

## **CHAPTER 8**

### **PARTICULAR ISSUES**

#### **8.1 Laid up ships**

##### **Vessel secured alongside berth / at anchor – live ship**

- SMC to remain valid and audits to be carried out as required by the ISM Code.
- The Safety Management System may need to be revised to cover the activities required during the lay-up period.
- The Safety Management System will require amendment to cover the procedures that will be required for the ship to come back into full operation.

If the lay-up lasts for longer than three months, or a different crew takes the ship back into operation, an additional ISM audit will be required.

##### **Vessel Secured alongside berth / at anchor – dead ship**

- The SMC and ISSC will be withdrawn
- The procedures required for the ship to come back into full operation will need to be established
- On reactivation the ship would be treated as a new ship to the company and following successful interim audit Interim SMC will be issued.

#### **8.2 Submersible craft**

- It needs to be borne in mind that the operation of a submersible craft is very different from conventional ships.
- Some of these would have a Mother craft associated with its operations
- The so called Master of the submersible might be on the Mother craft, the submersible being operated by the Pilot
- In such cases compliance with section 5 of the ISM code needs to be verified
- Guidance on the operational aspects is available in SI 1987 no. 311

#### **8.3 CEC audits in conjunction with ISM audits**

During and ISM audit (DOC or SMC), if there are concerns regarding the standards of competency, knowledge of the English language or the knowledge of the UK legal and administrative processes (UKLAP), then these need to be fed back to the Seafarers Training and Certification branch. The CEC audit forms (MSF 4267, 4268 and 4269) are available on Formflow.

These need to be completed and sent to the Seafarers Training and Certification branch.