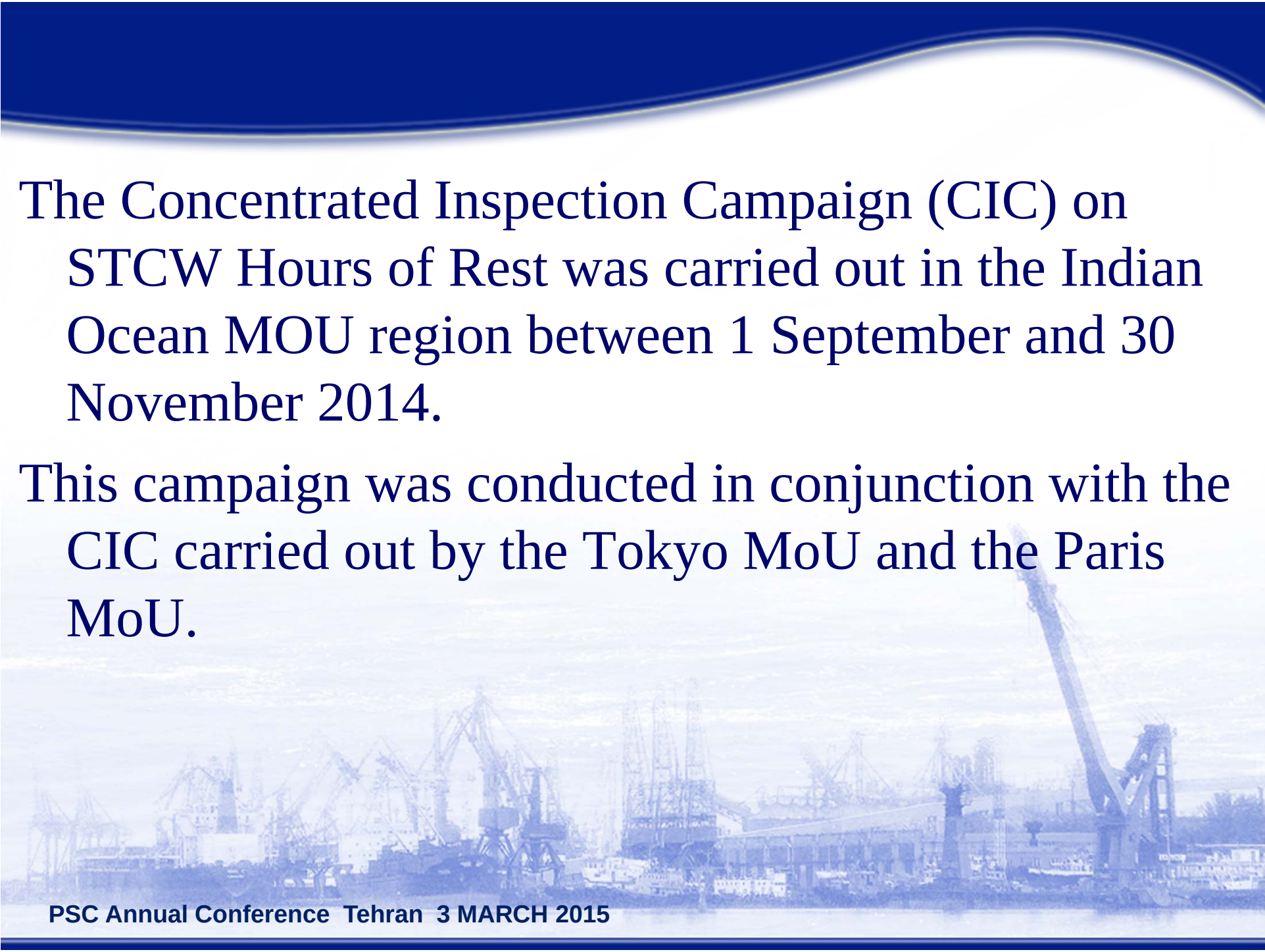


**CONCENTRATED INSPECTION
CAMPAIGN (CIC) ON STCW HOURS OF
REST CARRIED OUT**

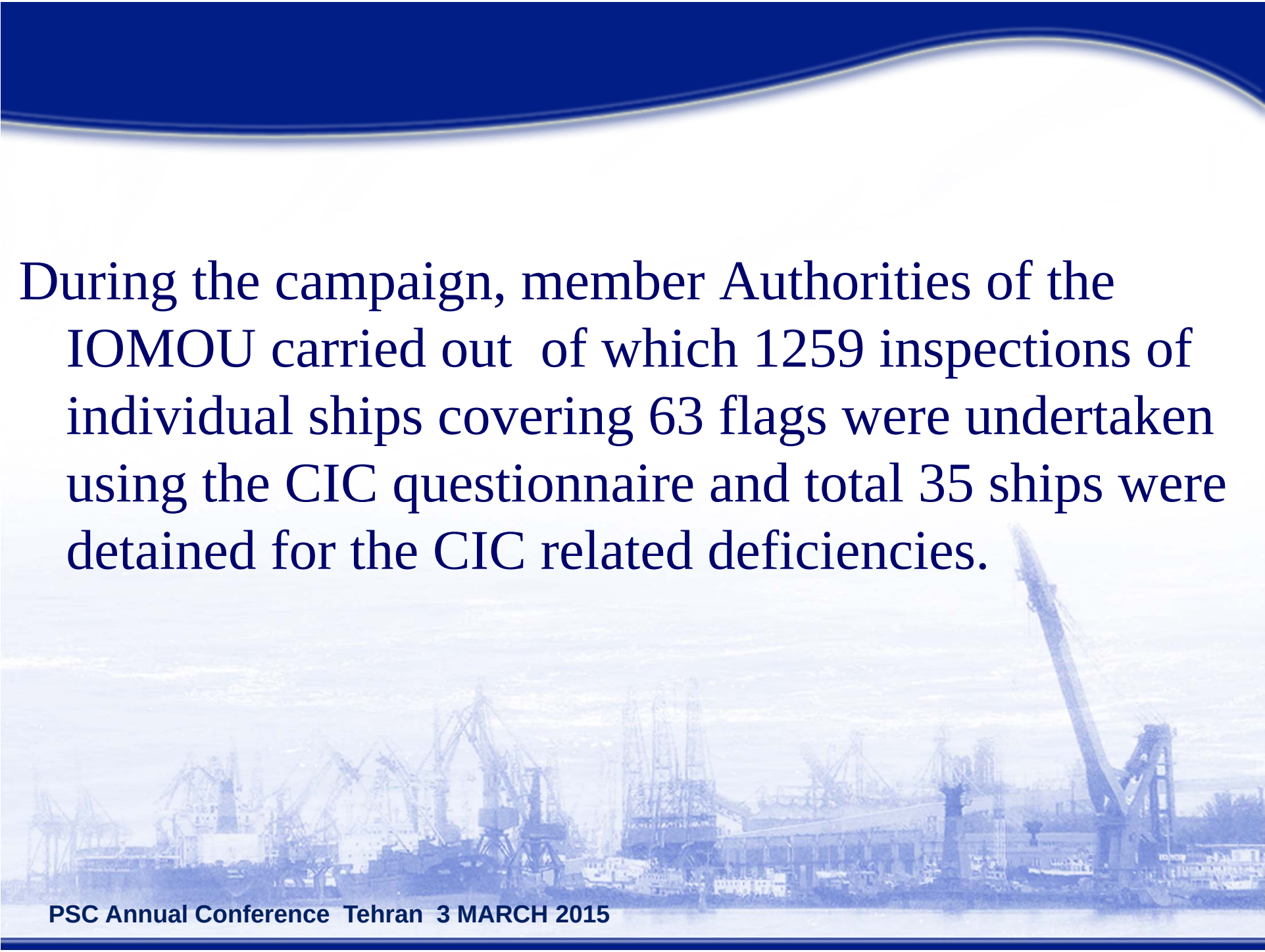
**FROM 01 SEPTEMBER TO
30 NOVEMBER 2014**



The background of the slide features a faded, blue-tinted image of a busy port. Numerous large gantry cranes are visible, along with several ships docked at the pier. The scene is set against a hazy sky, suggesting an industrial maritime environment.

