



# THE REPUBLIC OF LIBERIA

## Bureau of Maritime Affairs

8619 Westwood Ctr. Dr.  
Suite 300  
Vienna VA. USA 22182  
Telephone: +1 703 790 3434  
Fax: +1 703 790 5655  
Email: [safety@liscr.com](mailto:safety@liscr.com)

Office of  
Deputy Commissioner  
of Maritime Affairs

31 August 2011

### MARINE OPERATIONS NOTE 4/2011

**Subject: Concentrated Inspection Campaigns (CIC)**

**Ref:** (a) Paris MOU press release 27 July 2011  
(b) Tokyo MOU press release 23 July 2011  
(c) International Load Line Convention, Chapter 10  
(d) SOLAS II-1/22 and SOLAS II-1/B-1 regulation 5-1  
(e) MAROL Annex I /27.3 and 28.5  
(f) IBC Code Chapter 2.2.5  
(g) IGC Code Chapter 2.2.5  
(h) Marine Notice TEC-003

**Dear Shipowners/Operators and Masters,**

The Paris MOU, and Tokyo MOU Port State Control Regimes have announced CICs starting 1 September 2011 and ending 30 November 2011.

The purpose of the CIC is to verify compliance with structural safety and the International Load Line Convention. The States party of the Vienna del Mar Agreement, the Indian Ocean MOU, the Mediterranean MOU and the Black Sea MOU will follow the same routine during the campaign.

During this campaign Port State Control Officers (PSCOs) will verify applicable documents and aspects as loading instruments, the protection of openings in the vessel's hull, bulkheads and deck; and other features of the Load Line Convention and structural integrity in more detail. The PSCOs will be guided by a questionnaire listing a number of items to be covered during this concentrated inspection. The questionnaires that have been published by the Paris MOU and Tokyo MOU can be found attached to the Marine Notice.

As a follow up to last year's CIC, PSC Officers may also check that the actual loading condition (as documented by the master for arrival and departure conditions) is found to be in compliance with the approved trim and stability information used onboard.

They may also seek to verify if a tanker is provided with a trim and stability booklet providing information which has been approved as meeting:

- Reference (e) , for oil tankers,

- Reference (f), for chemical carriers; or
- Reference (g), for gas carriers.

### **Additional Guidance**

Many PSC detentions resulting from damaged, inoperable, or defective equipment can be avoided, if the vessel operator/Master will inform the Administration regarding the problem when it is encountered. When appropriate, we can issue a dispensation authorizing continued operations, until permanent repairs can be affected and addressing any corrective action initiated, before the vessel reaches port. Such action has deterred detentions by PSC.

Requests for dispensations for required equipment should be sent to [technical@liscr.com](mailto:technical@liscr.com) and for manning issues to [safety@liscr.com](mailto:safety@liscr.com). After regular USA office hours (0800 – 1700 EST), please contact the LISCRC Duty Officer at +1-703-963-6216 and by email to [dutyofficer@liscr.com](mailto:dutyofficer@liscr.com), or contact one of our regional offices (contact information is available under the tab titled locations on our web site <http://www.liscr.com/> [www.liscr.com](http://www.liscr.com)). For time critical issues, please contact the duty officer by telephone. To assist with developing a proper response, please include description of the problem and any corrective action initiated by the crew.

Most detentions are the result of poor or insufficient preventive maintenance or a lack of attention to detail. Most Port State Control detentions result from deficiencies related to lifeboats, vent dampers, ship's records, navigation charts and publications, emergency equipment, fire doors, oil water separators, and excess oil in the bilge. Vessels have also been detained because of incomplete or expired Seaman's Books, or failure to have the Liberian Endorsement or Certificate of Receipt of Application for officers. Failure to ensure compliance may well cost the ship in lost time and unnecessary delay.

