



## THE REPUBLIC OF LIBERIA Bureau of Maritime Affairs

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Office of  
Deputy Commissioner  
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12 August 2010

### MARINE OPERATIONS NOTE 6/2010

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

- Ref:**
- (a) Paris MOU press release 27 July 2010
  - (b) Black Sea MOU press release 27 July 2010
  - (c) Tokyo MOU press release 23 July 2010
  - (d) Paris MOU Tanker Damage Stability Questionnaire
  - (e) International Load Line Convention, Chapter 10
  - (f) SOLAS II-1/22 and SOLAS II-1/B-1 regulation 5-1
  - (g) MAROL Annex I /27.3 and 28.5
  - (h) IBC Code Chapter 2.2.5
  - (i) IGC Code Chapter 2.2.5
  - (j) Marine Notice TEC-003

**Dear Shipowners/Operators and Masters,**

The Paris, Black Sea and Tokyo MOU Port State Control Regimes have announced CICs starting 1 September 2010 and ending 30 November 2010.

**Paris and Black Sea MOUs:** In a press releases dated 27 July 2010, the Paris and Black Sea MOUs announced a CIC to verify correct damage stability on oil tankers, chemical tankers and gas carriers, copy attached. Vessel operators should bring this to the attention of their Masters and ensure that vessels are in compliance with damage stability requirements and have a means of assessing damage stability when underway. The Paris MOU has published a "Tanker Damage Stability Questionnaire," available on the Paris MOU website and attached to this Marine Operations Note.

The International Load Line Convention requires that the Master of every vessel not already provided with stability information under SOLAS II-1/22 "shall be supplied with sufficient information in an approved form to give him guidance as to the stability of the ship under varying conditions of service, and a copy shall be furnished to the Administration". SOLAS II-1/B-1, 5-1 (new requirement - see IMO Resolution MSC.216(82)) further requires stability information to be supplied to the Master, that will enable him by rapid and simple process to obtain accurate guidance as to the stability of the ship under varying conditions of service. This information is required to be to the satisfaction of the Administration and a copy of this information must be furnished to the Administration. Submitting the required information to the vessel's classification society for approval will meet this requirement. Liberian Marine Notice

TEC-003 states: "... the term "in an approved form" shall mean approved by the Classification Society with which the ship is classed,..." These approvals include a review of the tanker's compliance with damage stability requirements under the appropriate regulations applicable to that tanker. PSC Officers will be checking if the tanker is provided with a trim and stability booklet providing this information which has been approved as meeting:

- Reference (g) , for oil tankers,
- Reference (h), for chemical carriers; or
- Reference (i), for gas carriers.

PSC Officers will 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.

**Tokyo MOU:** The Tokyo MOU issued a press release on 23 July 2010, regarding a CIC on Harmful Substances (marine pollutants) under MARPOL Annex III, SOLAS VII and the IMDG Code, copy attached. Vessel operators should bring this to the attention of their Masters and ensure that all required documentation is available and up to date, that emergency procedures for incidents involving harmful substances are reviewed and updated as necessary, and that harmful substances are marked, stowed, and secured appropriately. The Tokyo MOU has published a questionnaire concerning this CIC, available on the Tokyo MOU website and attached to this Marine Operations Note.

### **Additional Guidance**

Many detentions resulting from damaged, inoperable, or defective equipment can be avoided, if the vessel operator/Master inform the Administration regarding the problem when it is encountered. When appropriate, we can issue a dispensation, addressing the problem and corrective action initiated, before the vessel reaches port, which could deter detention action.

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 (08:00 – 17:00 EST), please contact the LISCR 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 at [www.liscr.com](http://www.liscr.com)). For time critical issues, please contact the duty officer. To assist with developing a proper response, please include description of the problem and any corrective action initiated.

Most detentions are the result of poor or insufficient preventive maintenance or a lack of attention to detail. Many Port State control inspections focus on lifeboats, vent dampers, ship's records, navigation charts and publications, crew certification, emergency equipment, fire doors, oil water separators, and excess oil in the bilges as maintenance of these items may sometimes be put off or neglected. 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 delays.

