7. Is the ship's Automatic Identification System transmitting correct particulars?**
 - ✓ Annual test
 - ✓ Static info correct: MMSI, Call Sign, Name, IMO No., Length & beam, Ship Type, Location
 - ✓ Dynamic info correct: Position, time in UTC, course, speed, heading, Nav. status
 - ✓ Voyage info – draught, hazardous cargo (type), destination & ETA
 - ✓ Is navigation info input and updated timely?
 - ✓ Can safety related-messages be sent, received and understood?



8. Does the passage plan cover the whole voyage?

- ✓ Voyage from berth to berth, collect all relevant information and approved by Master
- ✓ Check ECDIS for route planning & monitoring

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

- ✓ Is working language established and recorded in the ship's log-book?
- ✓ Can each seafarer understand/give orders & instructions /report back in working language?
- ✓ Can senior officers conduct ship - shore communication in English?
- ✓ Ensure that the training manual, the fire safety operational booklet, muster list, garbage management plan, garbage placard, etc. on board are in the ship's working language.

10. Is the crew familiar with the procedure of emergency operation of steering gear?

- ✓ Ensure that records are available for testing of steering gear prior departure
- ✓ Ensure that steering gear drills carried out every 3 months?
- ✓ Familiarization with change/over procedures from local to remote steering
- ✓ Familiarization with emergency steering and alarms

11. Are the exhibition of navigation/signal lights in accordance with the requirements of COLREG72?

- ✓ Ensure the navigational/signal lights are in normal working condition?
- ✓ Ensure the navigational/signal lights are supplied by main power and emergency power?
- ✓ Ensure that the daylight signalling lamp is provided with alternative emergency supply?

REFERENCES

A. 817 (19) PERFORMANCE STANDARDS FOR ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS); A. 893 (21) GUIDELINES FOR VOYAGE PLANNING; MSC.128(75) PERFORMANCE STANDARDS FOR A BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS); MSC.1/Circ.1474 GUIDANCE ON THE BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS) AUTO FUNCTION; MSC.64(67) and MSC.86(70) AMENDMENTS TO RESOLUTION A.817(19) - PERFORMANCE STANDARDS FOR ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS); MSC.232(82) ADOPTION OF THE REVISED PERFORMANCE STANDARDS FOR ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS); MSC.163(78) PERFORMANCE STANDARDS FOR SHIPBORNE SIMPLIFIED VOYAGE DATA RECORDERS (S-VDRs); A.861 (20) PERFORMANCE STANDARDS FOR SHIPBORNE VOYAGE DATA RECORDERS (VDRs); MSC.214 (81) ADOPTION OF AMENDMENTS TO THE PERFORMANCE STANDARDS FOR SHIPBORNE VOYAGE DATA RECORDERS (VDRS) (RESOLUTION A.861(20)) AND PERFORMANCE STANDARDS FOR SHIPBORNE SIMPLIFIED VOYAGE DATA RECORDERS (S-VDRS) (RESOLUTION MSC.163(78)); MSC.333(90) ADOPTION OF REVISED PERFORMANCE STANDARDS FOR SHIPBORNE VOYAGE DATA RECORDERS (VDRs); MSC/Circ.891 GUIDELINES FOR THE ON-BOARD USE AND APPLICATION OF COMPUTERS (FOR ELECTRONIC NAUTICAL PUBLICATIONS); MSC.1/Circ.1503 ECDIS – GUIDANCE FOR GOOD PRACTICE; MSC.74(69), Annex 3 RECOMMENDATION ON PERFORMANCE STANDARDS FOR AN UNIVERSAL SHIPBORNE AUTOMATIC IDENTIFICATION SYSTEM (AIS); MSC.1/Circ.1252 GUIDELINES ON ANNUAL TESTING OF THE AUTOMATIC IDENTIFICATION SYSTEM (AIS); Resolution MSC. 253(83) THE PERFORMANCE STANDARDS FOR NAVIGATION LIGHTS, NAVIGATION LIGHT CONTROLLERS AND ASSOCIATED EQUIPMENT