

CLUB CIRCULAR

Monday, September 09, 2013
BSM-RM-10/004/13

TO: All Members

Provide Suitable Large Scale Charts On Board

Dear Sirs

In recent years, the numbers of the adverse weather days have a significant increase at sea. All of the crewmembers have to take more risks and responsibilities on board. Our club has observed that some of our members were not fully aware of these potential risks and threaten. At here, our club highly emphasized one basic SOLAS requirement that is for ships to carry appropriated charts for their intended passage. Particularly those Single Voyage Delivery members have to pay a great attention for this issue.

A recent event involving one of our club members was related to the importance of ship carrying an appropriate range of large scale charts. The single delivery voyage vessel was proceeding along the coast from China to Indonesia. The ship's Master noticed of an approaching storm through the weather facsimile and the decreasing reading figures of the barometer. The ship reduced her speed to lessen the impact of the storm as it increased in severity. And also the Master observed that a second storm, possible more severe, was developing and would follow the same track as that in which the ship found herself. So the Master had to consider seeking shelters in the lee of a nearby chain of islands for about dozens hours. But, it was very regrettable that the Master was unable to find a proper shelter as there were no suitable large scale charts onboard for the area around those islands. The ship was at extreme risk for the ensuing dozens hours of the storm. Suffering damage and flooding, and almost she very nearly foundered.

There is an obligation under SOLAS Chapter V, Reg. 27 requirement for nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, shall be adequate and up to date. Whatever, the ship was employed on a fixed route, or ordered the weather routing service, or single voyage delivery vessel. The ship's officers and Master should always carefully check the nautical chart and publication



whether they were sufficiently provided and updated on board, and they should promptly notify the ship's owner or the management company what they find and needed. This oversight, or short sightedness, nearly led to the loss of the ship.

Finally, we wished our member's vessel could be always safely sailing at sea accompany with the lucky wind.

If our valued member has any doubt, please contact our Risk Management Department at riskmanagement@britishsteamship.com.

Yours faithfully

British Steamship Management Limited

Manager of

British Steamship P&I Association (Bermuda) Limited

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