



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA

Bureau of Maritime Affairs

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16 June 2011

MARINE OPERATIONS NOTE: 03/2011

Subject: Guidelines on QUALSHIP 21 program qualification

We are pleased to report that the U.S. Coast Guard (USCG) has found that the Liberian flag Administration qualifies for Qualship 21 (see the attached Certificate) . This means that ships registered in Liberia will be able to participate in the Qualship 21 program, provided they meet the USCG's eligibility criteria.

The USCG developed Qualship 21 to provide a positive incentive for well run, quality ships and ship operators. Qualship 21 ships will be recognized and rewarded for their commitment to safety and quality by the USCG. The incentives include:

1. A Qualship 21 Certificate valid for 2 years.
2. Ship's name posted on the USCG Port State Control web site.
3. For tank ships, the annual COC reduced in scope.
4. For other cargo ships, two years of limited Port State Control oversight.

The USCG will send a list of eligible ships to each ship owner, inviting participation in the Qualship 21 program. The eligibility criteria to qualify for Qualship 21 requires that a vessel:

1. Have no substandard vessel detention in U. S. waters within the previous thirty-six (36) months;
2. Have no marine violations, no more than one (1) paid Notice of Violation cases (tickets);
3. Have a successful U.S. PSC Safety exam within the past 12 months.
4. Not be owned or operated by any company that has been associated with a substandard ship detention in U. S. waters within 24 months.
5. Not have their statutory convention certificates issued by a targeted recognized organization. A targeted recognized organization is any recognized organization that has points assigned by the U.S. Port State Control Matrix (visit homeport.uscg.mil at the web site provided at the end of this Marine Operations Note).

Though not specifically mentioned in the above criteria, the Coast Guard reserves the right to restrict eligibility in Qualship 21 to any ship because of special circumstances, including, but not limited to, significant overseas casualties or detentions, and pending

criminal or civil investigations.

If you do not receive a letter from the USCG and believe you have eligible ship(s), please contact the USCG by telephone: +1 202-372-1218 or email: cg543@uscg.mil.

Additional information on the USCG Qualship 21 program, including frequently asked questions, may be found on their web site at: <http://homeport.uscg.mil> under the tabs Port State Control and Foreign Vessel Safety.

One of the main reasons for achieving Qualship 21 has been the excellent response and participation of vessel operators in our program to provide a copy of the Advance Notice of Arrival and the use of pre-arrival check lists to identify problems and deficiencies on board ships before they arrive in the USA. As a result of Masters completing the check list (or a similar company document) and sending it with the Notice of Arrival to this Administration, we have been able to provide assistance on or before arrival, including, if requested by the DPA, dispensations for needed repairs.

The Notice of Arrival and check list for vessels arriving in the USA shall be sent by email to NOA@liscr.com. See Marine Operations Note: 03/2010 for more details regarding adding this Administration to the USCG's required Advance notice of arrival.

Questions regarding this note should be addressed to the Safety Department at: +1 703 251 2409 or safety@liscr.com.

U.S. Department of
Homeland Security

United States
Coast Guard



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Maritime Affairs of the Republic of Liberia
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MAY 19 2011

Dear Sir/Madam:

I would like to congratulate Liberia on its qualification for the United States Coast Guard's Quality Shipping for the 21st Century (Qualship 21) Program. Your commitment to quality shipping was evident as merchant vessels flagged by your registry that called on U.S. ports, have compiled an excellent Port State Control record in the past three calendar years. As a result, your Administration's three-year detention percentage of 0.73% is below the 1.0% threshold that is required for inclusion into the Qualship 21 program.

In addition to the excellent detention ratio, the U.S. Coast Guard requires the submission of two documents for full qualification to our Qualship 21 Program. The first of which is the International Maritime Organization's (IMO) Self Assessment Form. This form can be found in IMO Assembly Resolution A.912(22) and is also an enclosure in this letter. The second required submission is a recent addition to the qualification process and relates to the IMO Voluntary Member State Audit Scheme (VMSAS). We now require submission of the Executive Summary from that VMSAS audit. If your Administration has not yet undergone the audit, you must submit a letter/e-mail attesting to this fact, with a statement that your Administration has requested to undergo the audit. If your Administration has neither undergone nor requested the VMSAS audit, you will remain eligible for the period of June 1, 2011 to May 31, 2012; however your Administration will become ineligible beginning June 1, 2012.

