

Subject

Latest development of PSC Inspection related to PSC Deficiency Code 1560 "Charts" and 1594 "Voyage or passage plan"

ClassNK

Technical Information

No. TEC-0851
Date 7 April 2011

To whom it may concern

The Government of the Republic of Marshall Islands published Marine Safety Advisory No.16-11 on 23 February 2011 which stated the message by the Australian Maritime Safety Authority (AMSA) to be enforcing the requirement of their Marine Notice 16/2009 as a part of their Port State control efforts and the possibility to be raised ISM Related Detainable Deficiency together with.

According to the message by AMSA, it requests strongly the compliance with the requirements of SOLAS Ch V Reg.34 Safe navigation and avoidance of dangerous situations, STCW Section A-VIII/2 Part 3 Watchkeeping at Sea and IMO Res. A.893(21) Guidelines for Voyage Planning.

With referring following by AMSA and attachments, the management companies should enhance the compliance with the requirements on board as a part of Safety Management Systems related to the requirement of ISM Code Sec. 7 Shipboard Operations, up to date of charts, preparation of navigation/passage plan including from berth to berth, etc.

- partial quote -

It has been found during Port State Control Inspections that vessels do not have charts onboard or are using scanned/photocopied charts. When this occurs, it usually results the vessel being detained.

We understand that ships programming may change, however the international, national and local regulations that require a "Berth to Berth passage plan on the relevant up to date chart" are mandatory.

AMSA will ensure that non-compliance with these requirements will also be enforced as a Port State Control issue and the non carriage of up to date charts is both a SOLAS and ISM Deficiency/Detention for the vessel.

- un-quote -

The followings are sum up of the investigation results of PSC inspection reports which reported ClassNK during the last 2 years, from 1 March 2009 to 28 February 2011, and also, the sample of typical deficiencies raised by PSC officers, which observed increasing number.

(To be continued)

NOTES:

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1. Def. Code 1560 "Charts"

In Australia, China, Japan and Korea, it was observed remarkably to increase the number of ships raised deficiency and the ratio of them to the total number of ships.

In other countries listed below, it appeared high ratio of it, though the number of ships was small.

The action requested for rectification was Action Code 17 - Rectify before departure in greater part and other was Action Code 30 - Detained. Sometimes, it was observed to add Deficiency Code 2535 "Development of plans for shipboard operations" related to ISM Code with Action Code 30 in relation to the deficiency.

Def 1560 Charts

PSC	1 Mar, 2009 - 28 Feb. 2010			1 Mar, 2010 - 28 Feb. 2011		
	(1) Total No.	(2) Def. 1560	(2)/(1) %	(1) Total No.	(2) Def. 1560	(2)/(1) %
Australia	118	11	9.3	112	19	16.9
Belgium	18	8	44.4	6	4	66.7
China	99	11	11.1	121	23	19
Germany	10	1	10	6	2	33.3
Japan	60	8	13.3	72	19	26.4
Korea	30	1	3.3	23	3	13
Russia	26	10	38.4	21	8	38.1
Turkey	11	2	18.2	5	5	100
Total	431	63	14.6	424	91	21.5

Note: (1) Number of ships which reported ClassNK (2) Number of ships raised the deficiency

2. Deficiency Code 1594 "Voyage or passage plan"

The countries listed in below were appeared the tendency of increasing.

The action requested for rectification was almost Action Code 17 and the case of Action Code 30 was few.

Def 1594 - Voyage or passage plan

PSC	1 Mar, 2009 - 28 Feb. 2010			1 Mar, 2010 - 28 Feb. 2011		
	(1) Total No.	(2) Def. 1594	(2)/(1) %	(1) Total No.	(2) Def. 1594	(2)/(1) %
Australia	118	10	8.5	112	20	17.9
China	99	3	3	121	7	5.8
Japan	60	1	1.7	72	3	4.2
Korea	30	0	0	23	5	21.7
Total	307	14	4.6	328	35	10.7

Note: (1) Number of ships which reported ClassNK (2) Number of ships raised the deficiency

(To be continued)