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 Sean Brett, (703)251-2434, or email [safety@liscr.com](mailto:safety@liscr.com)

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# Press release

27 July 2010

## **TANKERS INSPECTED FOR DAMAGE STABILITY BY PARIS MOU.**

**The Paris Memorandum on Port State Control will start a Concentrated Inspection Campaign (CIC) to verify correct damage stability on oil tankers, chemical tankers and gas carriers. This inspection campaign will last for 3 months, starting on 1 September and ending on 30 November 2010.**

The reasons for this CIC include that inspections showed tankers frequently sailing when not complying with damage stability requirements or had no means of assessing damage stability or were sailing in a loading condition not covered by the approved stability book.

In practice the CIC will mean that during every port State control inspection of a tanker within the Paris MoU region, the stability information book and other applicable documentation shall be verified in more detail for compliance with relevant regulations.

Port State Control Officers (PSCOs) shall use a list of 9 selected items to verify critical areas for tanker stability. The questionnaire will be published on the website of Paris MoU.

A special training programme was organized to prepare PSCOs for the campaign.

When deficiencies are found, actions by the port State may vary from recording a deficiency 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 web page will take place.

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

### Notes to editors:

Port State Control is a check on visiting foreign ships to see that they comply with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to co-ordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MoU). Current membership includes 27 countries. The European Commission, although not a signatory to the Paris MoU, is also a member of the Committee.

At least once a year the inspections focus on a certain area of concern or when new requirements enter into force. In the fall of 2011 the inspection campaign will be aimed at verifying that ships are in compliance with the requirements for structural safety and the international Convention on Load Lines.

Inspection reports are recorded on a central database SIRENaC located in St Malo - France, available for search and daily updating by MoU member countries. Inspection results can be viewed on the Paris MoU public website and are also provided to the Equasis public database.

The Secretariat of the MoU is provided by the Netherlands Ministry of Transport, Public works and Water Management and located in The Hague.

For more information on the Paris MoU on Port State Control please consult our Internet Website on the following address:

[www.parismou.org](http://www.parismou.org)

## **PRESS RELEASE**

### **CONCENTRATED INSPECTION CAMPAIGN ON TANKER DAMAGE STABILITY COMPLIANCE**

The six member Maritime Authorities (Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine) of the Black Sea Memorandum of Understanding on Port State Control will start a concentrated inspection campaign on Tanker Damage Stability compliance as of **1<sup>st</sup> September 2010** in parallel with the Paris MOU. The inspection campaign will last 3 months ending on 30 November 2010.

The CIC inspections will be conducted in conjunction with routine port State control inspections and during every port State control inspection within the Black Sea region.

In this context, for the purpose of interregional harmonization of the action, the Black Sea MOU will use the model of relevant Questionnaire developed by Paris MOU with a checklist of 9 selected areas and items of inspection. Purpose of the questionnaire is:

- To gather information regarding the application of damage stability to tankers
- To ensure existing IMO instruments are enforced in a consistent manner
- To minimise risks to tankers and the seafarers who operate them
- To minimise risks to the environment from loss of marine pollutants
- To ensure non-compliant vessels are indentified and brought into compliance

If deficiencies are found, the Port State Control Officer will conduct an in depth investigation on the tanker damage stability compliance.

All inspections will be inserted in the Black Sea Information System. The results of the campaign shall be analysed early next year and will be submitted to the Black Sea MOU Committee for submission to the IMO.

