



# Kiribati Ship Registry

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## MARINE CIRCULAR 14/2011

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**TO : Ship Owners, Managers, Charterers, Ship Master and the Shipping Community**

**SUBJECT : Launch of Concentrated Inspection Campaign on structural safety and the International Convention on Load Lines commencing from 1 September to 30 November 2011 by Paris and Tokyo MOU on Port State Control.**

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 Load Lines Convention, which will last for 3 months, commencing from 1 September to 30 November 2011.

Similarly, the other MOUs namely Vina del Mar Agreement, the Indian Ocean MOU, the Mediterranean MOU and the Black Sea MOU will be carrying out the same campaign.

The reason for this Concentrated Inspection Campaign is that for the past years, deficiencies related to structural safety and load lines accounted for quite a high percentage of the deficiencies found during inspections. Furthermore, structural safety for ship types other than bulk carrier and compliance with the Load Lines Convention have never been addressed through Concentrated Inspection Campaign.

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

Please be guided by the enclosed questionnaire which the Port State Control Officers will be using for their concentrated inspection. When the deficiencies are found, actions by the Port State Control Authority may vary from recording a minor deficiency requiring the vessel to rectify within a certain period to detention of the vessel until the serious deficiencies have been rectified. In case of detention, the Paris MOU and Tokyo MOU will publish a monthly list of all detentions on their web pages.

After the campaign, the results will be analysed and findings will be submitted to the IMO for their consideration.

Yours sincerely,

Deputy Registrar  
Kiribati Ship Registry



**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?	<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