3. Sample of deficiency

Deficiency Code 1560

Nature of Deficiency	Act Code
Charts for passage not fully corrected.	17
Local charts missing or uncorrected	17
The vessel is using cancelled charts for previous voyage.	30
Charts Aus 754& Aus 112 :- Photocopies in use	17
Vessel arrived without appropriate large scale charts for approved voyage plan. As evident by emailed copy of AUS 820 for passage near Douglas Shoal and AUS 244,245,246.	17
Some large scale charts for intended voyage not available on board or included in voyage plan.	17
Temporary and preliminary corrections missing on charts - No system in place for T&P corrections follow up.	30
T&P not corrected on charts / file of T&P found on bridge	30
temporary and preliminary corrections missing on several charts	30
Port of Gijon chart N.1154 missing. Approaches to Gijon chart not original	30
Not updated / missing for intended voyage	30
Charts for the next voyage missing.	30
Only old edition of charts for the voyage onboard. Latest NTM onboard week 43.	30
Vessel arrived port without charts for this area	17
Several charts for intended voyage missing.	30
Ship arrived at port with charts and sailing directions (except single one BA28) missing. Passage plan has invalid information in respect of availability of navigational publication.	30
Some voyage charts made on board from copy of small parts of the related charts.	
Keelung port approaching chart and harbour chart - old edition, captain informed owner at 2010/12/12 and there is no reply from owner and operator	30
Vessel had a non functioning ECDIS & no navigation charts and was missing tide table/ publication aboard during transit through Baltimore and Hampton Road AOR	30

(To be continued)

Deficiency Code 1594

Nature of Deficiency	Act Code
Voyage plan not in accord with IMO guidelines for voyage planning - does not include consideration of Squat, UKC, Tide for deep draft.	17
Pilot Book Vol 13 for current voyage not corrected.	17
Passage plan does not take into account environmental requirements as per SOLAS VR34.4	17
Passage plan not berth to berth	17
Voyage/Passage plan not complete before departure of last 2 ports..	17
Voyage plans not as per STCW requirements not berth to berth and latest voyage plan to incorrect berth	17
No signature by master and officers on voyage plan	17
Vessel passage plan does not use largest scale charts available.	17
Passage plans not maintained properly.	17
Lack of information: position of Dunkirk berth not indicated on last passage plan	17
Passage plan for current voyage not authorized by master	17
Passage plan do not contain reporting to Horten VTS	17
Voyage plan to Geraldton not effective - various sailing directions expired for long time.	17
Voyage plan not in accord with IMO Guidelines for voyage planning, no UKC/Squat/Tide assessment.	17
Voyage plan was not from port to port. Second mate did not use charts on hand prior to voyage.	17
Voyage plan - Not adequately planned by many out dated charts and lack of narrow passage charts.	17

For any questions about the above, please contact:

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Attachment:

1. Marine Safety Advisory No.16-11 by the Government of Republic of the Marshall Islands
2. Marine Notice 16/2009 by the Australian Maritime Safety Authority
3. IMO Res. A.893(21) Guidelines for Voyage Planning

Republic of the Marshall Islands

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MARINE SAFETY ADVISORY NO. 16-11

To: Regional Marine Safety Offices, Nautical Inspectors, Masters, Owners/Agents

Subject: VOYAGE PLANNING AND NAUTICAL CHARTS; AUSTRALIAN PORT STATE CONTROL

Date: 23 February 2011

Reprinted verbatim below is a message from the Australian Maritime Safety Authority (“AMSA”) regarding issues of non-compliance with requirements for voyage planning and nautical charts. The Australian Authorities will be enforcing these requirements as part of their Port State Control efforts.

It is important to note that the Maritime Administrator (“Administrator”) concurs with the Australian assessment – some ships are not abiding by the requirements for “Berth to Berth” passage planning and up-to-date charts. The Administrator takes this opportunity to remind Marshall Islands flagged owners and operators that these are International Convention on Safety of Life at Sea, 1974 (SOLAS 74) mandates. Please refer to Marshall Islands Marine Guideline 7-41-3 for additional information on voyage planning and Marine Notice 7-041-6 for nautical chart and publication carriage requirements.

