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|  | Information Notice 2014-004 |
| | DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS) |
| | FATIGUE MANAGEMENT 2 |

The issue of fatigue amongst seafarers continues to feature in many casualty reports.

Guidance provided in the Senior Officer's Handbook <http://abregistry.ag/wp-content/uploads/2013/01/Senior-officers-handbook-Jan-20141.pdf> as well as in many Industry related publications.

Shipowners must ensure that their ships are adequately manned for the type of trade in which they are engaged and their Seafarers are adequately rested in order to safely carry out their duties.

All too often it is found that watch-keepers fall asleep and incidents occur due to there being no other person on duty.

BNWAS is an important device for ensuring that watch-keepers remain alert and must be operated correctly.

Several of the Port State Control Memorandums of understanding will be conducting Concentrated Inspection Campaigns on hours of rest later in the year so this is an opportune time to remind all Seafarers that they must accurately record their hours of rest as required by STCW and MLC(2006).

It is also important that there is evidence of monitoring of these records and their use for planning purposes so as to ensure adequately rested seafarers at all times. Records will of course be expected to tie in appropriately with activities being carried out on board.

When breaches of requirements have occurred compensatory rest will have to be given and this could involve delaying sailing of the vessel.

In determining the any 24 hour period term it should be ensured that at any time during the working period, in the past 24 hours the seafarer should always have had a minimum of 10 hours rest divided into not more than 2 periods, one of which was a minimum of six hours. This can easily be checked by counting back from the beginning and end of any rest period.

Time spent on emergency drills and safety training must not be recorded as rest periods. Watch handover arrangements should be such that seafarers can get at least one uninterrupted 6 hour period of rest in any 24 hour period.

We encourage the use of electronic systems to check compliance as this greatly eases the burden on those responsible for checking records, however such systems must operate properly and should clearly highlight any breaches of requirements. Paper records are still required as these must be signed by the Seafarer and Master.

An interesting study into Seafarer fatigue was carried out by project horizon and we hope that those involved with the management of vessels and companies will take due consideration of its findings and also potential benefits of the follow up MARTHA project.

<http://www.warsashacademy.co.uk/about/resources/final-horizon-report-final-as-printed.pdf>

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