**27 July 2010**

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## PARIS MOU CIC ON TANKER DAMAGE STABILITY

### TANKER DAMAGE STABILITY QUESTIONNAIRE

<b>Name</b>	
<b>IMO Number</b>	
<b>Type: Gas, Chemical, Oil</b>	

No	Question	Yes	No	N/A
1	Does the ship have an approved stability information book (SIB)?			
2	Is the SIB written in a language understood by the master?			
3	Does the approved stability information cover damage conditions?			
4	Can the master demonstrate that the ship is normally loaded in accordance with the SIB?			
5	Has the master verified an alternate loading condition by written authority from flag/class?			
6	Has the master verified an alternate loading condition by assessing loaded condition against critical damage KG data, included in the approved stability information?			
7	Is there an on-board stability computer program that includes damage stability?			
8	Has the master verified an alternate loading condition by using the on-board stability computer program for carrying out damage stability checks?			
9	Was the ship detained as a result of this CIC?			



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## PRESS RELEASE

### TOKYO MOU WILL CARRY OUT A CONCENTRATED INSPECTION CAMPAIGN (CIC) ON HARMFUL SUBSTANCES (MARPOL Annex III, SOLAS VII and the IMDG Code) FROM SEPTEMBER 1<sup>st</sup>, 2010.

The eighteen member Authorities of the Tokyo MOU will embark on a concentrated inspection campaign (CIC) on Harmful Substances (Marine Pollutants) Carried in Packaged Form in accordance with MARPOL Annex III, SOLAS Chapter VII and the IMDG Code. The three-month campaign will start on September 1, 2010 and end on November 30, 2010.

During the campaign period, member Authorities of the Tokyo MOU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections. PSC officers will check whether the ship has appropriate document of compliance (DOC) for carrying harmful substances (marine pollutants); whether the ship is provided with relevant documents and information corresponding to the harmful substances (marine pollutants) carried onboard; whether emergency procedures to be employed in the event of an incident involving harmful substances (marine pollutants) are in place and crew awareness. Finally PSC officers will ensure that harmful substances (marine pollutants) are marked, stowed and secured appropriately. A questionnaire for the CIC has been developed, which is attached hereto.

All deficiencies found, will be recorded by the port State. Action taken may vary from instructing the master to rectify before departure or within a certain period, to detention of the ship until deficiencies have been rectified.

All detentions will be published in the monthly list of detentions available on the Tokyo MOU web-site.

23 July 2010

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**CIC ON HARMFUL SUBSTANCES**  
(MARINE POLLUTANTS)  
**CARRIED IN PACKAGED FORM**  
(MARPOL Annex III, SOLAS VII and the IMDG Code)

Inspection Authority			
Ship Name			
IMO Number		Flag	
Call sign		Ship type	
Inspection Port		Inspection Date	

Questions		Yes	No	N/A
1	Is the ship carrying, or loading, MARINE POLLUTANTS (MP) in packaged form?			
<b>Documentation</b>				
2	Where the ship is carrying MP, does the vessel have a DOC complying with SOLAS II-2/19?			
3	Has the ship been provided with a transport document for each of the MP carried?			
	3a If yes for Qn3; are MP identified as such on the transport document, is the technical name included and is the order of information correct? [MARPOL III/4(1) and MARPOL III/4(2)]			
	3b If yes for Qn3; does it include a signed certificate by the shipper? [MARPOL III/4(2)]			
4a	Does the ship have emergency procedures to be employed in the event of an incident involving MP? [MARPOL III/8]			
	4b If yes for Qn4a; are the crew aware of them? [MARPOL III/8]?			
5	Where the ship is carrying MP, does the ship have a special list or manifest showing the location of these goods? [MARPOL III/4(3)].			
6	Is the information provided on the special list or manifest compliant with section 5.4.3 of the IMDG code? [MARPOL III/4(3)]			
<b>Cargo Marking, Stowage and Securing</b>				
7	Where the ship is carrying MP are they stowed in accordance with the special list or manifest? [MARPOL III/4(3)]			
8	Where the ship is carrying MP, are they stowed as permitted by Chapter 7.1 of the IMDG code? [MARPOL III/5]			
9	Is the stowage of MP in accordance with the DOC and Cargo Securing Manual? [MARPOL III/5]			
10	Are containers loaded with MP appropriately marked to indicate they are carrying MP? [MARPOL III/3]			
11	Was the vessel detained as a result of the CIC inspection?			