
Port State Control Concentrated Inspection Campaign 2022

1. Purpose

- 1.1. This Technical Alert is issued by the Bahamas Maritime Authority (BMA) to inform Companies¹ operating Bahamian ships that Member Authorities of the Tokyo and Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on the International Convention on Standards of Training, Certification and Watchkeeping, 1978, as amended (STCW).

2. Introduction

- 2.1. This campaign will be held for three months, commencing from 1 September 2022 and ending 30 November 2022. The CIC inspections will be applicable for all ships and conducted in conjunction with the regular Port State Control inspection.

3. Scope of CIC

- 3.1. The CIC aims to confirm that:
- i. The number of seafarers serving on board and their certificates are in conformity with the relevant provisions of the STCW Convention and Code and the applicable safe manning requirements as determined by the Flag State Administration;
 - ii. All seafarers serving on board, who are required to be certificated in accordance with the STCW Convention, hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Flag State Administration;
 - iii. The seafarers on board hold a valid medical certificate as required by the STCW Convention;
 - iv. The watch-keeping schedules and hours of rest indicate compliance with the requirements of the STCW Convention and Code.
- 3.2. The CIC will assist in raising the awareness of shipowners, operators and crew on the specific requirements in the STCW Convention and Code.

¹ The "Company" is the entity responsible for the management of the ship in accordance with the ISM Code. For ships to which the ISM Code is not applicable, the Company is the Managing Owner in accordance with Section 52 of the Bahamas Merchant Shipping Act.

4. Inspections and Context

- 4.1. A ship will be subject to only one inspection under this CIC during the period of the campaign.
- 4.2. Port State Control Officers (PSCOs) will use a list of predefined questions during the CIC (see next page). If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the detainable deficiencies have been rectified.
- 4.3. Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.
- 4.4. The STCW Convention and Part A of the Code form a binding treaty between States. Its latest revision enables States to address issues that are anticipated to emerge in the foreseeable future in an effort to raise the standards of competence and professionalism of seafarers, upon which the safety of life, property and the environment depends.

5. Validity

- 5.1. This Technical Alert is valid until further notice.

2022 CONCENTRATED INSPECTION CAMPAIGN ON STCW			
01/09/2022 – 30/11/2022			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

QUESTIONS 1 TO 10 ANSWERED WITH A “NO” MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION

No.	Item	Yes	No	N/A	Detention
Q.1*	Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Do the master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3*	Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Do seafarers on board hold valid medical certificates?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6	Do the records for hours of rest indicate compliance with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7	Do the watch schedules comply with the provisions of STCW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.8*	Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.9*	Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10	Do the voyage plans cover the whole route from berth to berth?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Note: If “No” is ticked for questions with an asterisk “*”, the ship may be considered for detention