

Port State Control – Information Notice No. 3 of 2011

The purpose of this notice is to advise shipowners, operators, managers and Masters of Isle of Man registered ships of the following;

Paris & Tokyo MOU Regions on Port State Control

Concentrated Inspection Campaign on Structural Safety & International Convention on Load Lines

1st September 2011 to 30th November 2011

The Maritime Authorities of both the Paris and Tokyo MOU regions will begin a joint CIC with the purpose of ensuring compliance with structural safety and the Load Line Convention. Other MOU regions including inter alia, the Vina del Mar (Latin America), Indian Ocean MOU, Mediterranean MOU and Black Sea MOU will follow a similar routine during the campaign period

The background for this campaign is that, during the past few years deficiencies relating to structural safety and load lines have accounted for a total of 15% of all deficiencies recorded at PSC inspections. Furthermore the structural safety for ship types other than bulk carriers and compliance with the Load Line Convention in general have not been addressed with the special attention of a CIC. During the CIC Port State Control Officers (PSCOs) will verify;

- **Applicable certification and documents relating to structural safety and load line**
- **Aspects of loading instruments, stability and strength data**
- **Protection of hatch openings, and other openings**
- **Vessel's, hull integrity, bulkheads and decks are satisfactory**
- **Means of protection for crew and means of access appear to be satisfactory, and**
- **To ensure that non-compliant vessels are identified and brought into compliance**

In practice the CIC inspection campaign will mean that during every port state control inspection of a vessel, the PSCO will be guided by a checklist, listing a number of items to be covered during the concentrated inspection. Therefore please note the attached documents which provide information on the areas where Port State Control Officers will focus their inspections.

Mark Bregazzi
Senior Surveyor/PSC Co-ordinator
Isle of Man Ship Registry



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

Inspection Authority			
Ship Name		Flag	
IMO number		Classification Society	
Date of inspection		Inspection port	

1) Before Physical Inspection

No.	Question	Yes	No	N/A
1	Is there a valid Load Line Certificate (incl. exemption) on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Is there a relevant valid Ship Safety Certificate (incl. exemption) on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b For Oil Tankers (Category 2 and 3 of 15 years and over) – CAS statement of Compliance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c For ships built >= 01 Jan 2007 a set of as-built construction drawings and plans showing any subsequent structural alterations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	d Other relevant documentation or access to systems as detailed in the guideline to this CIC	<input type="checkbox"/>	<input type="checkbox"/>	
4	Have stability and strength data been found on board?	<input type="checkbox"/>	<input type="checkbox"/>	

2) After Physical Inspection.

No.	Question	Yes	No	N/A
5	a Is there a loading instrument on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b Does it appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Does the protection of hatch openings and of other openings appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
7	Do the sea valves and overboard discharges, including their attachment to shell, appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
8	Do the vessel's hull, bulkheads and deck, appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the means of protection for crew and means of access appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
10	Do the freeing ports appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11	Do the freeboard marks or other marks appear to be in accordance with the Certificates?	<input type="checkbox"/>	<input type="checkbox"/>	
12	Has it been verified as far as possible that the vessel is not submerged or loaded beyond the limits allowed by the Certificates?	<input type="checkbox"/>	<input type="checkbox"/>	
13	Do other items related with freeboard or the structural integrity of the ship appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

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.

SAMPLE

Questionnaire for the Concentrated Inspection Campaign (CIC) on Structural Safety and International Convention on Load Lines

Ship's name	
IMO Nr	
Date of inspection	

1) Before Physical Inspection

Nr.	Question	Yes	No	N/A
1	Is there a valid Load Line Certificate (incl. exemption) on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Is there a relevant valid Ship Safety Certificate (incl. exemption) on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Is the specific documentation regarding structural requirements for various vessel types in accordance with relevant conventions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Have stability and strength data been found on board?	<input type="checkbox"/>	<input type="checkbox"/>	

2) After Physical Inspection.

Nr.	Question	Yes	No	N/A
5	A Is there a loading instrument on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	B Does it appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Does the protection of hatch openings and of other openings appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
7	Do the sea valves and overboard discharges, including their attachment to shell, appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
8	Do the vessel's hull, bulkheads and deck, appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the means of protection for crew and means of access appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
10	Do the freeing ports appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Do the freeboard marks or other marks appear to be in accordance with the Certificates?	<input type="checkbox"/>	<input type="checkbox"/>	
12	Has it been verified as far as possible that the vessel is not submerged or loaded beyond the limits allowed by the Certificates?	<input type="checkbox"/>	<input type="checkbox"/>	
13	Do other items related with freeboard or the structural integrity of the ship appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Note:

If "No" is ticked off for questions 1 to 13 the ship should be considered for detention. The detail of any detention should be appropriately entered on the PSC Report Forms