



# Technical Circular

No.: 040/2021

Date: 28<sup>th</sup> July 2021

**Subject: Focused Inspection Campaign (FIC) by Australian Maritime Safety Authority (AMSA) on Safety of Navigation beginning 1 August 2021 and ending on 30 September 2021.**

1. Australian Maritime Safety Authority (AMSA) vide Marine Notice 4-2021 has informed that a focused inspection campaign (FIC) on Safety of Navigation will be initiated by AMSA.
2. The inspection campaign will be held for two (2) months, commencing from 1<sup>st</sup> August 2021 and ending on 30<sup>th</sup> September 2021.
3. The purpose of the FIC is to determine the;
  - a. Level of compliance with the safety of navigation requirements of International Conventions, and
  - b. Familiarity of the master and officers with their processes for ensuring safety of navigation.
4. The Focused Inspection Campaign (FIC) is specific to Australia. It will apply to foreign flagged ships and Regulated Australian Vessels (RAVs) arriving at an Australian port.
5. AMSA inspectors will undertake the FIC in conjunction with a normal port or flag State control inspection. Inspectors shall be using a questionnaire to assess that information and equipment provided onboard complies with the relevant Conventions, that the master and officers are familiar with operations relating to safety of navigation and that equipment is properly maintained and functioning.
6. Accordingly ship owners, managers and masters are advised to familiarise themselves with the requirements of SOLAS Chapter V and their safety management systems implemented onboard.
7. With respect to the questionnaire, Please be guided as following;
  - a. All nautical publications on board ship, regardless of format, should be the latest editions and up to date. When electronic nautical publications with electronic back up are carried, portions of the publications needed for navigation while the vessel is enroute between ports (tides and current tables, light list, etc.) should be printed and included with the voyage plan unless the electronic back-up is an independent computer system with its own emergency source of power. International Code of



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Signals and the IAMSAR Manual Volume III should always be available in the form of hard copies.

- b. For ships fitted with ECDIS, the following arrangements are accepted as fulfilling the back-up requirement:
- An appropriate folio of up-to-date paper nautical charts; or
  - a second type approved ECDIS;

Both the primary and secondary ECDIS shall be fully independent and both supplied from the ship's main and emergency source of power. When paper nautical charts serve as the only back-up arrangement, the charts shall include the planned route and, when navigating within restricted waters, the ship's position is to be regularly updated to ensure a safe take-over of ECDIS functions should the need arise.

- c. Watch keeping officers are familiarized with the installed ECDIS and record for same is to be maintained.
- d. The passage plan is to be made from berth to berth and is to be approved by the Master. No go areas, abort points, wheel over points, contingencies, parallel indexing etc are to be appropriately marked on the charts. Safety depths and safety contours are to be marked taking into account under-keel clearance requirement of the SMS.
- e. VDR/S-VDR - annual performance test is carried out and test report is available onboard. The operations manual for the VDR or S-VDR is available on board. The VDR/S-VDR is operational with no active alarms. Procedures required to save the data to the VDR / S-VDR are in accordance with the manufacturer's instructions and posted near the VDR/ S-VDR panel. Procedures for data retrieval from VDR / S-VDR included in the ship's safety management system and navigating officers are familiar with the procedure.
- f. AIS - annual performance test is carried out and test report is available onboard. Responsible officer to ensure that voyage related data (Ship's draught, hazardous cargo (type), destination and ETA, etc) are correctly fed in the AIS and updated as required.
- g. BNWAS - The watch keeping officers are able to demonstrate the operation of BNWAS, confirming the system is in normal working condition. The means of selecting the Operational Mode and the duration of the Dormant Period (Td) should be given safety protection so that access to these controls is for the Master only. Once the BNWAS went into operation, the second stage and / or the third stage remote audible alarm shall be activated when the first stage alarm had not been reset.

