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FATIGUE – TWO WATCH SHIPS

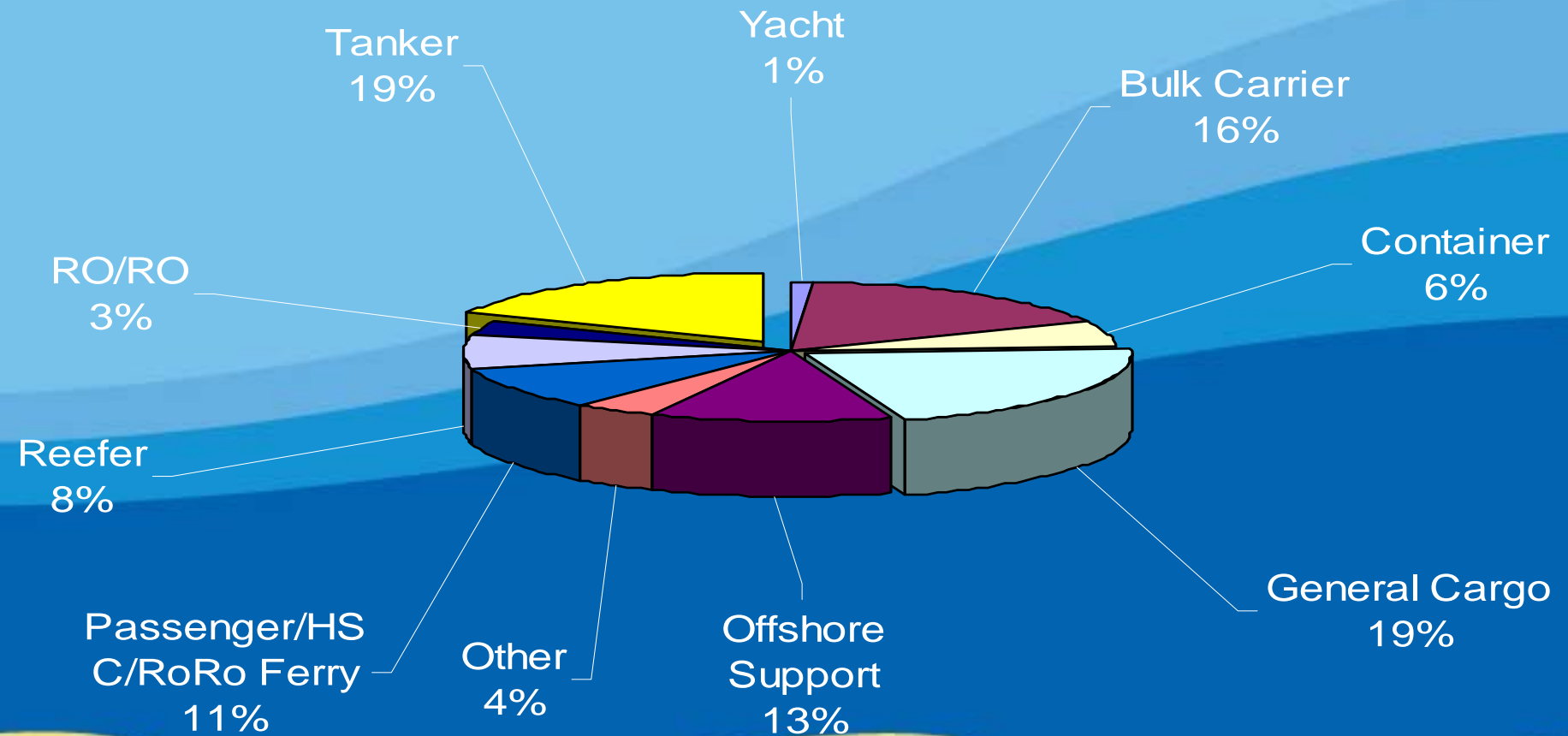
The Bahamas Maritime Authority



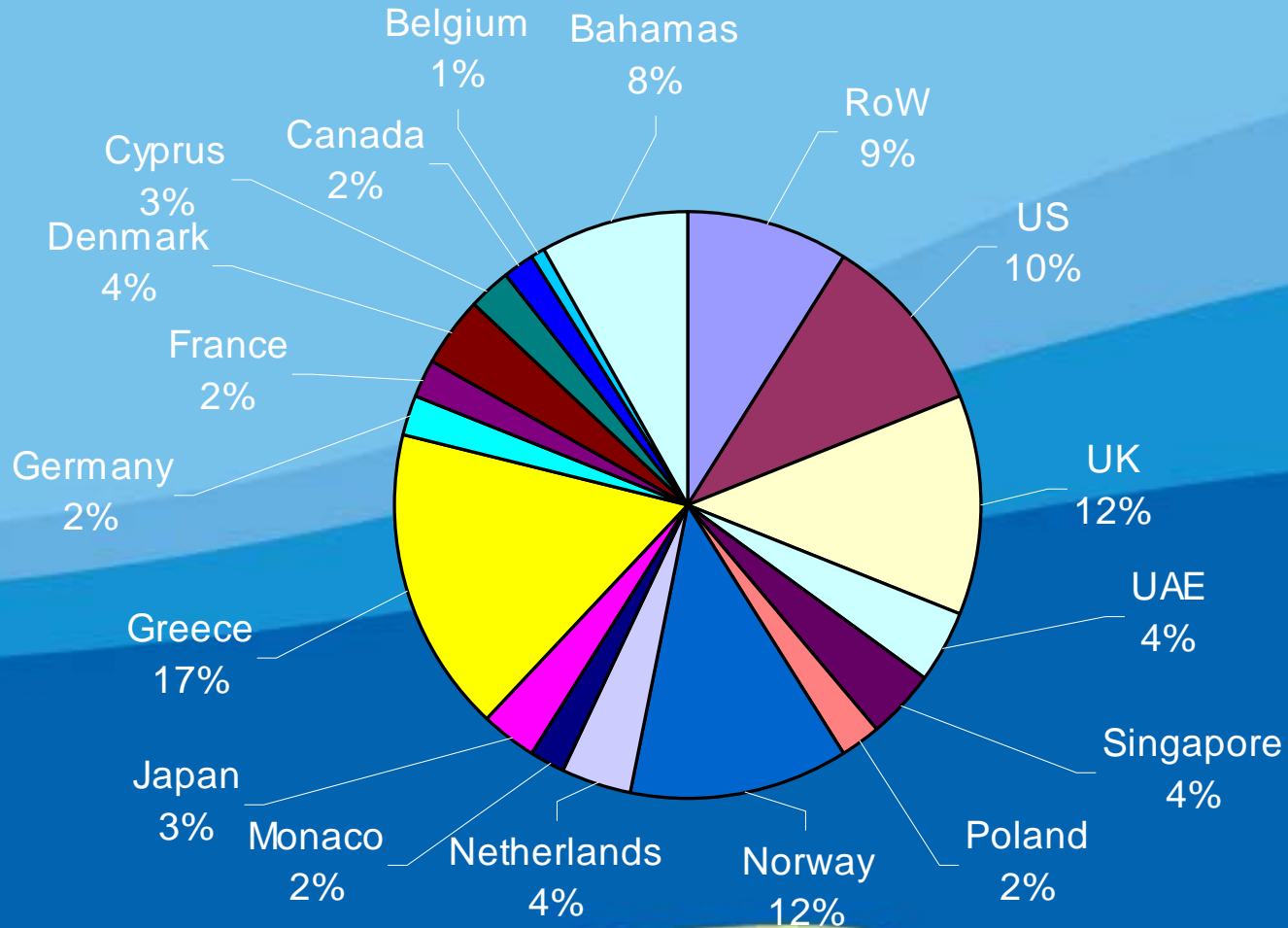
FATIGUE – TWO WATCH SHIPS

1. Brief overview of The Bahamas Fleet
2. Current Legislation
3. The Bahamas Process
4. Future Legislation
5. 2 watch ships in Casualty Statistics