FROM AMSA:

We have noticed an increase in non compliance with ships passage plans and in particularly charts.

It has been found during Port State Control Inspections that vessel’s do not have charts onboard or are using scanned/photocopied charts. When this occurs, it usually results in the vessel being detained.

SOLAS requires that all passage plans will be planned in advance (i.e. well before Pilot embarkation) so that the Ships Master can effectively discharge their duties in accordance with the relevant national and international requirements.

We understand that ships programming may change, however the international, national and local regulations that require a “Berth to Berth passage plan on the relevant up to date chart” are mandatory.

In order to avoid delays if a ship presents itself for port pilotage and the relevant charts are not held and/or passage plans have not been completed, it is advisable that ship companies/masters/ships agents make arrangements to provide a vessel with the up to date chart so that the passage plan and port entry can be adequately prepared in advance of the pilot boarding.

AMSA will ensure that non-compliance with these requirements will also be enforced as a Port State Control issue and the non carriage of up to date charts is both a SOLAS and ISM Deficiency/Detention for the vessel.

We will also be inspecting a vessel’s ECDIS, where electronic charts are the main means of navigation for that vessel.

Further information can be read in Marine Notice 16/2009 - Expected Actions of Bridge Teams in Australian Pilotage Waters available at http://www.amsa.gov.au/Shipping_Safety/Marine_Notices.



Marine Notice 16/2009

Expected Actions of Bridge Teams in Australian Pilotage Waters

*To be read in conjunction with Marine Notice 09/2006
- Working with Australian Pilots.*

Bridge Resource Management (BRM) and the Passage Plan

All Australian pilots expect the master and bridge watch keeping officers to participate in the use of BRM techniques and to support the pilot by closely following the agreed passage plan while in Australian pilotage waters.

BRM should be consistent with the recommendations of the STCW Code Section B-VIII/2 Part 3-1.

All vessels are required to prepare a berth to berth passage plan, consistent with STCW A-VIII/2.3, IMO resolution A.893(21) and SOLAS Ch V, Regulation 34.

Early contact with the pilotage provider may assist with the preparation of the passage plan in Australian pilotage waters.

It is essential that the vessel closely follows the passage plan that was discussed and agreed with the pilot and that every member of the bridge team understands the part they are to play in ensuring that the agreed passage plan is safely, effectively and fully executed.

The agreed passage plan and its understanding by the entire bridge team is the basis of a safe pilotage.

The bridge team should remain alert and actively follow the progress of the vessel while in pilotage waters. If the pilot delegates a duty or asks a member of the bridge team to perform a specific task during the pilotage, that task should be undertaken fully. At the completion of the task or if the pilot has requested ongoing information during the pilotage, that member of the bridge team should report to the pilot to keep the pilot fully informed.

Training in the use of all navigation equipment

Australian pilots expect the master and all bridge watch keepers to be fully trained and proficient in the use of all

ship specific navigation equipment aboard the vessel, including radars and any electronic navigation charting systems carried.

On board training may be adequate so long as all bridge navigation watch keepers have the opportunity to obtain a full knowledge and complete competence in the use of the ships navigation equipment, as required by SCTW code A-VIII/2 paragraphs 25 and 27.

Human error and performance

It is unrealistic to assume a totally error free performance by every person on the bridge during every pilotage.

It is therefore essential that the pilot, master and bridge team work together to ensure that small errors that could be made by either the pilot, master, bridge navigation watch keeper or helmsman are detected early and corrected before the ship is put into any danger.

For instance in the past a helmsman putting the wheel in the wrong direction and the mistake not being noticed by the pilot or other members of the bridge team until too late has lead to the grounding of more than one ship. For this reason all communications used by every member of the bridge team should follow the IMO Standard Marine Communication Phrases and the closed loop communication technique should be used to eliminate any doubt or ambiguity.

