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UK Flag Statistics

In the most recent quarter of the year (July – September), twenty merchant vessels have joined the fleet: a total of 390,236 GT that has been added to the Register since 30 June 2015. This means that during 2015 the UK fleet of vessels of greater than 100 GT has grown by 820,750 GT overall and now stands at 14,578,569 which represents the highest tonnage total since April of last year.

Amongst the many companies that have flagged in this year are Carnival, CMA CGM Evergreen, Marine Capital, Northern Marine Management,

North Star Shipping, Sentinel Marine, Stolt, Vroon Offshore Services, Zodiac and many other quality owners.

The 62 vessels joining the Register in 2015 includes 8 Container Ships, 5 Bulkers, 6 Offshore Supply Vessels, 6 Cargo Ships, 5 Oil/Chemical Tankers, 10 Workboats, and 2 Passenger Ships. Of the new registrations 38 have been new builds which has helped to lower the age profile of the fleet by 3.5% which now leaves an average age of 21.06.

At the end of September the UK fleet stood at 1,333 ships.

Important recent announcements concerning the launch of Concentrated Inspection Campaigns (CIC)

Please follow the links to recent press releases relating to the [Caribbean Concentrated Inspection Campaign on Safety of Navigation and hours of work](#), the [Launch of a Joint Concentrated Inspection Campaign on Crew Familiarisation for Enclosed Space entry](#) by the Paris and Tokyo MoUs and the [CIC on Safety of Navigation SOLAS Ch V](#) by the Riyadh MoU on Port State Control.

Safety Bulletin about dangerously weighted ships heaving lines.

Please access the following link which will take you to the [MCA's Safety Bulletins page on Gov.uk](#) where you can then access the Bulletin about the dangers of using weighted heaving lines.



Promoting the UK Ship Register

The second London International Shipping Week (LISW) took place from 7-11 September 2015 with many top maritime global business leaders and international decision makers in attendance to network and do business.

The LISW is the premier global maritime event of 2015 and was an opportunity for the UK to showcase its world class maritime sector to an influential international audience.

It was jointly steered by industry and government with the Department for Transport leading the significant cross-government contribution and working to ensure strong attendance by key maritime countries whilst organising the prestigious welcome reception at Lancaster House in the presence of HRH the Princess Royal.

At a Ministerial Reception hosted by the UK Ship Register, the Minister for Shipping Robert Goodwill MP (left below) stressed that the UK is at the forefront of the international maritime sector possessing as it does a highly efficient port infrastructure, combined with world-leading

professional maritime business services, quality skills, training and educational facilities which go hand in hand with a trusted ship register, together with a highly innovative marine engineering sector.

Mr Goodwill MP told those present, 'The UK Ship Register has a proud record as one of the best performing flags in the major Port State Control regimes with a reputation for maintaining the highest standards'.

Whilst Sir Alan Massey (right) said, 'We are a world-class maritime centre and maritime services have a natural home in the UK, so let's play to our advantages'. [Sir Alan's speech in full can be accessed via this link.](#)

There were over one hundred events at LISW including receptions and seminars, leading to a flagship, thought-leadership conference day and the closing Gala Dinner.

Both the Minister and the MCA's Chief Executive were keen to stress that the UK is a world-class maritime centre and that maritime services have a natural home in the UK and that the LISW represents an ideal opportunity to remind the world how great the UK maritime sector is and why it's important.

For more information about the UK's maritime services go to:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/463637/UK_Maritime_Services_Brochure_2015.pdf



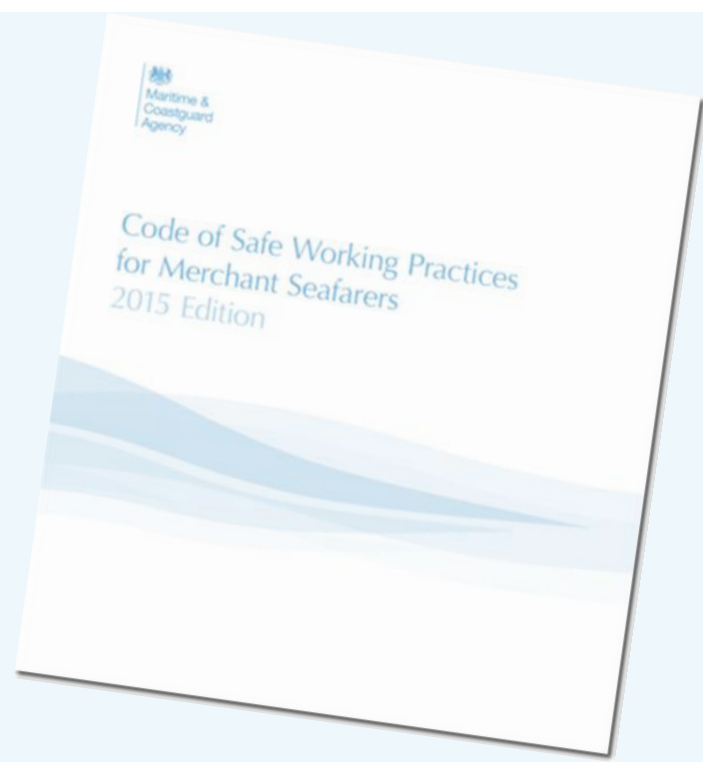
Publication of a new Code of Safe Working Practices for Merchant Seafarers

