

Type of newsletter: **STATUTORY NEWSLETTER, Concentrated inspection campaigns (CIC)**
Number: **30.08.2022, revision 0**

APPLICATION:

Type of ships: **All ships navigating on international voyages to be subjected to Paris MoU and Tokyo MoU inspections**
Flag(s): **All flags**

**Paris MoU and Tokyo MoU joint concentrated inspection campaign (CIC)
on STCW**

The Paris and the Tokyo MoUs have announced launching of joint CIC on STCW commencing on 1 September and ending on 30 November 2022.

The main objectives of this CIC are to confirm that the seafarers serving on board ship confirm with the Minimum Safe Manning requirements and that they are properly certified according to STCW requirements. Medical certificates, rest hours, watchkeeping schedule, effective communication between the crew members, and voyage planning will also be checked.

Port State Control Officers will use a questionnaire consisting of 10 questions in order to assess compliance with STCW requirements.

If deficiencies are found, they will be reported in PSC inspection report. Any STCW related deficiency might relate to ship's Safety Management System, and consequently it might be reported as ISM related deficiency, especially in the case of numerous or recurring deficiencies.

A ship will be subject to one inspection under this CIC during the period of the campaign.

CIC questionnaire is attached.

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