
Port State Control Concentrated Inspection Campaign 2021

1. Purpose

- 1.1. This Technical Alert TA012 issued by the Bahamas Maritime Authority (BMA) to raise awareness of the 2021 Port State Control (PSC) Concentrated Inspection Campaign (CIC).

2. Introduction

- 2.1. Every year the Paris and the Tokyo MoUs jointly conduct a Concentrated Inspection Campaign (CIC) from 01 September to 30 November on a specific aspect on the safety of shipping. In 2020 the CIC would have focused on stability (in general).
- 2.2. In response to the COVID 19 pandemic situation, the members of the Paris MoU, in cooperation with the Tokyo MoU, decided to postpone the CIC for 2020.
- 2.3. The 2021 CIC will therefore run from 01 September to 30 November 2021 and will focus on stability (in general).

3. Questionnaire

- 3.1. To assist ship staff for preparation for this CIC, a check list to help Masters, Designated Persons Ashore and crew has been prepared (see Annex).
- 3.2. Where deficiencies are found, actions by the Port State Control Officer (PSCO) may range from recording a deficiency to be rectified within a certain time period, to detention of the ship until the deficiencies have been rectified.
- 3.3. For question 5 of the CIC checklist, Stability Instruments approved by Bahamas Recognised Organisations¹ are considered "approved by the Administration".
- 3.4. Guidance and training is in place to ensure Port State Control Officers (PSCOs) are prepared to deliver a professional examination of stability compliance on vessels they board.

¹ See [Marine Notice 002](#)

- 3.5. Companies and Masters should be guided by the provisions of:
- i. The International Convention on Load Lines, 1966, as amended
 - ii. The International Convention for the Safety of Life at Sea, 1974, as amended
 - iii. The International Convention for the Prevention of Pollution from Ships, 1973, as amended
 - iv. The Intact Stability Code
 - v. The ISM Code
 - vi. MSC.1/Circ. 1461 *Guidelines for verification of damage stability requirements for tankers*
 - vii. MSC.1/Circ. 1475 *Guidelines regarding the verified gross mass of a container carrying cargo*

4. Validity

- 4.1. This Technical Alert is valid until 30 November 2021.

5. Revisions

V2.0 Text revised in section 3 (in blue) and copy of CIC checklist added as Annex

Annex**Questionnaire for the Inspection Campaign on Ship's Stability in general**

Ship's name	
IMO No.	
Date of Inspection	

QUESTIONS 1 - 6 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION

No.	Questions	Yes	No	N/A	Detention
1*	Has the ship been provided with approved stability information which can be understood and easily used by the Master and loading officer?				
2*	Is the data used in the stability check for departure complete and correct?				
3*	Does the ship comply with the stability criteria as applicable to the ship type?				
4*	Is there evidence to show that the Master or responsible officer can determine the stability of the ship under varying conditions of service using the approved stability information provided on board?				
5*	If the ship is provided with a Stability Instrument, is it approved by the Administration?				
6	If the ship is provided with a Stability Instrument, does the type of stability software in use meet the requirements for the relevant ship type?				

No.	Questions	Yes	No	N/A
7 Note 1	[Is there evidence on board to show that the master/loading officer confirms that the "calculated" displacement and trim corresponds with the "observed" draughts?]			
8 Note 1	[If the ship is provided with a Stability Instrument, has the accuracy of the stability instrument been verified periodically by applying at least one approved test condition?]			

If "No" is ticked for questions marked with an asterisk "*", the ship may be considered for detention

Note 1: For Paris MoU, questions 7 and 8 are for information purposes only.