Once again, congratulations for your exceptional commitment to quality. Submission of the SAF and VMSAS Executive Summary should be mailed to my Qualship 21 Coordinator, Lieutenant Commander Channing Burgess at the above address. He is also available to address any of your questions.

Sincerely,

A handwritten signature in blue ink that reads "J. F. Williams".

J. F. WILLIAMS
Commander, U.S. Coast Guard
Chief, Foreign and Offshore Vessel Compliance
By direction

Encl: IMO Self Assessment Form

UNITED STATES COAST GUARD



HEREBY RECOGNIZES
THE HIGH COMMISSION OF

LIBERIA

FOR MEETING THE ELIGIBILITY
REQUIREMENTS OF THE
QUALITY SHIPPING IN THE
TWENTY FIRST CENTURY

A handwritten signature in blue ink, appearing to read "Paul F. Zukunft", is written over a horizontal line.

PAUL F. ZUKUNFT
Rear Admiral, U. S. Coast Guard
Assistant Commandant for Marine Safety,
Security and Stewardship

Issued: 06/01/2011

Expires: 05/31/2012



PREARRIVAL COMPLIANCE CHECKLIST

Ship's Name: _____

IMO No. _____

Subject Check	
Ships Certificates/Documents:	<ul style="list-style-type: none"> ■ Certificates issued by and on behalf of the Liberian Administration are valid and annual and intermediate surveys and audits are recorded. Certificates are in a common place (binder or folder) and available for review. SOPEP/SMPEP approved, updated and contact details included. Continuous Synopsis Record (CSR) includes all CSRs, Amendments and Index of Amendments.
Crew Certification ✓ Documents ✓ Certificate of Receipt of Application (CRA)	Officers have either a Liberian Endorsement or CRA. Ratings required by the MSMC have either Liberian Endorsements, a CRA or copy of the application for the endorsement and their valid national certificate.
Live Saving Appliances ✓ Lifeboats ✓ Rescue boats ✓ Life rafts ✓ Lifejackets/Immersion Suits ✓ Ring buoys	Lifeboats in good condition, proper inventory of rations and equipment, engines start easily. Davits, structure and brakes, well maintained. Crew trained/exercised. Lifeboat on load release mechanism properly set. Life rafts in good condition, hydrostatic releases and service dates valid. Lifejackets/Immersion suits, required number, properly stowed, lights. Life buoys, number, condition, marking, lights, quick release, lifelines, as required. Embarkation ladders in good condition, deck area clear of obstructions, lighting.
Firefighting equipment ✓ Main Fire Pump ✓ Emergency Fire Pump ✓ Fire Main ✓ Fire stations ✓ Fixed Firefighting ✓ Portable Extinguishers ✓ Fireman's outfits	Main & emergency fire pumps start easily, acquire suction, regardless of vessel draft. Fire main charged using main and emergency fire pumps and provide adequate pressure to the highest and most remote stations. No leaks in fire main and stations. No missing or damaged equipment. Fixed fire fighting system in good condition, servicing not overdue and record available. Portable fire extinguishers in good condition, proper location, servicing not overdue, service record available. Fireman's outfits good condition, complete, servicing not overdue and record available. Crew trained/exercised.
Structural Fire Protection ✓ Fire doors ✓ Fire detection ✓ Fire Flaps/dampers ✓ Vent closures	All local and remote fire doors, vent closures and no hold backs. Fire detections system operating properly. Fire dampers, flaps tested, operate properly, not seized, wasted or rusted, clearly marked. All closures have a good seal.
Engineering: ✓ Main/Auxiliary engines ✓ Steering gear ✓ Supply lines ✓ Bilges ✓ Lighting ✓ Ventilation ✓ Emergency Generator ✓ Valves	Engine room, machinery spaces, bilges clean of excessive oil, oil residue and oily rags. High pressure FO piping is jacketed. Bilge pump and bilge high level alarm working properly. Spaces have adequate lighting and ventilation. Remote stops for ventilation, F.O. pumps tested and working properly. Equipment, instruments, gages intact and working. Controls clearly identified and working. Emergency generator starts easily and takes emergency electrical load as required. Remote and quick closing valves tested and working properly.
Pollution Prevention: ✓ Oil Record Book ✓ Oil filtering equipment ✓ Oil Discharge Monitor ✓ Discharge connection ✓ Sewage ✓ Garbage ✓ Incinerator ✓ SECA	Oil record book available, entries in good order, up-to-date and signed by officer in charge and Master. OWS equipment tested and operating properly, certificate available. 15 PPM monitor alarm, auto-stop, calibrated, tested and operating properly, as required. No pipes or hoses that could be used as illegal bypass to OWS/15 PPM monitor. No evidence of disassembling pipe flanges. No blocks, or valves connected to any overboard systems without justification. Connection for discharge to reception facility available. Sewage treatment plant approved. Garbage management plan and record book entries up to date, receipts available. Incinerator, acceptable substances incinerated, crew familiar with operating procedures.