In the event of a detention, contact us immediately so we can help to resolve the issues as quickly as possible. To report a detention or if you have any questions, please contact Timothy M. Keegan, (703) 251-2409, or Dimitrios Voutsaras, (703) 564-7708, or email [safety@liscr.com](mailto:safety@liscr.com)

\*\*\*\*\*

21 July 2011

## LAUNCH OF CONCENTRATED INSPECTION CAMPAIGN ON STRUCTURAL SAFETY AND THE INTERNATIONAL CONVENTION ON LOAD LINES BEGINNING 1 SEPTEMBER 2011 BY PARIS AND TOKYO MOU ON PORT STATE CONTROL

**The 45 Maritime Authorities of the Paris and the Tokyo Memoranda on Port State Control will begin a joint concentrated inspection campaign with the purpose to ensure compliance with structural safety and the Load Line Convention. This inspection campaign will be held for 3 months, ending on 30 November 2011. The States party of the Viña del Mar Agreement, the Indian Ocean MOU, the Mediterranean MOU and the Black Sea MOU will follow the same routine during the campaign.**

The background for this CIC is that, as an average for the last 8 years, deficiencies related to structural safety and load lines account, for 15% of the total number of deficiencies. Furthermore, structural safety for ship types other than bulk carrier and compliance with the Load Line Convention in general have never been addressed with the special attention typical for a CIC.

During this campaign Port State Control Officers (PSCOs) will verify applicable documents and aspects as loading instruments, the protection of hatch openings, the vessel's hull, bulkheads and deck and other features of the Load Line Convention and structural integrity in more detail.

For this purpose PSCOs will be guided by a questionnaire listing a number of items to be covered during this concentrated inspection. The questionnaires will be published on the websites of Paris MoU and Tokyo MoU in the beginning of August.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify within a certain period to detention of the ship until deficiencies have been rectified.

In case of detention, publication in the monthly list of detentions available on the Paris MoU and Tokyo MoU web pages will take place.

The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoUs' for submission to the IMO.



**THE REPUBLIC OF LIBERIA**  
**BUREAU OF MARITIME AFFAIRS**

**CIC ON STRUCTURAL SAFETY  
AND THE INTERNATIONAL CONVENTION ON LOAD LINES**

<b>Inspection Authority</b>			
<b>Ship Name</b>		<b>Flag</b>	
<b>IMO number</b>		<b>Classification Society</b>	
<b>Date of inspection</b>		<b>Inspection port</b>	

**1) Before Physical Inspection**

No.	Question	Yes	No	N/A
1	Is there a valid Load Line Certificate (incl. exemption) on board?			
2	Is there a relevant valid Ship Safety Certificate (incl. exemption) on board?			
3	Is the specific documentation regarding structural requirements for various vessel types in accordance with relevant conventions?			
	a For bulk carriers and Tankers – Enhanced Survey Program (ESP) data and Condition Evaluation Report			
	b For Oil Tankers (Category 2 and 3 of 15 years and over) – CAS Statement of Compliance			
	c For ships built $\geq$ 01 Jan 2007 a set of as-built construction drawings and plans showing any subsequent structural alterations			
	d Other relevant documentation or access to systems as detailed in the guideline to this CIC			
4	Have stability and strength data been found on board?			

**2) After Physical Inspection**

No.	Question	Yes	No	N/A
5	a Is there a loading instrument on board?			
	b Does it appear to be in working order?			
6	Does the protection of hatch openings and of other openings appear to be satisfactory?			
7	Do the sea valves and overboard discharges, including their attachment to shell, appear to be satisfactory?			
8	Do the vessel's hull, bulkheads and deck, appear to be satisfactory?			

9	Do the means of protection for crew and means of access appear to be satisfactory?			
10	Do the freeing ports appear to be satisfactory?			
11	Do the freeboard marks or other marks appear to be in accordance with the Certificates?			
12	Has it been verified as far as possible that the vessel is not submerged or loaded beyond the limits allowed by the Certificates?			
13	Do other items related with freeboard or the structural integrity of the ship appear to be satisfactory?			
14	Has the ship been detained as a result of this CIC?			

Note:

*If "No" is ticked off (for questions 1 to 13) and in conjunction with reference to the information after each explanatory note of the attached guidelines the ship should be considered for detention. The detail of any detention should be appropriately entered on the PSC Report Forms.*