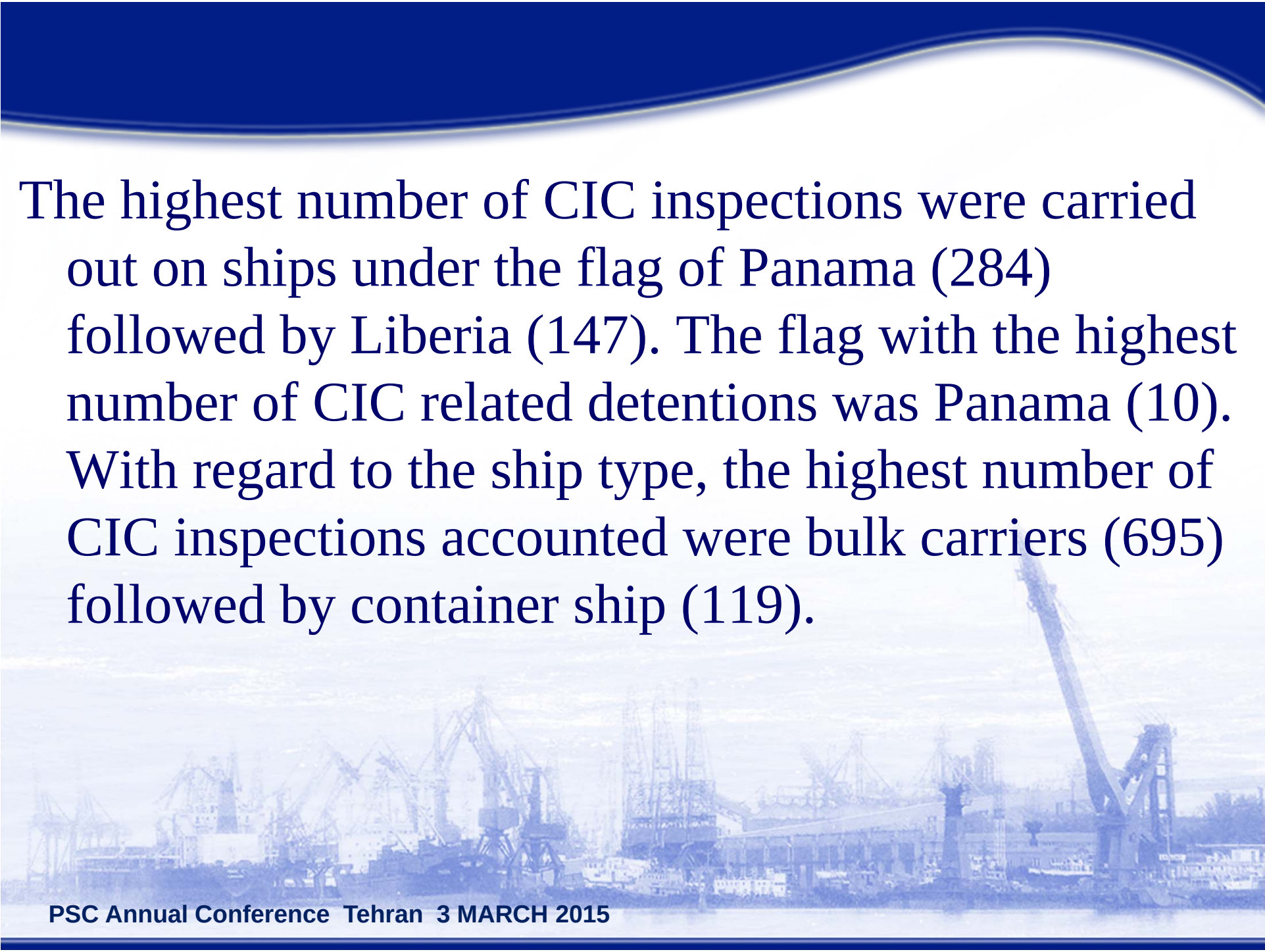
The Concentrated Inspection Campaign (CIC) on
STCW Hours of Rest was carried out in the Indian
Ocean MOU region between 1 September and 30
November 2014.

This campaign was conducted in conjunction with the
CIC carried out by the Tokyo MoU and the Paris
MoU.

