



# Marine Safety Information Bulletin

Commandant  
U.S. Coast Guard  
Inspections and Compliance Directorate  
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## Regional Port State Control Regimes Announce 2014 Joint Concentrated Inspection Campaign

The Maritime Authorities of the Paris, Black Sea, and Tokyo Memoranda of Understanding (MoU) on Port State Control (PSC) will launch a joint Concentrated Inspection Campaign (CIC) on STCW Hours of Rest; other PSC regimes may participate as well. The CIC is aimed to verify that watchkeeping personnel are complying with the requirements regarding hours of rest per STCW 78 as amended. The inspection campaign will be held for three months, **1 September 2014 through 30 November 2014**.

Owners and operators of U.S. flag vessels should expect that during regular PSC inspections, selected items will be inspected in more detail for compliance with STCW. Port State Control Officers will utilize a questionnaire that covers 9 selected areas for verification. The questionnaire is enclosed. Furthermore there are additional questions aimed to gather information about the existence of the two watch system, requirements for engineer officers, and Unattended Machinery Space designation.

When deficiencies are found, the Port State may record them and instruct the master to undertake corrective action within a specified period. Serious deficiencies could result in a detention. U.S. vessel detentions may result in a follow-up inspection by the Coast Guard. The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

U.S.-flag vessel owners and operators are encouraged to take the steps necessary to become familiar with the CIC criteria prior to the campaign. Verifying that vessels meet applicable requirements under STCW in advance of foreign voyages and port calls can go a long way toward facilitating PSC inspections.

Officers in Charge, Marine Inspection (OCMIs) are requested to facilitate wide distribution of this Notice to vessel operators that could be affected. The Coast Guard stands ready to assist vessels owners and operators in this compliance effort. Please contact your OCMI with questions.

Questions concerning this notice may be directed to LT Cory Heard, Office of Commercial Vessel Compliance, Commandant (CG-CVC) at 202-372-1208.



CIC ON STCW HOURS OF REST

Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

Qu No.	AREA	YES	NO	N/A
1	Is a watch schedule posted in an easily accessible area? STCW Section A- VIII/1 (5). Def code: 01306			
2*	Is the ship manned in accordance with MSMD or an equivalent document? SOLAS 1999/2000 Amend / Chapter V Reg. 14. Def code: 01209			
3	Are there records of daily hours of rest for each watchkeeper? STCW Section A-VIII/1 (7). Def code: 01308			
4	Have the records in Qu 3 been endorsed by an appropriate person? STCW Section A-VIII/1 (7). Def code: 01308			
5	Are records related to hours of rest being recorded correctly? STCW Section A-VIII/1 (7). Def code: 09236			
6	Do rest periods for all watchkeeping personnel comply with STCW requirements, including the weekly requirements of rest? STCW Section A- VIII/1 (2). Def code: 09235			
7**	Will the watchkeepers on the first and subsequent watch after departure have sufficient time to rest? STCW Regl/4 or STCW Reg VIII/1.1.2. Def code: 09235			
8	Is there evidence that on-call seafarers receive adequate compensatory rest periods if disturbed by call-outs to work? STCW A-VIII/1.6. Def code: 09235			
9	Do the records indicate that a bridge lookout is being maintained? STCW Section A-VIII/ 4-1 (14). Def code: 01306			
10	Was the ship detained as a result of this CIC?			
<b>These questions for information only:</b>				
11	Is there a two watch system on board including the master?			
12	Does the MSMD require an Engineer Officer?			
13	Is the ship designated UMS?			
14	If ship does <b>not</b> have UMS notation, is there more than one certificated engineer on board?			

Any question answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection. Deficiency codes and convention references are given for each question where appropriate.

Questions marked either \* or \*\* answered with a "NO" may give clear grounds for a detention.

\* If the actual crew number or composition is not brought in accordance with the minimum safe manning document or the flag State does not advise that the ship may sail, the ship may be considered for detention.

\*\* If the PSCO determines that a watchkeeper due to take the first or relieving watch at the commencement of a voyage has not had, or will not have, the minimum rest periods required in STCW then the PSCO should consider detention of the vessel until such time as those rest periods have been taken.