Mick Kinley
A/g Chief Executive Officer
November 2009

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File No: 040510

INTERNATIONAL MARITIME ORGANIZATION



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ASSEMBLY
21st session
Agenda item 9

A 2/Res.893
4 February 2000
Original: ENGLISH

RESOLUTION A.893(21)
adopted on 25 November 1999

GUIDELINES FOR VOYAGE PLANNING

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO section A-VIII/2, Part 2 (Voyage planning) of the Seafarers' Training, Certification and Watchkeeping Code,

RECALLING FURTHER the essential requirements contained in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers and the International Convention for the Safety of Life at Sea concerning voyage planning, including those relating to officers and crew, shipborne equipment, and safety management systems,

RECOGNIZING the essential importance for safety of life at sea, safety of navigation and protection of the marine environment of a well planned voyage, and therefore the need to update the 1978 Guidance on voyage planning issued as SN/Circ.92,

NOTING the request of the Assembly in resolution A.790(19) that the Maritime Safety Committee consider the issue of voyage planning in conjunction with its review of the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes in Flasks on Board Ships (INF Code), and the Committee's decision that consideration of the issue of voyage planning should not be restricted to vessels carrying materials subject to the INF Code but should apply to all ships engaged on international voyages,

HAVING CONSIDERED the recommendation made by the Sub-Committee on Safety of Navigation at its forty-fifth session:

1. ADOPTS the Guidelines for voyage planning set out in the Annex to the present resolution;
2. INVITES Governments to bring the annexed Guidelines to the attention of masters of vessels flying their countries' flag, shipowners, ship operators, shipping companies, maritime pilots, training institutions and all other parties concerned, for information and action as appropriate;
3. REQUESTS the Maritime Safety Committee to keep the said Guidelines under review and to amend them as appropriate.

For reasons of economy, this document is printed in a limited number. Delegates are kindly asked to bring their copies to meetings and not to request additional copies.

ANNEX

DRAFT GUIDELINES FOR VOYAGE PLANNING**1 Objectives**

- 1.1 The development of a plan for voyage or passage , as well as the close and continuous monitoring of the vessel's progress and position during the execution of such a plan, are of essential importance for safety of life at sea, safety and efficiency of navigation and protection of the marine environment.
- 1.2 The need for voyage and passage planning applies to all vessels. There are several factors that may impede the safe navigation of all vessels and additional factors that may impede the navigation of large vessels or vessels carrying hazardous cargoes. These factors will need to be taken into account in the preparation of the plan and in the subsequent monitoring of the execution of the plan.
- 1.3 Voyage and passage planning includes appraisal, i.e. gathering all information relevant to the contemplated voyage or passage; detailed planning of the whole voyage or passage from berth to berth, including those areas necessitating the presence of a pilot; execution of the plan; and the monitoring of the progress of the vessel in the implementation of the plan. These components of voyage/passage planning are analysed below.

2 Appraisal

- 2.1 All information relevant to the contemplated voyage or passage should be considered. The following items should be taken into account in voyage and passage planning:
- .1 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;
 - .2 any special characteristics of the cargo (especially if hazardous), and its distribution, stowage and securing on board the vessel;
 - .3 the provision of a competent and well-rested crew to undertake the voyage or passage;
 - .4 requirements for up-to-date certificates and documents concerning the vessel, its equipment, crew, passengers or cargo;
 - .5 appropriate scale, accurate and up-to-date charts to be used for the intended voyage or passage, as well as any relevant permanent or temporary notices to mariners and existing radio navigational warnings;
 - .6 accurate and up-to-date sailing directions, lists of lights and lists of radio aids to navigation; and
 - .7 any relevant up-to-date additional information, including:
 - .1 mariners' routing guides and passage planning charts, published by competent authorities;

- .2 current and tidal atlases and tide tables;
- .3 climatological, hydrographical, and oceanographic data as well as other appropriate meteorological information;
- .4 availability of services for weather routeing (such as that contained in Volume D of the World Meteorological Organization's Publication No. 9);
- .5 existing ships' routeing and reporting systems, vessel traffic services, and marine environmental protection measures;
- .6 volume of traffic likely to be encountered throughout the voyage or passage;
- .7 if a pilot is to be used, information relating to pilotage and embarkation and disembarkation including the exchange of information between master and pilot;
- .8 available port information, including information pertaining to the availability of shore-based emergency response arrangements and equipment; and
- .9 any additional items pertinent to the type of the vessel or its cargo, the particular areas the vessel will traverse, and the type of voyage or passage to be undertaken.