The Bahamas Fleet Composition



Bahamas Fleet Composition by Country



FATIGUE – TWO WATCH SHIPS

The Current Legislation

- SOLAS Ch V Reg.14
- IMO Resolution A.890(21)
 - The Principles of Safe Manning

Annex 1

The Principles of Safe Manning

- Maintain safe navigational, engineering and radio watches – STCW Ch VIII
- Moor & unmoor
- Manage safety functions
- Provide for medical care
- Ensure safe carriage of cargo during transit
- Maintain structural integrity
- Verbal emphasis - These are to achieve the voyage – they do NOT cover cargo preparation or maintenance of the ship

Annex 1

The Principles of Safe Manning

Such principles should include:

- Watchkeeping
- Hours of work and rest
- Safety management
- Occupational health and hygiene
- Crew accommodation

The Principles of Safe Manning Hours of WORK and REST

- STCW Code Ch VIII Section A-VIII/1
 - Watchkeepers (officer & ratings) shall have:
 - 10 hours rest in any 24 hour period (minimum)
 - Rest hours may be divided into no more than TWO periods
 - One of which shall be at least 6 hours
 - In extreme circumstances the minimum 10 hour period may be reduced to not less than 6 hours providing it shall not extend beyond 2 days AND
 - Not less than 70 hours rest in each 7 day period.
- ILO requires 77 hours rest in each 7 day period.

The Principles of Safe Manning Hours of WORK and REST

- These are verified by:
- A schedule –
 - that should be posted
- A record of hours worked –
 - that should be discoverable

The Bahamas Process

- We have a process that follows the provisions of A.890
- We have increased the number of officers on many existing ships that have applied to be registered with us from European Administrations
- However you can only increase numbers if:
 - There is sufficient accommodation
- You can only decrease numbers if:
 - The trade and management system justifies it

