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 Organisations\(^1\) 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

<table>
<thead>
<tr>
<th>No.</th>
<th>Questions</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Detention</th>
</tr>
</thead>
<tbody>
<tr>
<td>1*</td>
<td>Has the ship been provided with approved stability information which can be understood and easily used by the Master and loading officer?</td>
<td></td>
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<tr>
<td>2*</td>
<td>Is the data used in the stability check for departure complete and correct?</td>
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<tr>
<td>3*</td>
<td>Does the ship comply with the stability criteria as applicable to the ship type?</td>
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<tr>
<td>4*</td>
<td>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?</td>
<td></td>
<td></td>
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<tr>
<td>5*</td>
<td>If the ship is provided with a Stability Instrument, is it approved by the Administration?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>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?</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>7</td>
<td>[Is there evidence on board to show that the master/loading officer confirms that the &quot;calculated&quot; displacement and trim corresponds with the &quot;observed&quot; draughts?]</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

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

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