



**REPORT OF
CIC ON THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW)
September 1, 2022 – November 30, 2022**

**Section 1
Introduction**

1.1 Executive Summary

From September 1, 2022 to November 30, 2022, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) throughout the region. This campaign involved

1.2 Purpose of the report

The report documents the results of the CIC on the STCW Convention and outlines an analysis of the results of this CIC. 10 Member States and one Associate Member State of the Caribbean MOU.

This report documents the results of the campaign and was prepared by the CMOU Secretariat in conjunction with the Technical Standing Working Group of the CMOU.

During the course of the campaign, 156 port State control inspections on individual vessels were carried out. Of these PSC inspections, 111 vessels were inspected for the CIC. There was one detention reported as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.

1.3 Scope of the CIC

The CIC was designed to have a better understanding on the training and certification situation of crew members in each party to the Convention and on board ships of various flag States, to check the arrangements made by the shipping company for the performance of new duties by the crew members and the implementation of relevant requirements on watchkeeping and rest on board.

1.4 Objectives of the CIC

This CIC aimed to achieve the following objectives:

- To confirm that the number of seafarers serving on board and their certificates are in conformity with the relevant provisions of STCW and the applicable safe manning requirements of the Administration;
- To confirm that all seafarers serving on board who are required to be certificated in accordance with the STCW Convention hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration;
- To confirm that the seafarers on board are in possession of a valid medical certificate as

required by STCW;

- To confirm that the watch schedules and hours of rest indicate compliance with the STCW requirements.
- To raise awareness of shipowners, operators and crew on the specific requirements that the CIC will address.

1.5 Applicability of CIC

The 2022 CIC applied to personnel of seagoing fishing vessels and, in particular, to skippers and officers in the deck department of fishing vessels of 24 metres in length and over, and officers in the engine department of fishing vessels of powered by main propulsion machinery of 750 kW propulsion power or more.

1.6 General remarks

For the purpose of this report:

- .1 a detention is an inspection containing one or more detainable deficiencies;
- .2 a CIC-related detention is an inspection containing one or more detainable deficiencies related to the CIC;
- .3 the tables do not take into account inspections where the CIC questionnaire was not recorded; and
- .4 only one CIC inspection was conducted on board each individual vessel during the campaign period.

Section 2

Summary analysis, conclusions and recommendations

2.1 Summary analysis

During the period from September 1, 2022 to November 30, 2022, a total of 156 Inspections were carried out within the CMOU. Of this 111 underwent the CIC on STCE. It was positive to see that there were a limited number of deficiencies identified during this CIC and only one detention.

2.2 Conclusions

Reflecting on the objective of the CIC as stated in paragraph 1.3, it can be reasonably concluded from the results that the level of compliance was high as most CIC inspection reports reported satisfactory answers to the questions. Only Question 3 which sought information as to whether the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application had the highest unsatisfactory result of total inspections at 11.71%.

2.3 Recommendations

Member States are encouraged to continue to be vigilant on the inspection of STCW as deficiencies with respect to certification has been rising since the pandemic and cases of fraudulent certificates have also been found.

Section 3

CIC Questionnaire Results

3.1 Summary of results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table 1 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

Table 1

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	156	111	48
Total number of detentions	2	1	1
Detentions with CIC-topic deficiencies	1	1	

* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (**Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

0.9%

The responses to the CIC questionnaire are summarized in Table 2

Table 2

	Yes	No	N/A	Blank	Detentions	Total inspections	% unsatisfactory of total inspections
Q1	106	1	0	4	1	111	4.50
Q2	106	1	0	4	1	111	4.50
Q3	98	9	0	4	1	111	11.71
Q4	105	1	1	4	0	111	5.41
Q5	104	3	0	4		111	6.31
Q6	102	5	0	4	1	111	8.11
Q7	104	2	1	4		111	6.31
Q8	106	1	0	4	1	111	4.50
Q9	107	0	0	4	0	111	3.60
Q10	103	3	1	4		111	7.21
					Average		6.91%

3.2 CIC Questions

Questions comprised in the CIC Questionnaire:

No.	Item	Yes	No	N/A	Detention
Q.1*	Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel? (01209- STCW/CI/ R4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.2*	Do the master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document? (01201 01203 - STCW/CI/R2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3*	Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application? (01214 01215 - STCW/CI/R10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences? (Please refer to the Guidelines)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5	Do seafarers on board hold valid medical certificates? (01218 - STCW/CI/R9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6	Do the records for hours of rest indicate compliance with the requirements? (01308–STCWC/PA/VIII/1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.7	Do the watch schedules comply with the provisions of STCW? (01306 - STCWC/PA/VIII/1.5, STCWC/PA/VIII/2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8*	Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties? (04121 –STCWC/PA/CI/14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.9*	Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel. (10136 - STCW/CI/R14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10	Do the voyage plans cover the whole route from berth to berth? (10127 –STCWC/PA/VIII/2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹ The mentioned deficiencies codes are respectively for the Caribbean MOU, CMIC- and CMIS-database

3.3 Inspections by Member States

The following outlines the CIC inspections carried out by the Member and Associate Member States of the CMOU.

