



DEPARTMENT OF ECONOMIC DEVELOPMENT

Concentrated Inspection Campaign (CIC) on Crew Familiarization for Enclosed Space Entry

The purpose of this notice is to advise shipowners, operators, managers and Masters of Isle of Man registered ships of information in regard to forthcoming Port State Control activities.

The Isle of Man Ship Registry wishes to give advance notice of a forthcoming CIC on Crew Familiarization for Enclosed Space Entry which is due to commence on the 1st September 2015 and will run until the 30th November 2015.

The CIC will be carried out jointly by the Paris and Tokyo MoU Regions, as well as a number of other MoU regions.

The main purpose of the CIC is to gain a detailed insight into compliance with the relevant Conventions/Regulations in particular SOLAS 2013 Chapter III Regulation 19, for which the effective implementation date was the 1st January 2015.

The objective of the CIC is to, inter alia:-

- ensure that there is compliance with the requirements of the SOLAS and STCW Conventions as applicable;
- ensure that the Master, Officers and Crew are familiar with relevant equipment and have received training in carrying out their duties;
- raise safety awareness among the crew serving on board; and
- ensure that ship's crew identify and understand the hazards associated with entry into enclosed spaces.

The campaign is designed to examine a specific area of shipboard operation and is not intended to detract from the normal coverage of Port State Control Inspections. The CIC will be undertaken on every ship eligible for inspection during the period of the campaign.

In carrying out the inspection Port State Control Officers (PSCOs) will be using a list of selected areas to ensure compliance:

- Checking if measures are in place to test the atmosphere of an enclosed space to confirm it is safe to enter;
- Checking to see if crew members responsible for the testing of the atmosphere in enclosed spaces are trained in the use of the equipment onboard;
- Checking to see if all crew members are familiar with the arrangements of the ship, as well as the location and operation of any on-board safety systems or appliances that they may be called upon to use for enclosed space entry;
- To check that crew members responsible for enclosed space emergency duties are familiar with those duties;
- Checking that an enclosed space entry training manual is available on board and that its contents are complete and relevant to the ship and its equipment;
- Checking for evidence that enclosed space entry and rescue drills are conducted in accordance with SOLAS Chapter III, Regulation 19;

- Checking that the ship's crew have participated in an enclosed space entry and rescue drill at least once every two months in accordance with SOLAS Chapter III, Regulation 19.3.3;
- Checking that the crew members responsible for enclosed space entry are aware of the associated risks and what potential actions they may need to take; and
- Observing an enclosed space entry and rescue drill, ensuring the drill is compliant with the requirements of SOLAS Chapter III, Regulation 19.3.6.

Where deficiencies are identified, the attending PSCOs may take various actions, from recording a deficiency, to instructing the Master to rectify the deficiency within a certain period, to the final option of detaining the ship until more serious deficiencies have been rectified.

It should be noted that if a PSCO finds faults or failures in regard to compliance with any of the areas, other than the first 2 on the list above, they are authorised to detain a vessel.

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