

Isle of Man Ship Registry

C178 Labour Inspection (Seafarers) Convention 1996

Report by the Central Co-ordinating
Authority for the Isle of Man Registry

July 2008 - June 2009

**Isle of Man Government
Department of Trade and Industry**



**Isle of Man
Government**

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Introduction

Convention No. 178 of the International Labour Organization was adopted on the 22nd October 1996 and came into force 12 months after ratification by two member states. The Convention sets out a regime of inspection of Seafarers Living and Working Conditions and requires each member to maintain such a system. Article 8 of the Convention requires the central co-ordinating authority for each member to maintain records and to publish annually a report on inspection activities.

This report is published by the Isle of Man Ship Registry as the central co-ordinating authority for Isle of Man registered ships in accordance with Article 8.

Legal background

The Labour Inspection (Seafarers) Convention is given effect for Isle of Man ships by the Merchant Shipping (Inspection of Seafarers' Working and Living Conditions) Regulations 2002 which came into force on the 1st November 2002.

These regulations, in turn, were created under powers contained in Sections 1 and 2 of the Merchant Shipping Act 1985.

The Convention was not ratified by the United Kingdom until the 2nd July 2003. The Isle of Man was of the view that this Convention was a valuable contribution to the overall welfare of the seafarers in its ships and decided to give the Convention effect in advance of the UK's ratification. The Isle of Man's regulations had effect from 1st November 2002. Subsequently, following the UK's ratification, the Convention was extended to the Isle of Man on 21 July 2004.

Meeting the Requirements, Scope and Definitions

The Ship Registry is a Division of the Department of Trade and Industry and the Director of the Ship Registry reports to the Minister for Trade and Industry in respect of shipping matters. The Ship registry is the "Central Coordinating Authority" as defined in Article 1. The Isle of Man Regulations apply to Isle of Man registered vessels of 500 GT or more and to Isle of Man fishing vessels of over 24 metres in length.

Ships registered in the Isle of Man are mainly ocean going ships of more than 500 GT. A small number of cargo vessels under 500 GT operate locally and are regularly seen by the Ship Registry's personnel. The fishing vessel register contains no vessels of more than 24 metres. All the fishing vessels are generally operating in local waters off the Isle of Man by the owners and fishing on a day trip basis.

The Isle of Man Ship Registry is staffed by experienced and qualified Surveyors. The Surveyors fulfil the requirement of "Inspector" as defined in Article 1. Inspectors from the Ship Registry are civil servants and are empowered to conduct inspections at appropriate intervals and at any other time when given cause to do so.

The Isle of Man endeavours to conduct all ILO178 inspections associated with this Convention using exclusive Isle of Man Ship Registry Surveyors. In exceptional circumstances it is not always possible for Isle of Man Ship Registry Surveyors to attend all of the vessels. Where this occurs a Classification Society may be appointed as a Recognised Organisation to carry out the

ILO178 Inspection on behalf of the Isle of Man. This is done on a case by case basis. To fulfil the requirements of Article 8, Classification Societies which may be appointed are listed below; (see also Manx Shipping Notice 20).

- American Bureau of Shipping (ABS)
- Bureau Veritas (BV)
- Det Norske Veritas (DNV)
- Germanischer Lloyd (GL)
- Lloyd's Register (LR)
- Nippon Kaiji Kyokai (Class-NK)
- Registro Italiano Navale (RINA)

During the period July 2008 to June 2009 two inspections were delegated to a Classification Society.

Isle of Man Inspector Training

In order to ensure that Isle of Man Surveyors receive suitable training for carrying out ILO178 Inspections and to ensure that the inspections were carried out properly, training courses were designed to compliment the surveyors Industry experience. These are in four stages;

1. Employer's view briefing.

Representatives from the Isle of Man Shipping Association presenting a briefing on current employment practice, related issues, and the processes of negotiation through the IBC.

2. Seafarer's view briefing.

Representatives from NUMAST¹ delivering a thorough briefing on crew employment contracts, welfare issues, inspection practicalities, and related issues.

3. Food and Provisions briefing.

A qualified and experienced representative from the UK maritime authority delivering a briefing on food and galley hygiene, food storage practices, and inspection practicalities.