	Fuel-changeover operations in Special Emission Control Areas are recorded in log-book.
Loadline ✓ Loading/stability manual ✓ Exterior doors, windows, ✓ Hatches & covers ✓ Sounding tubes ✓ Loadline/Freeboard ✓ Watertight doors	Loading/stability manual approved, latest intact stability information available. Exterior doors and hatches, sounding tubes, and other opening are in good condition and provide an adequate seal. Loadline and Freeboard marks properly arranged (P&S) and readable.
Accommodations: ✓ Galley ✓ Common areas ✓ Work areas ✓ Hospital room	The galley range is clean, vents are clean of grease. Sanitary systems, sinks, toilets, showers are in good working order. Hospital room is properly stocked, controlled substances are properly secured. No one living in the Hospital Room. Lighting is sufficient.
Weather decks ✓ Cargo Hatches/Gear ✓ Anchors ✓ Mooring winches ✓ Railings ✓ Ventilation ✓ Electrical fittings ✓ Pilot Ladder ✓ Accommodation Ladder	Cargo hatchways/covers in good order, no cracks, buckling to coamings, stays. Anchoring/mooring devices, winches/capstans in good operating condition. Railings/cat walks in good condition no wastage, cracks, buckling, missing parts. Ventilators, air pipes, casings tight, in good operating condition and clearly marked. Electrical fittings, insulation, cables in good condition. No leaking hydraulic lines. Pilot/ accommodation ladder in good condition for safe access. Means of escape marked and no obstructions.
Navigation & Communications ✓ Radars ✓ Gyro ✓ Magnetic Compass ✓ Echo sounder ✓ Radio/GMDSS ✓ VHF ✓ INMARSAT C ✓ EPIRB ✓ Helm - Steering Gear ✓ Charts and publications ✓ Navigation Lights/Shapes	Radars are required size, number, and operational. Gyro in good operating condition. Magnetic compass readable, calibrated, deviation card available Echo sounder operating properly. Radio /GMDSS main, MF, MF/HF operating condition, tools & spare parts. VHF fixed/portable equipment working properly, including DSC performance. EPIRB battery and hydrostatic release valid, maintenance records. All charts and publications are up-to-date. All required charts and publications are available on board and up-to-date. Lights, shapes, sound-signals working properly. Emergency source of power adequate and available.
Log books and Record Books	Official log book and ORB are complete and have all of the required entries. Other log books maintained: Engine, Radio (GMDSS), Medical and visitors logs.
Records of drills and exercises ✓ Fire and abandon ship ✓ Security	Fire and abandon ship drills/exercises/training held regularly and properly recorded. Fire control plan posted as required. Records of security training, drills and exercises up to date. Training records up to date.
Signs, Markings and Alarms: ✓ Emergency escape ✓ Mustering stations ✓ General Alarm ✓ Engineer's Alarm	All required markings are evident. Fire control plan posted as required. Muster list up to date. Alarms tested and working properly.
ISM and ISPS Codes ✓ Master's responsibility & authority ✓ Maintenance of ship and equipment ✓ Familiarity ✓ Documentation ✓ Control of Access ✓ Restricted areas	Master, SSO & applicable crew are familiar and have understanding of the Safety Management System (ISM Code) and Ship & Port Security Code (ISPS). All documents up to date & available. Evidence available of maintenance schedule, testing, records documented & implemented. Records of internal audits. Ship Security Plan approved & protected from unauthorized access. Ship Security Officer documented and familiar with his duties. Access to vessel is controlled, photo identification and purpose of visitors is verified. Restricted areas are clearly marked to indicate restricted status.
Comments:	

Signed: _____ Date: _____
Master Ship's Safety Officer