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To : All Offices
From : General Manager (ISClass)
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**Subject : PARIS & TOKYO MOU PSC JOINT CONCENTRATED INSPECTION
CAMPAIGN (CIC) ON LIFEBOAT LAUNCHING ARRANGEMENTS –
SOLAS CHAPTER III**

To all concern

General

The Maritime Authorities of the Paris and the Tokyo Memoranda on Port State Control will begin a joint concentrated inspection campaign with the purpose to ensure compliance with SOLAS Chapter III – Life-saving Appliances and Arrangements with regard to lifeboat launching arrangements on 1 September 2009.

This inspection campaign will be held for 3 months, ending on 30 November 2009.

Scope of the Campaign

During every port state control inspection within Paris & Tokyo MOU regions, besides the regular PSC inspection items, the lifeboat launching arrangements, maintenance records and other applicable documentation shall be verified in more detail for compliance with SOLAS Chapter III.

Port State Control Officers (PSCOs) will use a list of 20 selected items to verify critical areas for the safety of lifeboat launching arrangements, equipment and familiarization.

All Ship owners, ship managers, masters and all crew are advised to take early preparation onboard with reference to this circular and SOLAS Chapter III.

Attachment 1: Tokyo MOU and Paris MOU Press Release
Attachment 2: PSC Checklist



Press release



30 April 2009

PARIS AND TOKYO MOU'S ON PORT STATE CONTROL HOLD JOINT CONCENTRATED INSPECTION CAMPAIGN ON LIFEBOAT LAUNCHING ARRANGEMENTS – SOLAS Ch. III. BEGINNING 1 SEPTEMBER 2009.

The 43 Maritime Authorities of the Paris and the Tokyo Memoranda on Port State Control will begin a joint concentrated inspection campaign with the purpose to ensure compliance with SOLAS Chapter III – Life-Saving Appliances and Arrangements with regard to lifeboat launching arrangements. This inspection campaign will be held for 3 months, ending on 30 November 2009.

In practice the concentrated inspection campaign will mean that during every port State control inspection within the Paris and Tokyo MoU regions, the lifeboat launching arrangements, maintenance records and other applicable documentation shall be verified in more detail for compliance with SOLAS Chapter III.

Port State Control Officers (PSCOs) shall use a list of 20 selected items to verify critical areas for the safety of lifeboat launching arrangements, some of which are related to documentation, equipment and familiarisation.

For this purpose PSCOs will apply a questionnaire listing a number of items to cover this concentrated inspection. The questionnaire will be published on the websites of Paris MoU and Tokyo MoU in the first week of August 2009.

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 deficiencies have been rectified.

In case of detention publication in the monthly list of detentions available on the Paris MoU and Tokyo MoU web pages will take place.

It is expected that the Paris MoU and Tokyo MoU will carry out approximately 10,000 inspections during the CIC.

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

Contact

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Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate 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.</p> <p>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.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Transport, Public works and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 18 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>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.</p>	

MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION



CONCENTRATED INSPECTION CAMPAIGN
ON LIFEBOAT LAUNCHING ARRANGEMENTS
01/09/2009 to 30/11/2009

Inspection Authority:	
Port of Inspection:	
Date of Inspection	
Ship Name:	
IMO Number:	
Flag of Ship:	
Call Sign:	
Ship Type:	
	Port
On-load release Manufacturer:	
On-load release model:	
On-load release date of manufacture:	
	Starboard
On-load release Manufacturer:	
On-load release model:	
On-load release date of manufacture:	

		Yes	No	N/A
1	Does the ship have davit-launched lifeboats? ¹			
	Maintenance and Records			
2	Do records indicate that lifeboats have been launched and manoeuvred in the water in accordance with SOLAS requirements? (2025)			
3	Do records indicate that the dynamic tests of the winch brake have been carried out? (0696) ²			
4*	Do records indicate that the launching arrangements (falls, lifeboats, on-load release and davits) are regularly maintained? (0696)			
5*	Are the means of attaching the lifeboat hook assemblies to the lifeboat in satisfactory condition? (0696) ²			
	Operational Safety			
6	Have the hazards associated with the launching and recovery of lifeboats been identified (ISM)? (2535)			
7	Are any procedures or instructions implemented on-board relating to the hazards identified in Q6? (2535)			
8*	Are all key personnel familiar with the procedures for the launch and recovery of lifeboats? (0695)			
9	Is the crew familiar with relevant IMO documentation and guidance including MSC Circulars 1205 and 1206? (0695)			
	On Load Releases			
10	Are on load releases fitted?		3	
11*	Can the ships crew describe an understanding of the operation of the on-load release, including interlocks as appropriate? (0695)			
12	Are clear operating instructions for use of the on-load release, in the working language of the ship, provided with a suitably worded warning notice? (2055)			

		Yes	No	N/A
13	Is the release mechanism designed so that crew members in the lifeboat can clearly observe when the release mechanism is properly and completely reset and ready for lifting? (0630)			
14	Is the release control clearly marked in a colour that contrasts with its surroundings? (0630)			
15*	Are the hooks and release arrangements, including any interlocks, correctly set? (0630)			
16*	Are lifeboat on-load releases in satisfactory condition? (0696)			
	Davits and Winches			
17*	Are the davits in satisfactory condition? (0696)			
18*	Do all the sheaves and other moving parts, including limit switches, operate correctly? (0696) ²			
19*	Is the centrifugal winch brake operating satisfactorily in “freefall” mode and the manual brake automatically reapplying upon release? (0630) ²			
	Drill			
20*	If conducted, was a drill performed satisfactorily? (2025) (If not conducted enter N/A)			
	Detention			
21	Was the ship detained as a result of this CIC?			

If a “NO” answer is selected for questions marked with * the PSCO should use their professional judgement to determine whether the vessel should be considered for detention.

¹ For free-fall lifeboats answer “NO”

For vessels without lifeboats answer “NA” and answer questions 2 – 19 “NA”

² For free-fall lifeboats answer “NA”

³ If “No” questions 11-16 should be marked “NA”