



INTERNATIONAL SHIP CLASSIFICATION

10 Anson Road, #25-01 International Plaza Singapore 079903

Tel: +65 6225 2565 Fax: +65 6225 2265

Email: info@isclass.com Website: www.isclass.com



CERT. NO.: FS 504144
BS EN ISO 9001 : 2000

To : All Offices
From : General Manager (ISClass)
Date : 26 August 2008
Ref : CIR08/0007

Subject : PSC Concentrated Inspection Campaign (CIC) on Safety of Navigation

To all concern

General

The Port State Control Committee of the Tokyo MOU has decided to conduct a Concentrated Inspection Campaign (CIC) on SOLAS Chapter V, Safety of Navigation in 2008.

The campaign period will be commenced from 1 September 2008 and held for 3 months, ending on 30 November 2008.

USCG and other MOUs are also planning the same campaign during the same period.

Scope of the Campaign

The purpose of this campaign is to verify the compliance with SOLAS Chapter V, some of which are related to

- Navigational equipments,
- Charts and publications,
- Documentations such as Passage planning and
- All officers familiarization with the navigating equipment.

All Ship owners, ship managers, masters and all navigation officers are advised to take early preparation onboard with reference to this circular and SOLAS chapter V.

Attachment : Tokyo MOU and Paris MOU Press Release

Annex I : Proposed Checklist : Question Items to CIC on Safety of Navigation (SOLAS Chapter V)



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Annex I

Proposed Checklist: Question Items to CIC on Safety of Navigation (SOLAS Chapter V)

No	Question	Yes	No
1.	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigation equipment?		
2.	Can the master and watchkeeping officers demonstrate familiarization of navigating equipment?		
3.	Are maintenance procedures in place to ensure performance of the equipment?		
4.	Are adequate and up-to-date nautical charts and publications, available for voyage and records of voyage planning available?		
5.	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable backup arrangements?		
6.	Is a valid certificate of compliance (annual testing) of the VDR/S-VDR, EPIRB, GMDSS onboard?		
7.	Can the master and watch keeping officers demonstrate inputting voyage related information on the AIS?		
8.	Are the following navigation equipment functional?		
	01 Magnetic compass		
	02 Gyro compass		
	03 Heading information to emergency steering position		
	04 Heading Control System		
	05 Track Control System (TCS)		
	06 Radar		
	07 ARPA		
	08 ATA (Automatic Tracking Aid)		
	09 EPA (Electronic Plotting Aid)		
	10 Echo sounder		
	11 Speed and distance log through the water		
	12 Speed and distance log over the ground		
	13 Indicators for rudder angle, Propeller RPM (Pitch & operational mode for CPP & side thrusters)		
	14 Rate-of-turn indicator		
	15 GPS receiver		
	16 AIS (Automatic Identification System)		
	17 VDR (Voyage Data Recorder)		
	18 Sound Reception System (when the bridge is totally enclosed)		
	19 Transmitting Heading Device (THD) (ships of 300 GT to 500 GT)		
	20 Maintenance Records		
	21 Pilot Card (All ship)		
	22 Wheelhouse Poster ($L \geq 100$ m)		
	23 Manoeuvring Booklet (Administration's requirements)		
	24 Daylight signal Lamp		
	25 Navigation lights		
	26 Forecastle bell		



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	27	Gong (Ships of 100m and upwards in length)		
	28	Whistle		
	29	Black ball shapes		
	30	Black diamond shape		

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Press release



25 August 2008

PARIS AND TOKYO MOU's ON PORT STATE CONTROL HOLD JOINT CONCENTRATED INSPECTION CAMPAIGN ON SAFETY OF NAVIGATION – SOLAS Ch. V. BEGINING 1 SEPTEMBER 2008.

The 43 Maritime Authorities of the Paris and the Tokyo Memoranda on Port State Control (EU Members, the States of the Asia Pacific region, plus Canada, Croatia, Iceland, Norway, and the Russian Federation) will begin a joint concentrated inspection campaign focussing on compliance with SOLAS Chapter V – Safety of Navigation. This inspection campaign will be held for 3 months, ending on 30 November 2008.

In practice the concentrated inspection campaign will mean that during every port State control inspection within the Paris and Tokyo MOU regions, the navigation related equipment and documentation shall be verified in more detail for compliance with SOLAS Chapter V. Port State Control Officers will verify that there is compliance with the carriage requirements for all size of ships and where required also valid statutory certification together with relevant record of equipment, as well as that equipment has type approval and is functioning effectively. Furthermore familiarity of the master and watch-keeping officers with the bridge equipment will be evaluated.

During the campaign Port State Control Officers shall use a list of 12 selected items to verify critical areas for the safety of navigation, some of which are related to:

- Documentation
- Equipment
- Familiarisation

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 all deficiencies have been rectified.

In case of detention, the ship could face the risk of further inspections in other Paris and Tokyo MOU ports and publication in the monthly list of detentions issued by the Secretariat of the Paris MOU and Tokyo MOU web page, on line detention list.

All inspections will be inserted in the databases of the Paris and Tokyo MOUs, SIRENAC and APCIS respectively, and will be recorded on an evaluation form. The results of the campaign shall be analysed later this year. Detailed results of the campaign will be discussed during the 42nd meeting of the Paris MOU Port State Control Committee in May 2009 in Iceland and during the 19th Committee meeting of the Tokyo MOU, in 2009, in Papua New Guinea.

For 2009 a joint Paris and Tokyo MOU concentrated inspection campaign has been planned which will focus on Lifeboat Launching Arrangements, including Maintenance and records, Operational safety, On-load releases, Davits and winches, as well as Drills.