

Palau International Ship Registry



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MARINE CIRCULAR 193.1

To: ALL SHIPOWNERS, MANAGERS, MASTERS, AND REGISTRATION OFFICERS OF MERCHANT SHIPS AND RECOGNIZED ORGANIZATIONS

Subject: ADDITIONAL INFORMATION TO ASSIST PALAU FLAG MARINE INVESTIGATORS DURING ONGOING MARINE ACCIDENTS AND INCIDENTS INVESTIGATIONS

1. Reference

- 1.1 Resolution A.884(21) adopted on 25 November 1999 *AMENDMENTS TO THE CODE FOR THE INVESTIGATION OF MARINE CASUALTIES AND INCIDENTS (Resolution A.849(20))*
- 1.2 Palau Maritime Regulation, Chapter 5
- 1.3 International Regulations for Preventing Collisions at Sea 1972 (COLREGS)
- 1.4 Minimum Safe Manning Requirements (Marine Notice 214, as amended)
- 1.5 Mandatory Requirements for Investigations of Marine Casualties and Marine Incidents (Marine Notice 215, as amended)
- 1.6 Res. MSC.255(84) adoption of Code
- 1.7 Res. A.849(20). RES.MSC.257 (84) adoption of amendments to SOLAS.

2. Purpose

- 2.1 The purpose of this Marine Circular is to further assist Palau Flag Investigators during their ongoing Marine Accident or Incident Investigation.

3. Navigation and the Collision Regulations

- 3.1 Information related to Navigation and Collision Regulations can be found on Republic of Palau Maritime Regulations and in the International Regulations for Preventing Collisions at Sea 1972 (COLREGS).

4. Flag State regulations on certificates of competency

- 4.1 The requirements for meeting the STCW Standards for the Crew onboard Palau Flag are Minimum Safe Manning Requirements (Marine Notice 184 as amended).
- 4.2 Additionally, the Palau Administrator has issued Marine Circulars and Marine Notices directly providing information on the requirements of seafarers onboard Palau Registered vessels.

5. Interviewing Techniques

- 5.1 In order to further assist Marine Investigators during an Accident or Incident Investigation, we ask to refer to Resolution A.884(21) where specific information



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on how to conduct interviews is provided including how to choose potential parties to be interviewed, confidentiality during the interviews and tools to conduct such interviews.

6. Evaluation of the effects of the human element.

6.1 Flag Investigators should pay additional attention to the understanding of the human factor during the investigation of a marine accident or incident. Human factor investigation is generally focused on the analysis of human cognitive abilities and limitations during the voyage. This includes constructs such as attention, memory, decision-making, action, skilled performance, and stress.

6.2 Upon the conclusion of the accident or incident investigation, the Marine Investigator shall provide an insight of the understanding of this area enables us to reduce errors and accidents caused by technology. It also helps investigators understand how accidents happen and assists in determining suitable recommendations for the prevention of future accidents and incidents and provide a summary of lessons learned.

7. Causes of marine pollution

7.1 Palau Flag is a signatory member of the MARPOL and it is expected during a Marine Accident or Incident Investigation that any pollution that has resulted as a consequence is duly investigated in order to provide reasons and preventions actions and to be included within the lessons learned.

8. Contact

8.1 Any inquiries concerning the subject for this Marine Circular should be directed to the Palau Ship Registry Administrator at technical@palaureg.com

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