VERBAL EMPHASIS – Such as extended regular port stays

Future Legislation

REVIEW OF THE PRINCIPLES FOR ESTABLISHING THE SAFE MANNING LEVELS OF SHIPS

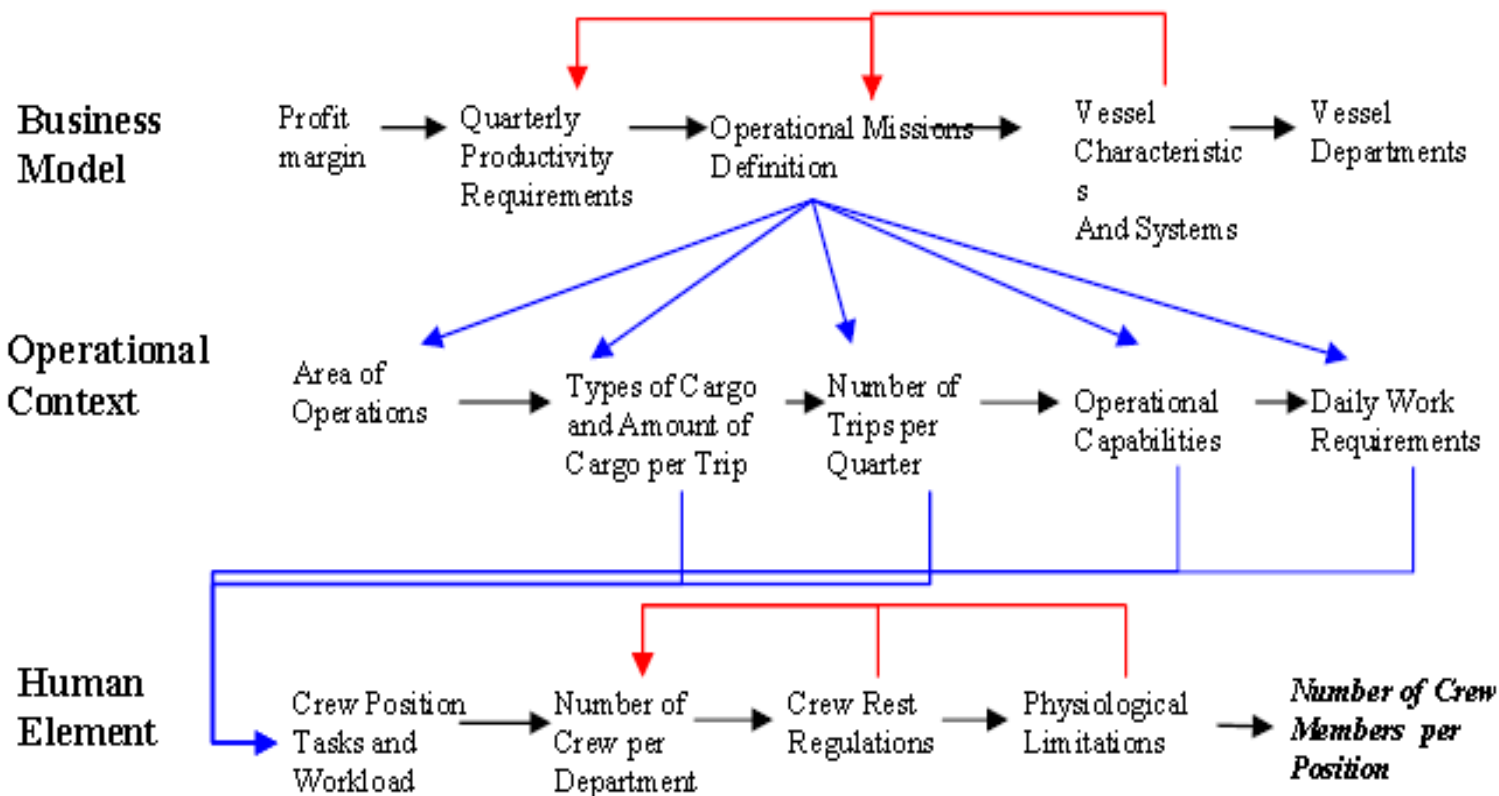
Implementation will be about 2010 or 2011
– about the same time as the
ILO MLC 2006

REVIEW OF THE PRINCIPLES FOR ESTABLISHING THE SAFE MANNING LEVELS

- IT IS **COMPLICATED**
- THREE “DOMAINS” contribute and integrate with each other:
 - The Owners Business Model
 - Operational Context of the ship
 - Human Element
- Each part will have an assessment or a series of calculations

