



# BERMUDA MERCHANT SHIPPING INFORMATION NOTICE

Port State Control Concentrated Inspection Campaigns:

STCW Code            2022-03

## Application

Ship Owners, Managers, Masters and Officers of Bermuda Registered ships

## Summary

This notice is to guide Owners, Managers and Masters of Bermuda registered ships about the Concentrated Inspection Campaign (CIC) on STCW Code which will be carried out by the member states of the Paris MoU, Tokyo MoU and Caribbean MoU on Port State Control. The CIC questionnaire has been published in the press release issued by the PMOU secretariat and is available on the PMOU website ([www.parismou.org](http://www.parismou.org)). The CIC will run from 01-September-2022 until 30-November-2022. Given below is our guidance for each question which would help Owners, Managers and Masters of Bermuda registered ships in preparing for this CIC.

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### 1. Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel?

Ships should always comply with the Minimum Safe Manning requirements specified in the Minimum Safe Manning Document issued by the Bermuda Shipping and Maritime Authority.

### 2. Do the Master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document?

Masters and officers must hold valid Certificates of Competency in accordance with the requirements specified in the Minimum Safe Manning Document.

### **3. Do the Master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application?**

Masters, officers, and radio operators must hold relevant STCW endorsements or documentary proof of application of having applied for an endorsement issued by the Bermuda Shipping and Maritime Authority. The documentary proof of application is only valid for a period of three months and ships must ensure that the relevant STCW endorsement is obtained within this period.

### **4. Do seafarers hold relevant certificates of proficiency or documentary evidence?**

All seafarers should hold relevant Certificates of Proficiency or documentary evidence as appropriate to their ranks/duties on board. (e.g, FPFF, PST, PSSR, PSCRB, Navigational watch rating, Able Seafarer, Basic and Advanced Tanker training etc)

### **5. Do seafarers on board hold valid medical certificates?**

All seafarers on board should hold valid medical certificates. The validity of the medical certificates should not be more than 2 years from the date of issue except for seafarers less than 18 years in which case, the validity should be for one year from the date of issue of the medical certificate.

### **6. Do the records for hours of rest indicate compliance with the requirements?**

Minimum hours of rest shall not be less than:

- a. 10 hours in any 24 hour period; and
- b. 77 hours in any seven-day period

Hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the interval between consecutive periods of rest shall not exceed 14 hours.

Records for hours of rest must be available for all seafarers on board.

### **7. Do the watch schedules comply with the provisions of STCW?**

Ships must ensure that watch schedules in compliance with STCW requirements are posted conspicuously on board the ship.

### **8. Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties?**

Records for familiarisation training given to newly joined seafarers (Job specific and Emergency duties) must be available on board.

## **9. Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel?**

The working language of the ship should be recorded in the ship's log book. Ships must ensure that all seafarers are able to communicate effectively with each other in the working language of the ship.

## **10. Do the voyage plans cover the whole route from berth to berth?**

Masters must ensure that passage plans cover the whole passage from berth to berth including the pilotage waters.