

Port State Control – Information Notice No.1 of 2008

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

Early Notification of the Concentrated Inspection Campaign (CIC) with respect to SOLAS – Chapter V Safety of Navigation

This CIC will start on 1 September and end on 30 November 2008 and is to verify the effectiveness of all shipboard navigational equipment and systems by ensuring that;

- There is compliance with the carriage requirements for all sizes of vessels and where required there is valid statutory certification together with a relevant record of equipment
- The navigational equipment has type approval certification as appropriate and is functioning effectively, and
- The Master and watch keeping officers are familiar with the bridge navigational equipment

Please note this CIC will be carried out primarily within the Paris and Tokyo MOU Regions on Port State Control and may well be implemented by other MOU Regions, including the USCG. The CIC will target aspects of compliance with the provisions of SOLAS Chapter V on all vessels regardless of type. The CIC is designed to examine a specific area and not intended to detract from the normal port state control inspections. It is anticipated the CIC will be carried out in conjunction with regular port state control targeting and inspection

We have reviewed the content of the CIC and as we also verify the effectiveness of a vessel's navigational equipment during our audits we are confident that any Isle of Man registered ship will have no problem proving compliance. However we are also aware that the answers to a question posed in the CIC will be open to interpretation by a multitude of different PSCOs. This would not normally be a problem except that in the CIC if a PSCO believes that an unsatisfactory answer has been given, firstly it may lead to a more detailed inspection, or secondly and more seriously it may lead to a detention.

We have included within this notice the questionnaire that will be used by PSCOs during the CIC as guidance to Companies, Masters, officers and their crews to show the simple nature of the inspection and to highlight the problems that may arise if not answered confidently and efficiently. Should any other information be available on the CIC nearer the implementation date the Ship Registry will notify you all via your respective operating Companies.

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

**Inspection Form & Questionnaire for the CIC on SOLAS Chapter V –
Safety of Navigation**

No.	Item	A	B	N/A
*1.	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigation equipment and systems? (0110 – S74 P88/C.1/R12, iii, vi)	<input type="checkbox"/>	<input type="checkbox"/>	
*2.	Is the navigational equipment operational? (1500 – S74/C.V/R 16)	<input type="checkbox"/>	<input type="checkbox"/>	
*3.	Can the Master and watch keeping officers demonstrate familiarisation of navigational equipment? (1599 – STCW R.1/14/.4)	<input type="checkbox"/>	<input type="checkbox"/>	
*4.	Are there arrangements to ensure performance of the equipment? (1685 – S74.C.V/R.16)	<input type="checkbox"/>	<input type="checkbox"/>	
*5.	Are there adequate and up to date nautical charts and publications, necessary for the intended voyage? (1560 – S74/C.V/R 27)	<input type="checkbox"/>	<input type="checkbox"/>	
6.	Where Electronic Chart Display & Information Systems (ECDIS) is the primary means in lieu of paper charts is there a suitable back up arrangement? (1561 – S74/C.V/R 19.2.1.4, .5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Is there a record of navigational activities and incidents? (1596 – S74/C.V/R 28)	<input type="checkbox"/>	<input type="checkbox"/>	
*8.	Is there evidence of voyage planning? (1594 – STCW/A-VIII/2/P2)	<input type="checkbox"/>	<input type="checkbox"/>	
9.	Is a valid certificate of compliance (annual testing) of the VDR / S-VDR on board? (1566 – S74/C.V/R 18.8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Can the Master and watch keeping officers demonstrate the input of voyage related information in the AIS? (1565, 1599 – S74/C.V/R 19.2.4.7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11.	Is cargo on deck loaded so as not to obstruct the horizontal view of the sea surface forward of the beam? (1595 – S74/C.V/R22)	<input type="checkbox"/>	<input type="checkbox"/>	
12.	Can the Master and watch keeping officers concerned with the operation of the steering gear able to demonstrate the change over procedures and operation of steering systems? (1592, 1593 – S74/C.V/R 24, 25, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A = Yes; B = No; N/A = Not Applicable

Notes: If "B" is ticked off, for questions marked with an * PSCOs should use their professional judgement regarding the seriousness of the deficiency as to whether the ship may be considered for detention. The four figure number marked in bold type is the PSCO's official code designation for that particular deficiency item and recorded on form B of the inspection report.