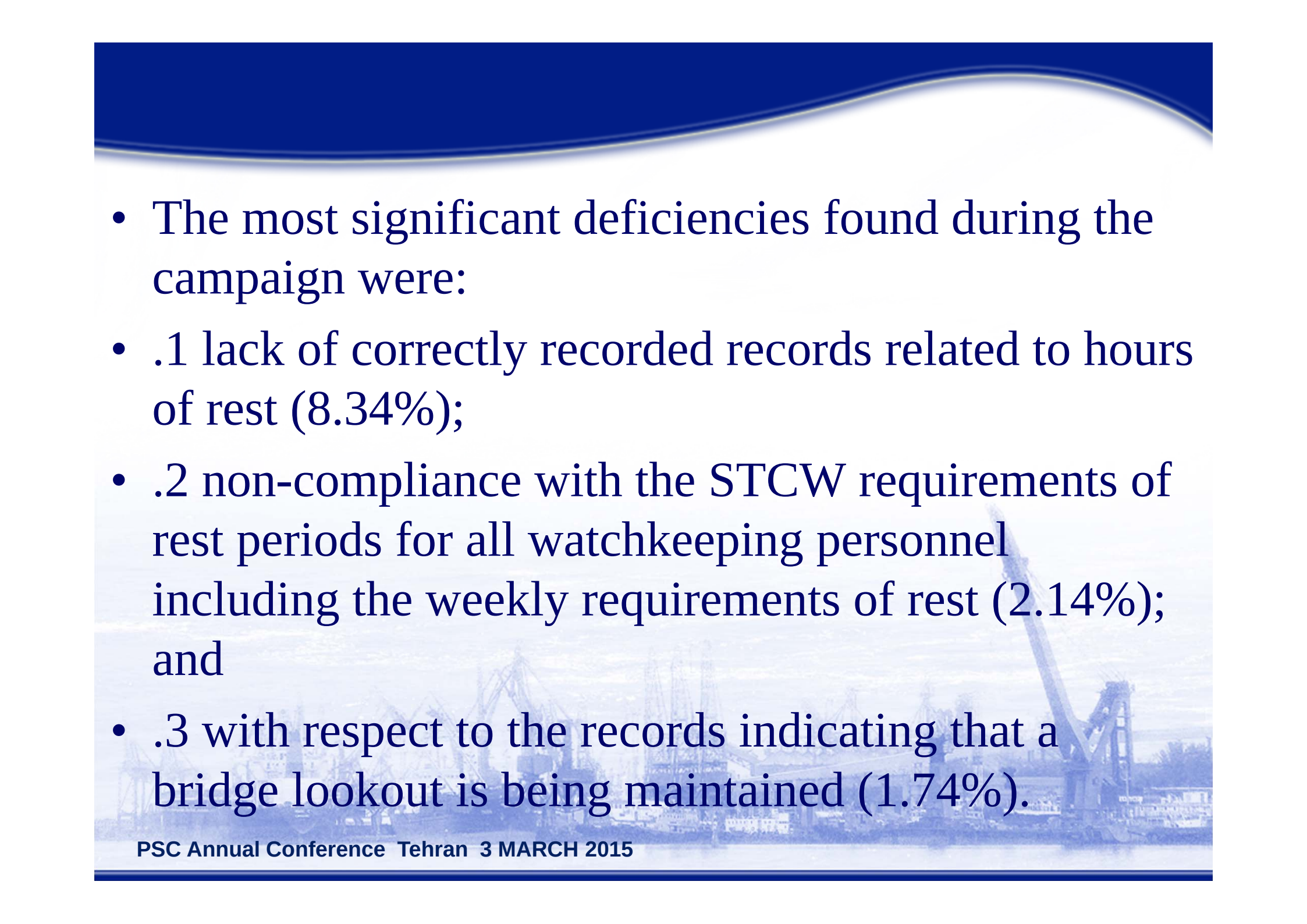
The background of the slide features a faded, blue-tinted photograph of a busy port. Numerous large gantry cranes are visible, some with ships docked at the piers. The sky is overcast. The overall aesthetic is professional and maritime.

During the campaign, member Authorities of the IOMOU carried out of which 1259 inspections of individual ships covering 63 flags were undertaken using the CIC questionnaire and total 35 ships were detained for the CIC related deficiencies.

- The overall detentions during the CIC deficiencies were 2.78 %.

The background of the slide features a faded, blue-tinted image of a busy port. Numerous large gantry cranes are visible, along with the hulls and superstructures of several ships docked at the pier. The scene is set against a hazy sky and water.