REVIEW OF THE PRINCIPLES FOR ESTABLISHING THE SAFE MANNING LEVELS

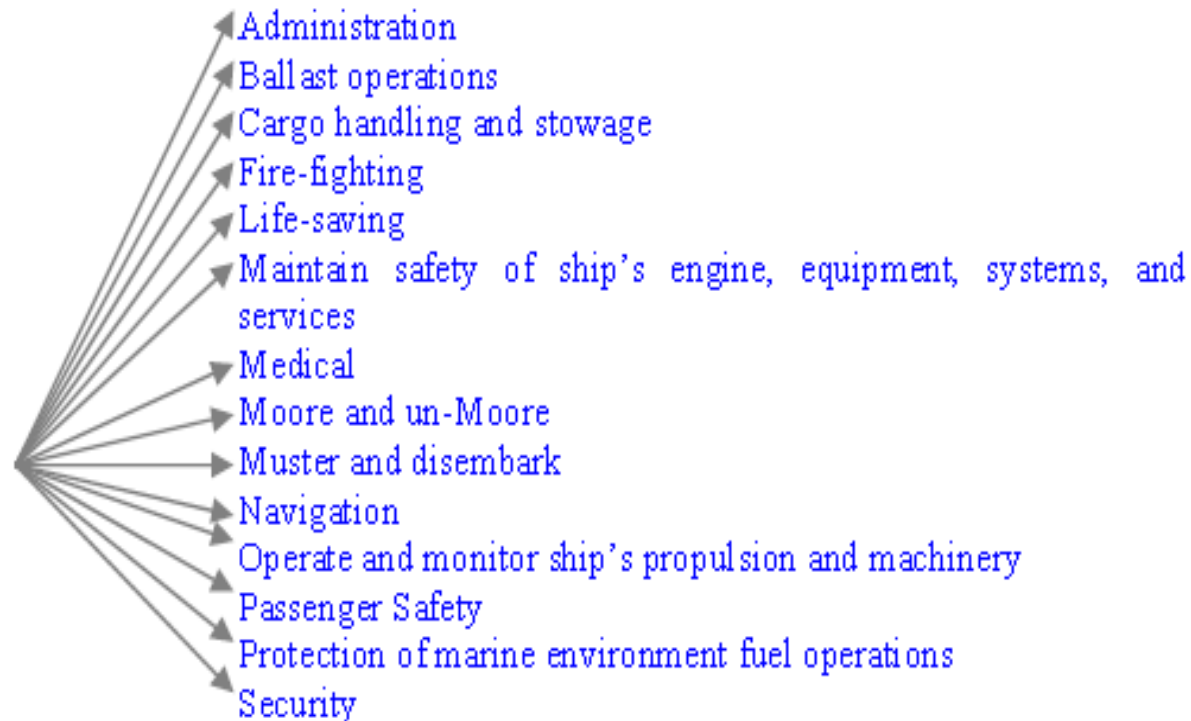
MANNING SYSTEM FRAMEWORK



REVIEW OF THE PRINCIPLES FOR ESTABLISHING THE SAFE MANNING LEVELS

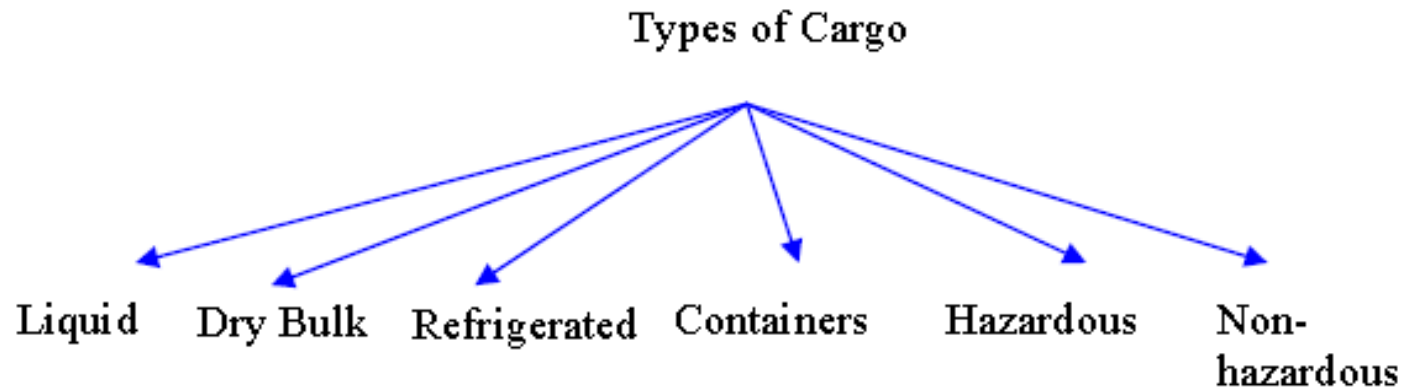
Manning System Framework Operational Capabilities