- h. Navigation lights are in good condition and operating satisfactorily. Navigation light failure warning device-Visual/Audible on bridge operating efficiently.
- i. With regards to pilot transfer arrangement, for a pilot ladder placed on a vessel with keel laid after 1 July 2012 or equipment in its entirety or for individual components of the system delivered after 1 July 2012, a certificate by the manufacturer stating compliance with the requirements of SOLAS Chapter V, Regulation 23 and IMO Resolution A.1045 (27) as amended is required.
- j. All arrangements used for pilot transfer are to be kept clean, properly maintained and stowed and are to be regularly inspected to ensure that they are safe to use. Record of inspection is to be maintained onboard.
- k. Official working language is to be established and recorded in the ship's log book. It is to be ensured that each seafarer is able to demonstrate that they understand and, where appropriate, give orders, instructions and report back in working language.

**Enclosure:**

1. AMSA Marine Notice 04-2021
2. AMSA FIC Checklist.

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## Marine notice 4-2021

### Focused Inspection Campaign - Safety of navigation

#### Purpose

This marine notice provides information to ship owners, operators and masters about the Focused Inspection Campaign (FIC) on safety of navigation which will run from 1 August 2021 to 30 Sep 2021.

The purpose of the FIC is to determine:

- the level of compliance with the safety of navigation requirements of international Conventions, and
- the familiarity of the master and officers with their processes for ensuring safety of navigation.

#### Background

This Focused Inspection Campaign (FIC) has been initiated by AMSA and is specific to Australia. It will apply to foreign flagged ships and Regulated Australian Vessels (RAVs) arriving at an Australian port.

The FIC will be conducted from 1 August 2021 to 30 September 2021.

#### Inspections

AMSA inspectors will undertake the FIC in conjunction with a normal port or flag State control inspection.

Any port State control deficiencies will be reported to regional port State control databases.

AMSA encourages ship owners and masters to familiarise themselves with the requirements of SOLAS Chapter V, Australian [Marine Order 27](#) and their safety management systems implemented onboard.

Inspectors will complete a checklist when conducting focused inspections so that AMSA can collate and report on the outcomes.

#### Outcome of the FIC

The results of the FIC will be analysed at the conclusion of the campaign, and a report will be published on our website.

#### Further information

AMSA's website provides [information on the focused inspection campaign](#) and a [checklist of requirements](#) that will be used during this FIC.

AMSA encourages ship owners, operators and masters to review the information provided at the links above.

#### Cancellation

This notice will be cancelled on 30 September 2021.

Sachi Wimmer

Deputy Chief Executive Officer

19 July 2021

Australian Maritime Safety Authority

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**Australian Government**

**Australian Maritime Safety Authority**

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# Checklist for safety of navigation focused inspection campaign

AMSA surveyor's will be using the checklist below when inspecting ships as part of our safety of navigation focused inspection campaign.

Use this checklist to prepare for the inspection. Below is a sample of the focused inspection campaign checklist.

No.	Question	Yes	No	NA
1	Has the passage plan been appraised to cover the whole voyage / berth to berth and readily available on primary and back-up navigation systems?			
2	Does the SMS contain guidance on best practice watchkeeping, including appropriate Under Keel Clearance (UKC) and safety contour settings?			
3	Are official up to date navigational charts (ENCs) being used onboard for navigation?			
4	Has the previous voyage been executed and monitored in accordance with the plan?			
5	Can watchkeeping officers demonstrate familiarization with ECDIS?			
6	On ships with ECDIS installed, can the alarm sound be demonstrated?			
7	Is the bridge visibility obstructed by cargo, cargo gear or other obstructions forward of the beam?			
8	Is there evidence of an effective lookout being maintained at all times in accordance with COLREGs?			
9	Is a pilot transfer arrangement provided onboard in accordance with SOLAS Chapter V, Reg 23?			
10				

No.	Question	Yes	No	NA
	Are required inputs to ECDIS connected and configured correctly Gyro, Continuous position fixing system (CPS) and speed and distance measuring device)?			
11	Is there evidence of periodic testing of navigation equipment during the watch?			
<b>Post inspection</b>		<b>Yes</b>	<b>No</b>	<b>NA</b>
12	<i>Have deficiencies been issued as part of the FIC? (Form B)</i>			
13	<i>Has the ship been detained as part of this FIC?</i>			
	Comments:			

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