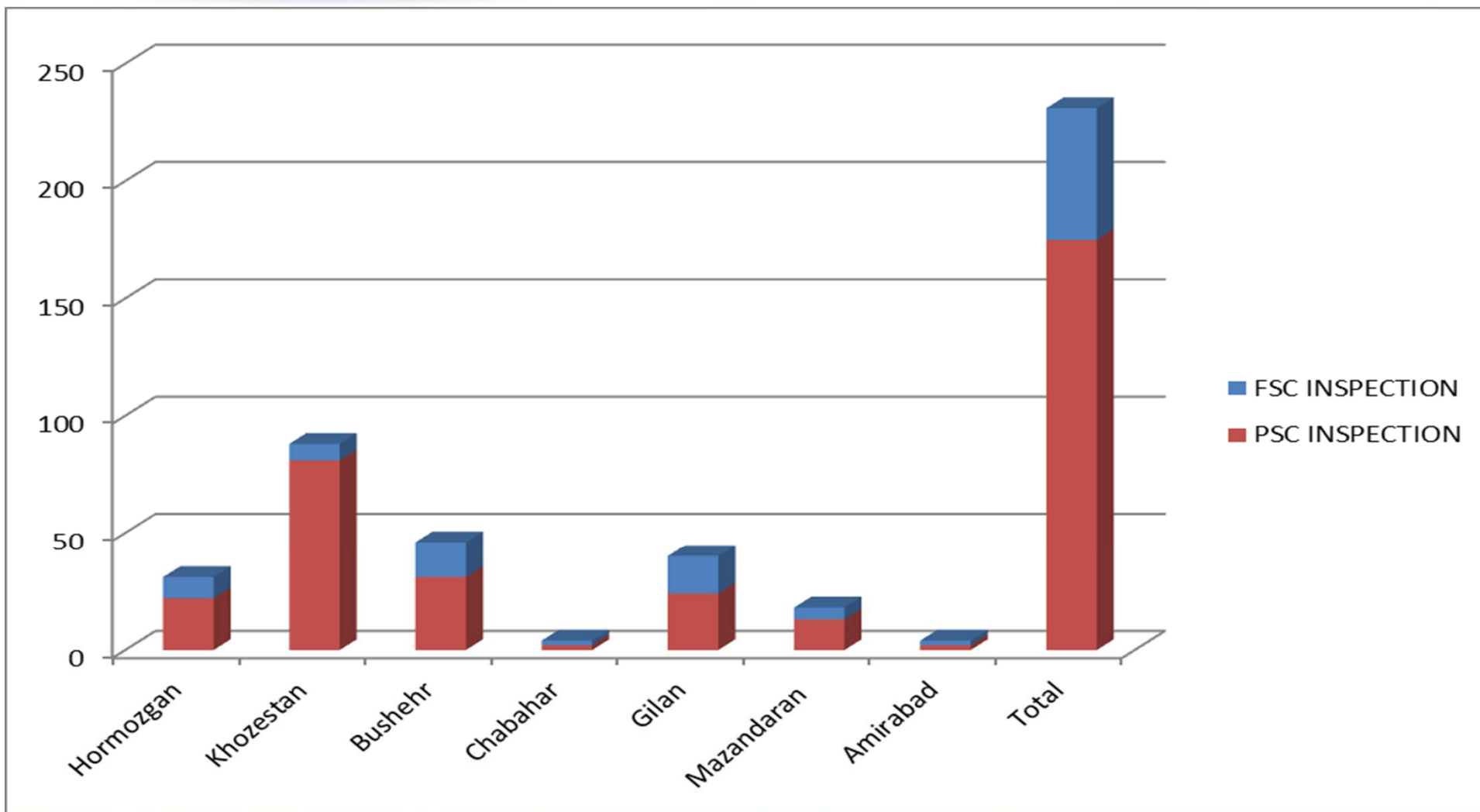
The highest number of CIC inspections were carried out on ships under the flag of Panama (284) followed by Liberia (147). The flag with the highest number of CIC related detentions was Panama (10). With regard to the ship type, the highest number of CIC inspections accounted were bulk carriers (695) followed by container ship (119).