**Operational
Capabilities
Requirements**



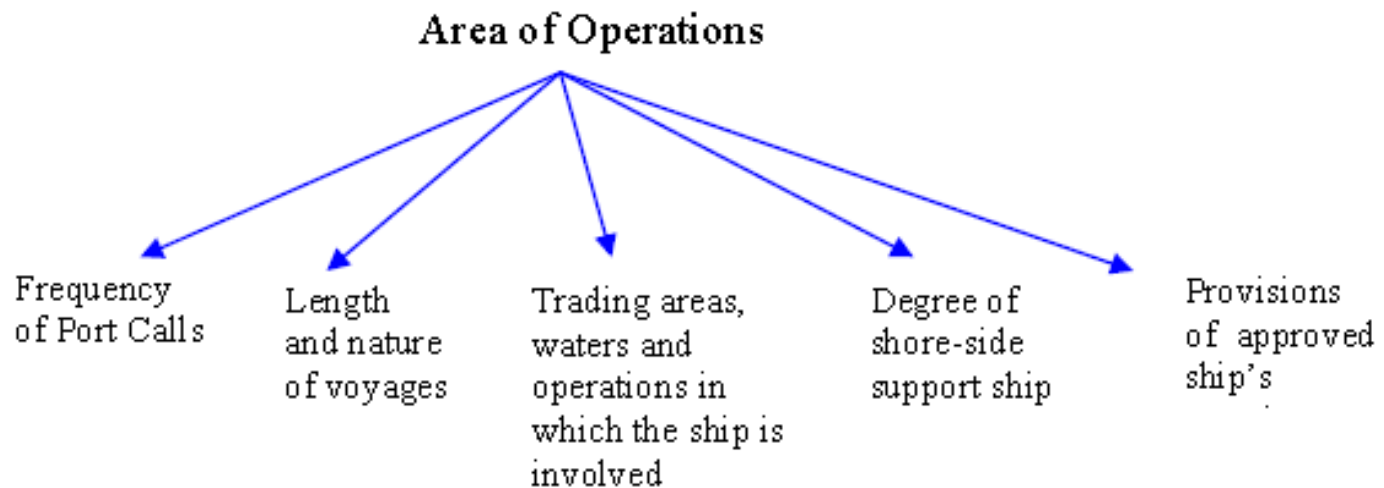
REVIEW OF THE PRINCIPLES FOR ESTABLISHING THE SAFE MANNING LEVELS

Manning System Framework Types of Cargo



REVIEW OF THE PRINCIPLES FOR ESTABLISHING THE SAFE MANNING LEVELS

Manning System Framework Area of Operations Elements



FATIGUE – TWO WATCH SHIPS CASUALTY STATISTICS BAHAMAS

- 2007 – 11 Major groundings and collisions
 - ONE was on a TWO watch ship –
 - a 209 GT Bahamas Island Trader
 - Reported as a POSSIBLE collision!
- 2008 – NONE on a TWO watch ship

FATIGUE – TWO WATCH SHIPS CASUALTY STATISTICS

A PERSONAL VIEW

- Ships that operate on a TWO WATCH system are those that are constantly in and out of port approaches and trading in shoal and/or congested waters
- Are there any statistics that attribute significant proportions of CASUALTIES by ratio of port visits to the TWO WATCH SYSTEM?

VERBAL EMPHASIS – We all know that statistics can be produced to emphasise any view point. HOWEVER it is my personal view – not that of The Bahamas – that the motivation by analysis of the simple number of casualties on small ships is misleading

FATIGUE – TWO WATCH SHIPS

The most productive debate here is to maintain the pressure on Owners and Administrations to ensure there is a viable Safety Management System which ensures an accountable attention to

CREW HEALTH & WELFARE

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THANK YOU
Colin Sandeman

The Nautical Institute
FATIGUE – TWO WATCH SHIPS



The Bahamas Maritime Authority