

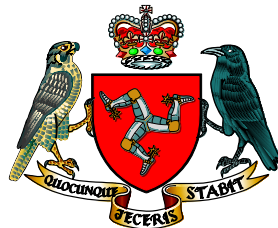
Isle of Man Ship Registry

C178 Labour Inspection (Seafarers) Convention 1996

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

July 2010 - June 2011

**Isle of Man Government
Department of Economic Development**



**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. The Articles referred to in this Report are those Articles specified in ILO Convention 178.

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 Isle of Man Ship Registry is a Division of the Department of Economic Development and the Director of the Isle of Man Ship Registry reports to the Minister of Economic Development in respect of shipping matters. The Isle of Man 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 in length. All Isle of Man fishing vessels generally operate in local waters off the Isle of Man by the owners and fishing on a day trip basis. The fishing vessels also seldom visit the coasts of the UK and Eire.

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 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 2010 to June 2011 one full inspection was 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 Nautilus International Seafarers Union 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.

5. Forthcoming Maritime Labour Convention

Isle of Man Ship Registry Surveyors have undergone training into the requirements of the forthcoming Maritime Labour Convention which will be ratified by Isle of Man legislation in the near future.

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 not exceeding 3 years. It is 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.

The overwhelming majority of audits and inspections are completed by exclusive Surveyors working on behalf of Isle of Man Ship Registry. 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. ISM and ISPS audits fall at intervals which fit well with the minimum interval for inspections under the ILO 178 Convention of 3 years.

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 1st July 2010 and 30th June 2011 a total of 188 full inspections under the ILO178 Regulations have been carried out on a variety of Isle of Man Registered vessels, 168 with no deficiencies. The inspection record for this period is as follows:

	3rd Qtr 2010	4th Qtr 2010	1st Qtr 2011	2nd Qtr 2011	TOTAL
No. of Ships Inspected	47	48	44	49	188
No. of Ships with no deficiencies	41	43	39	45	168
No. of Ships with deficiencies	6	5	5	4	20

Of the 20 ships identified where deficiencies requiring rectification action were raised, the deficiencies can be broken down as follows;

- 1 case - an examination of seafarer's hours of rest records found that on some occasions the minimum rest requirements were not being met.
- 2 cases - Hours of rest records not being completed.
- 2 cases - Schedule of working arrangement not displayed to the crew.
- 5 cases - Crew Articles not completed as required.
- 2 cases - Insufficient/expired medical equipment found on board.
- 2 cases - Inadequate cabin facilities.
- 5 cases - Toilet/shower facilities were found defective.
- 1 case - Cold room insulation was found damaged.

- 1 case - No hot water was available throughout the accommodation and galley areas.
- 2 cases - Drinking water treatment was found inadequate.
- 1 case - Garbage was being stored in unsuitable locations around the vessel.
- 1 case - Substandard quality of drinking water on board.
- 2 cases - Insect infestation in the accommodation and galley areas.
- 1 case - Mess room cleanliness found in very poor condition.
- 2 cases - Galley/Cold room cleanliness found in very poor condition.
- 1 case - Engine Room cleanliness found in very poor condition.
- 3 cases - Deck breakdown in accommodation and galley areas found excessive.
- 1 case - Damaged fire doors in accommodation and galley areas.
- 1 case - Safety Officer Inspections not being completed as required.

Please note that on some ships more than one case arose on the same ship. All 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. A Deficiency list stating what items to be rectified is to be taken is left with the Master before the Inspector leaves the vessel. Reports are later 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 plan forthcoming ILO178 inspections, analyse the findings, 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.

Any deficiencies raised on board are entered into the computer system. Once deficiencies have been rectified satisfactorily they are 'closed out' on the computer system.

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 opines that the requirements of ILO Convention 178 are effectively implemented and 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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