Member State	Number of CIC Inspections
Bahamas	11
Belize	12
Bermuda	9
British Virgin Islands*	1
Cayman Islands	7
France	8
Jamaica	21
Saint Vincent and the Grenadines	11
Suriname	2
The Netherlands	26
Trinidad and Tobago	3
Total	111

*Associate Member State

3.4 Inspections by Ship Type

Of the 111 CIC inspections that took place, Passenger Ships had the highest number of inspections which was followed by Containerships. These two vessel types usually are the most prevalent vessel types, along with Oil Tankers, trading within in the CMOU region.

Ship Type	Number of CIC Inspections
Bulk carrier	3
Chemical tanker	5
Containership	24
Gas carrier	1
General cargo/multi-purpose ship	14
Offshore service vessel	2
Oil tanker	13
Other types of ship	7
Passenger ship	32
Refrigerated cargo carrier	1
Ro-ro cargo ship	5
Tanker, not otherwise specified	3
Vehicle Carrier	1
Total	111

3.5 Inspections by RO

Lloyd's Register recorded the greater number of CIC inspections, closely followed by DNV and Bureau Veritas.

Recognised Organizations	Number of CIC Inspections
American Bureau of Shipping	12
Bulgarian Register of Shipping	1
Bureau Veritas	16
Det Norske Veritas	20
DNV GL AS	15
Germanischer Lloyd	1
International Register of Shipping	1
Isthmus Bureau of Shipping, S.A.	3
Lloyd's Register	26
Nippon Kaiji Kyokai	6
No class	1
Other	1
Panama Maritime Documentation Services	1
RINA Services S.p.A.	5
Unknown	2
Total	111

3.6 Number of Deficiencies per Category

Certificate and Documents recorded the greatest number deficiencies from all the inspections during the CIC period, closely followed by Life Saving Appliances and Pollution Prevention.

Category of Deficiency	Number
Certificates & Documentation	40
Statement of Compliance (MARPOL Annex VI)	3
Water/Weathertight condition	8
Emergency Systems	10
Radio communication	3
Fire safety	16
Alarms	1
Working and Living Conditions	12
Safety of navigation	15
Life saving appliances	11
Propulsion and auxiliary machinery	6
Pollution Prevention	7
ISM	2
ISPS	1
MLC, 2006	5
Other	3
Total	143

3.7 Number of Deficiencies per Sub-Category (only deficiencies occurred 2 times or more)

Operational readiness of lifesaving appliances recorded the greatest number deficiencies from all the inspections during the CIC period, closely followed by Sewage treatment plant.

Code	Deficiency	Number
01214	Endorsement by flagstate	14
07105	Fire doors/openings in fire-resisting divisions	5
10111	Charts	5
10127	Voyage or passage plan	4
10109	Lights, shapes, sound-signals	4
01218	Medical certificate	4
01123	Continuous synopsis record	4
04103	Emergency lighting, batteries and switches	3
07120	Means of escape	3
03199	Other(load lines)	3
09298	Other (accident prevention)	3
13199	Other (machinery)	3
14119	Oil and oily mixtures from machinery spaces	2
99101	Other safety in general	2
10105	Magnetic compass	2
11117	Lifebuoys incl. provision and disposition	2
11110	Stowage and provision of liferafts	2
14104	Oil filtering equipment	2
04101	Public address system	2
04121	Crew familiarization with Emergency Systems	2

04106	Emergency steering position communications/compass reading	2
05109	VHF radio installation	2
07106	Fire detection and alarm system	2
07101	Fire prevention structural integrity	2
09210	Machinery	2
01113	Minimum safe manning document	2
01308	Records of seafarers' daily hours of work or rest	2
01220	Seafarer' employment agreement SEA	2
01201	Certificates for masters and officers	2
01315	Oil record book	2
03102	Freeboard marks	2