4. Practical Training on Board Vessels

Any new Surveyor to the Isle of Man Ship Registry is also required to understudy a more experienced surveyor through to being overseen by an experienced surveyor for ILO178 Inspections over a number of ship visits.

The briefings and practical training give the surveyors a thorough overview of all the issues covered by the inspection and listed in Article Art. 1.7.(e) of the convention.

Organisation of Inspections

There is a system of inspection in place that requires an Isle of Man Surveyor to visit each registered ship at intervals of approximately 30 months it has been arranged that the surveyors complete the Inspection of Seafarers' Living and Working Conditions at the same time as the other audits and inspections. Under this arrangement inspections under ILO 178 take place at intervals of less than 3 years which ensures compliance with Article 3 of the Convention.

¹ NUMAST is the UK based National Union of Marine, Aviation, and Shipping Transport Officers.

All audits and inspections are completed only by exclusive Surveyors employed by the Isle of Man Government and based at the Ship Registry in the Isle of Man. ISM and ISPS audits fall at intervals which fit well with the minimum interval for inspections under the ILO 178 Convention of 3 years. The Ship Registry is able to complete inspections under the Merchant Shipping (Inspection of Seafarers' Working and Living Conditions) Regulations 2002 at the same time as it conducts the other audits.

Should a Surveyor have cause to visit a vessel for any other reason other than a regular audit work then an ILO178 Inspection will be carried out also.

Inspections Conducted

During the period between July 2008 and June 2009 a total of 161 inspections under the ILO178 Regulations have been carried out on Isle of Man ships, 159 with no deficiencies. The inspection record for this period is as follows:

	3rd Qtr 2008	4th Qtr 2008	1st Qtr 2009	2nd Qtr 2009	TOTAL
No. of Inspections	38	39	38	46	161
No. of Inspections with no deficiencies	35	38	38	44	155
No. of Inspections revealing a need to take action	3	1	0	2	6

Six cases arose where the Ship Registry was required to take action to rectify the situation as follows

- x2 cases arose where an examination of seafarers hours of rest records found that on some occasions the minimum rest requirements were not being met.
- X1 inspection found cracked sinks and shower trays in crew accommodation
- X1 inspection found the deck toilet and shower facilities in an unsatisfactory condition
- X2 inspections found Dishwasher in galley not working
- X1 inspection found Galley scuppers were greasy and blocked

In all cases the deficiencies were resolved to the satisfaction of the Isle of Man Ship Registry.

Following the Inspection a report is made by the Inspector including a list of any deficiencies to be rectified. Reports are forwarded to the Master of the vessel to be displayed in a conspicuous place and are also recorded with the Isle of Man Ship Registry. This fulfils the requirements for reporting under Article 9.

Monitoring Inspections and Deficiencies

The Isle of Man Ship Registry utilises a computerised reporting system covering a range of Ship Certification including ILO178 Inspections. This enhances our ability to monitor vessels for their ILO 178 inspection and help us to analyse the findings of the inspections and monitor any deficiencies raised during the Inspection.

The computerised reporting system and ship filing system at the Ship Registry fulfils the requirement for maintaining records of the Inspections as required by Article 8.

Conclusions

In reviewing the application of ILO Convention 178 and the conduct of verifications a number of factors have emerged.

- ILO 178 Inspections are becoming a routine part of the vessels survey regime. Although the number of deficiencies remains very low, the inspections have highlighted some issues, which have always been swiftly acted upon by the vessel's owners.
- The ILO 178 Inspection has become an important part of our visits to our vessels, sitting well beside Safety Management and Security. The process of making the inspections at the same time as the audit for renewal or verification of the ship's Safety Management Certificate continues to work well.
- The system of in-house training supplemented by external courses as required provides surveyors with the tools necessary to complete the verifications well.
- Knowledge of the ILO 178 inspection regime amongst seafarers and owners is well established, reflected by the low number of deficiencies found during the verifications.
- The Isle of Man Ship Registry intends to maintain the process and organisation of ILO178 inspections in the same manner as it is currently operating.

The information in this report can be provided in large print or on audio tape, on request

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