The new Code, which replaces the 2010 consolidated edition and is endorsed by industry, through the National Maritime Occupational Health and Safety Committee, is an authoritative best practice for health and safety on ships and must be readily available and easily accessible to all seafarers on UK ships.

The MCA is moving away from prescriptive requirements specifying who on board must be given a copy of the Code, allowing for the Company to determine how seafarers are given access, and paving the way for wider use of electronic copies and in future possibly networked or web-based versions. However, the requirement remains that everyone must be able to access the Code whenever they need it, for example for training or reference purposes. The Code is currently available in hard copy or as a pdf from TSO (see [MIN 512](#)). It is also available on-line for reference. The on-line version cannot be printed, to prevent uncontrolled copies being produced.

All references and standards have been updated, but the main changes in content are –

- A new chapter 1 advising on developing an effective safety culture on board, including new guidance on risk assessment;



- Revised chapter 15 on Entering dangerous (enclosed) spaces
 - reflecting new SOLAS requirements for drills on entry to and rescue from dangerous spaces, and
 - carriage of atmosphere testing equipment; and guidelines (IMO A.27/Res 1050) and other best practice;
 - new flow chart summarising the steps to take
- Chapter 26: Anchoring, towing and mooring contains revised guidance on snap back zones in mooring operations, following recommendations on the MORRABORG from the Swedish Accident Investigation Branch.
- Chapter 33: Ergonomics is a new chapter, and includes advice on the use of Display Screen Equipment.

Clarification of the MCA's application of the IMO's Special Purpose Ships Code to offshore operations

Special Purpose Ships Code to offshore operations
The following statement is designed to provide guidance regarding the appropriate application of the Special Purposes Ships (SPS) Code in relation to vessels that are often engaged in offshore energy sectors.

When the numbers of persons on board a ship becomes more than what is required for normal navigation, while also accepting there may also be up to 12 persons as passengers on board, key measures are required for the safe carriage of these persons by the ship, especially in emergencies. Following adoption of the 2008 edition at the International Maritime Organisation (IMO), the MCA conceded that the IMO's Special Purpose Ships Code provides an acceptable safety formula for ships with those numbers, in recognition of and subject to, the additional persons or special personnel being physically fit and suitably trained.

Although the decisions taken by the MCA on the Code was published in 2009, it was not until the MCA's Marine Guidance Note [MGN 515\(M\)](#) was published in 2014, was it more appreciated that its requirements applied to all shipping operating from UK ports. MGN 515(M) is applied to non-passenger ships through UK legal requirements under the Merchant Shipping Acts. Its importance has been further highlighted by the increasing use (or diversification) of ships operating offshore as a work base related to projects in offshore renewables as well as oil and gas energy sectors.

Shipowners, masters, managers, crew, charterers, shipbuilders, project managers, employers, surveyors, contractors and other providers of personnel and ship-based services to the offshore industries are advised to read and recognise the requirements explained and the concessions offered through MGN 515(M).

Port State Control Inspections and Fuel Oil Sulphur content

From 2016 Port State Control will contain a mandatory inspection of log books in relation to emission control standards. For more information please see MSN 1819 (M+F) POLLUTION: Merchant Shipping (Prevention of Air Pollution from Ships) and Motor Fuel (Composition and Content) (Amendment) Regulations 2014 which can be accessed from the link to M Notices at the foot of the Newsletter.