- 
- The most significant deficiencies found during the campaign were:
 - .1 lack of correctly recorded records related to hours of rest (8.34%);
 - .2 non-compliance with the STCW requirements of rest periods for all watchkeeping personnel including the weekly requirements of rest (2.14%); and
 - .3 with respect to the records indicating that a bridge lookout is being maintained (1.74%).

- The Authority of Australia carried out the maximum number (837) of inspections representing 66.5% of the total inspections with 13 detentions (1.6%) followed by India (160) inspections representing 12.7% with 11 detentions (6.9 %) and followed by Iran (121) inspections representing (9.6%) with 11 detentions (9%)

The results of the CIC classified in accordance with the participating ports are provided in Table below.

	PSC INSPECTION	PSC DETENTION	FSC INSPECTION	FSC DETENTION
Hormozgan	22	0	9	0
Khozestan	81	0	7	7
Bushehr	31	2	15	1
Chabahar	2	2	2	0
Gilan	24	0	16	1
Mazandaran	13	0	5	1
Amirabad	2	1	2	0
Total	175	5	56	10



No.	QUESTION	Yes	No	N/A
DOCUMENTATION				
1	Is a watch schedule posted in an easily accessible area? STCW Section A- VIII/1 (5). Def. code: 01306	175	0	
2	Is the ship manned in accordance with MSMD or an equivalent document? SOLAS 1999/2000 Amend / Chapter V Reg. 14. Def. code: 01209	171	4	
3	Are there records of daily hours of rest for each watch keeper? STCW Section A-VIII/1 (7). Def. code: 01308	171	4	
4	Have the records in Qu 3 been endorsed by an appropriate person? STCW Section A-VIII/1 (7). Def. code: 01308	171	4	
5	Are records related to hours of rest being recorded correctly? STCW Section A-VIII/1 (7). Def. code: 01308 £ £	173	2	
6	Do rest periods for all watch keeping personnel comply with STCW requirements, including the weekly requirements of rest? STCW Section A- VIII/1 (2). Def. code: 01307	173	2	
7	Will the watch keepers on the first and subsequent watch after departure have sufficient time to rest? STCW RegI/4 or STCW Rag VIII/1.1.2. Def. code: 09235	173	2	

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	85	3	87
9	Do the records indicate that a bridge lookout is being maintained? STCW Section A-VIII/ 4-1 (14). Def. code: 01306	173	2	
10	10 Was the ship been detained as a result of this CIC?	5	170	
11	Is there a two watch system on board including the master?	115	60	
12	Does the MSMD require an Engineer Officer?	168	7	
13	Is the ship designated UMS?	103	72	
14	If ship does not have UMS notation, is there more than one certificated engineer on board?	114	9	52

No.	QUESTION	Yes	No	N/A
DOCUMENTATION				
1	Is a watch schedule posted in an easily accessible area? STCW Section A- VIII/1 (5). Def. code: 01306	42	14	
2	Is the ship manned in accordance with MSMD or an equivalent document? SOLAS 1999/2000 Amend / Chapter V Reg. 14. Def. code: 01209	53	3	
3	Are there records of daily hours of rest for each watch keeper? STCW Section A-VIII/1 (7). Def. code: 01308	41	15	
4	Have the records in Qu 3 been endorsed by an appropriate person? STCW Section A-VIII/1 (7). Def. code: 01308	40	16	
5	Are records related to hours of rest being recorded correctly? STCW Section A-VIII/1 (7). Def. code: 01308 £ £	39	17	
6	Do rest periods for all watch keeping personnel comply with STCW requirements, including the weekly requirements of rest? STCW Section A- VIII/1 (2). Def. code: 01307	42	14	
7	Will the watch keepers on the first and subsequent watch after departure have sufficient time to rest? STCW RegI/4 or STCW Rag VIII/1.1.2. Def. code: 09235	40	16	

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	25	2	29
9	Do the records indicate that a bridge lookout is being maintained? STCW Section A-VIII/ 4-1 (14). Def. code: 01306	43	13	
10	10 Was the ship been detained as a result of this CIC?	10	46	
These questions for information only:				
11	Is there a two watch system on board including the master?	37	19	
12	Does the MSMD require an Engineer Officer?	54	2	
13	Is the ship designated UMS?	21	35	
14	If ship does not have UMS notation, is there more than one certificated engineer on board?	25	19	12

**THANKS FOR YOUR
ATTENTION**