2.2 On the basis of the above information, an overall appraisal of the intended voyage or passage should be made. This appraisal should provide a clear indication of all areas of danger; those areas where it will be possible to navigate safely, including any existing routeing or reporting systems and vessel traffic services; and any areas where marine environmental protection considerations apply.

3 Planning

3.1 On the basis of the fullest possible appraisal, a detailed voyage or passage plan should be prepared which should cover the entire voyage or passage from berth to berth, including those areas where the services of a pilot will be used.

3.2 The detailed voyage or passage plan should include the following factors:

- .1 the plotting of the intended route or track of the voyage or passage on appropriate scale charts: the true direction of the planned route or track should be indicated, as well as all areas of danger, existing ships' routeing and reporting systems, vessel traffic services, and any areas where marine environmental protection considerations apply;
- .2 the main elements to ensure safety of life at sea, safety and efficiency of navigation, and protection of the marine environment during the intended voyage or passage; such elements should include, but not be limited to:
 - .1 safe speed, having regard to the proximity of navigational hazards along the intended route or track, the manoeuvring characteristics of the vessel and its draught in relation to the available water depth;

- .2 necessary speed alterations en route, e.g., where there may be limitations because of night passage, tidal restrictions, or allowance for the increase of draught due to squat and heel effect when turning;
- .3 minimum clearance required under the keel in critical areas with restricted water depth;
- .4 positions where a change in machinery status is required;
- .5 course alteration points, taking into account the vessel's turning circle at the planned speed and any expected effect of tidal streams and currents;
- .6 the method and frequency of position fixing, including primary and secondary options, and the indication of areas where accuracy of position fixing is critical and where maximum reliability must be obtained;
- .7 use of ships' routeing and reporting systems and vessel traffic services;
- .8 considerations relating to the protection of the marine environment; and
- .9 contingency plans for alternative action to place the vessel in deep water or proceed to a port of refuge or safe anchorage in the event of any emergency necessitating abandonment of the plan, taking into account existing shore-based emergency response arrangements and equipment and the nature of the cargo and of the emergency itself.

3.3 The details of the voyage or passage plan should be clearly marked and recorded, as appropriate, on charts and in a voyage plan notebook or computer disk.

3.4 Each voyage or passage plan as well as the details of the plan , should be approved by the ships' master prior to the commencement of the voyage or passage.

4 Execution

4.1 Having finalized the voyage or passage plan, as soon as time of departure and estimated time of arrival can be determined with reasonable accuracy, the voyage or passage should be executed in accordance with the plan or any changes made thereto.

4.2 Factors which should be taken into account when executing the plan, or deciding on any departure therefrom include:

- .1 the reliability and condition of the vessel's navigational equipment;
- .2 estimated times of arrival at critical points for tide heights and flow;
- .3 meteorological conditions, (particularly in areas known to be affected by frequent periods of low visibility) as well as weather routeing information;
- .4 daytime versus night-time passing of danger points, and any effect this may have on position fixing accuracy; and
- .5 traffic conditions, especially at navigational focal points.

4.3 It is important for the master to consider whether any particular circumstance, such as the forecast of restricted visibility in an area where position fixing by visual means at a critical point is an essential feature of the voyage or passage plan, introduces an unacceptable hazard to the safe conduct of the passage; and thus whether that section of the passage should be attempted under the conditions prevailing or likely to prevail. The master should also consider at which specific points of the voyage or passage there may be a need to utilize additional deck or engine room personnel.

5 Monitoring

5.1 The plan should be available at all times on the bridge to allow officers of the navigationa 1 watch immediate access and reference to the details of the plan.

5.2 The progress of the vessel in accordance with the voyage and passage plan should be closely and continuously monitored. Any changes made to the plan should be made consistent with these Guidelines and clearly marked and recorded.
