

Θέμα: Έλεγχος πλοίων σε λιμένες της Νιγηρίας

Επισυνάπτουμε απόσπασμα από ενημερωτικό δελτίο της Intertanko, το οποίο αναφέρεται σε πρόσφατα μέτρα που εφαρμόζουν οι αρχές της Νιγηρίας στα προσεγγίζοντα σε λιμένες της Νιγηρίας πλοία, σχετικά με την ανάληψη νέων καθηκόντων από μέλη του πληρώματος που υπηρετούν επί του πλοίου, καθώς και την τήρηση των Ναυτικών Φυλλαδίων.

Συν: (1)

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Nigeria letter of appointment changes

A Member's vessel was recently fined for non compliance with a Nigerian law which requires newly promoted seafarers of ships to possess a valid promotion letter of appointment from their company.

INTERTANKO would urge all Members with vessels calling at Nigerian ports to take very great care with regard to the accuracy of all documentation, as clerical, grammatical and typo errors may all form the basis of fines levied by officials reviewing these documents.

The new requirements follow:

1. If the master or any other crew from ratings to officers is newly promoted onboard:

- A valid promotion letter from the crewing company and the effective date and in which port.

- A valid promotion letter from the Master (in case of senior officers / ratings), and from the crewing company, stating the said new position and the effective date and in which port, which must be issued before taking over the new rank onboard.

- A new contract of employment from Philippines Overseas Employment Administration (POEA) with effective date of the new position which must be the same as the entry in the Seaman Service Record Book (SSRB)

- A fine starting at USD2, for non-compliance with the said papers – which can be settled at a lesser amount after negotiation.

2. Seaman Service Record Book (SSRB)

- Must be properly filled in with date of embarkations and disembarkations.

- Under column "Signature of Master and date of Accomplished" must be the 'date of accomplished' during signing off, and not the date when the seafarer has embarked. The 'date of accomplished' should not be completed when the crew has not signed off yet. Even the previous entry for the seafarer's previous assigned vessel up to 3 years ago, must also have the required dates.

- If there is a word 'Cancelled' as a common error of the POEA with the wrong vessel entry stamp on the page, then the whole page itself must have no entry of disembarkation and the entry of the master should be on the next page. For they will be considered this whole page as already cancelled if they see the word 'Cancelled'.

- Failure to comply with the above is a fine, starting again with USD2,000.

3. If a Filipino seafarer (or other nationalities) is transferred from one vessel directly to another vessel in other foreign countries and does not have a stamp of the Manila Immigration of the new assigned vessel (of course no Manila stamp if directly transferred), then an instruction or formal letter by mail from the company must be presented as a supporting document, stating that the seafarer will be transferred directly to the newly assigned vessel without returning/going home to Manila, with a new contract from POEA and the effective date of the embarkation to the newly assigned vessel.

4. If there are two officers of the same rank onboard, even with valid POEA contracts (this does not apply with ratings), then an instruction letter from the operator must be presented, stating that the vessel can operate with two (2) of the same rank without any problem. The names of the officers must be specifically mentioned, and that one will act as safety officer and the other one as navigating officer (for example).

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