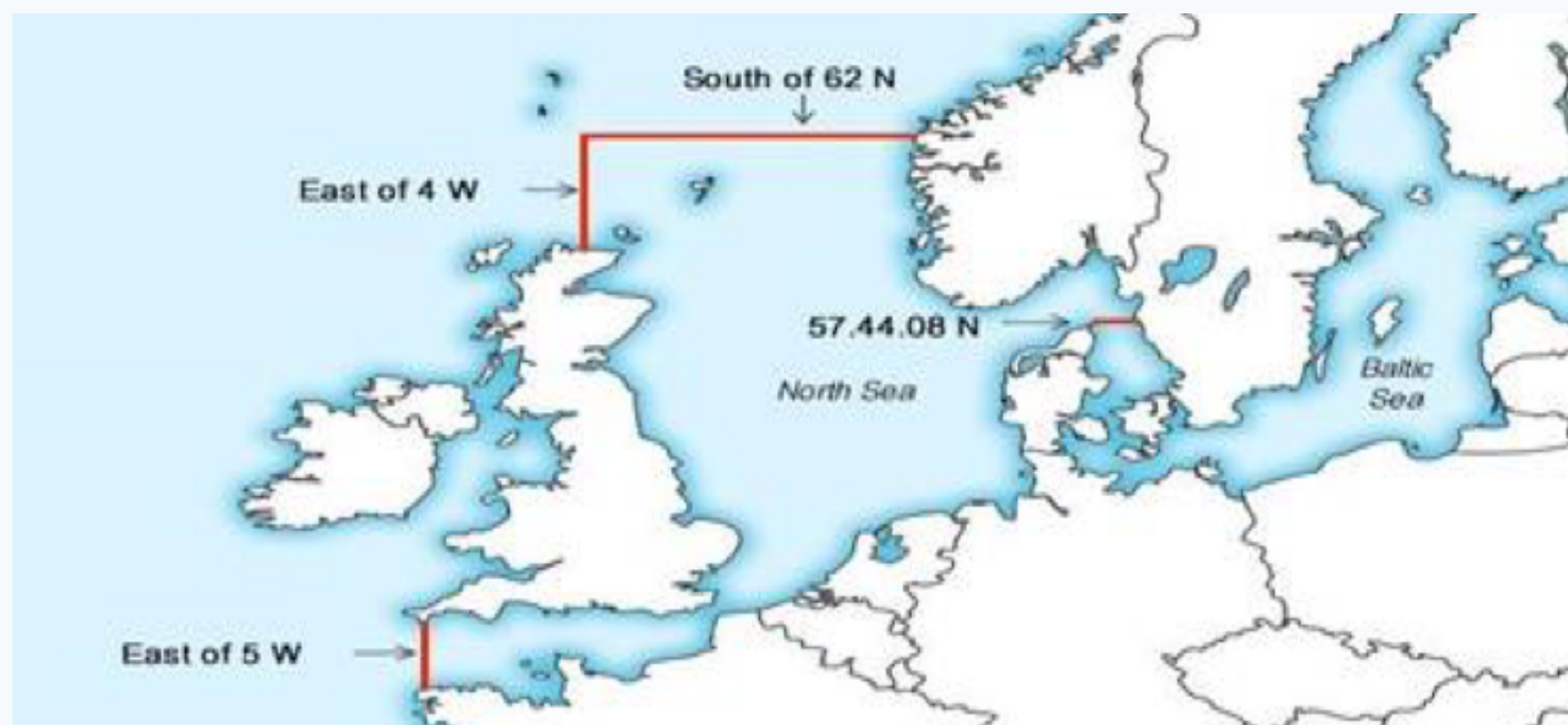
From 1st January 2016 it will be mandatory for EU Member States when carrying out Port State Control inspections to carry out checks of log books to confirm time date and place of changeover to low sulphur fuel (entering an ECA and/or at berth), check that the ship has a written changeover procedure and check Bunker Delivery Notes (BDN). A representative “spot” sample of fuel being burned at that moment in time is also required. The sample is to be taken by a

responsible ship’s representative and handed to the inspector who will label and date sample and also give a sample to the ship’s representative in case of dispute after testing.

It would be advisable for the ship to be prepared for these inspections and having all relevant information to hand and be able to show the Inspector the “chain” from the bunkering of low sulphur fuel to being used by the consumer via settling/service tanks etc. It would also be useful to see where a “spot” sample could be safely taken as close to the consumer as possible.

Note that Germany, Denmark and Netherlands have been sampling and testing for some time and Sweden has recently started and charges the owner a fee for testing the sample (Approximately £300.00).

	outside EU SECAs**	inside EU SECAs**	Exceptions
Ships at berth in EU ports (includes at anchor)	0.10% Not if timetable < 2 hrs or engines switch off and shore-side electricity		Ships using Approved Emission Abatement Methods****
Passenger ships on regular services to/from EU ports	Until 01-01-2020 1.5% From 01-01-2020 0.50%	Until 31-12-2014 1.00% From 01-01-2015 0.10%	
Other ships/cases	From 18-06-2014 3.50%*** From 01-01-2020 0.50%**		



Merchant Shipping Notices

The [following link](#) will take you to the Gov.uk website page containing current Merchant Shipping Notices from where you can access those that are relevant to you and your organisation.

Next Newsletter...

...will be issued in **January 2016**.

If you would like to amend your contact details, add colleagues to the newsletter distribution list or have any general feedback then [please email us](#).

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