



## **PRESS RELEASE**

# **INDIAN OCEAN MOU WILL CARRY OUT A CONCENTRATED INSPECTION CAMPAIGN (CIC) ON STRUCTURAL SAFETY AND INTERNATIONAL CONVENTIONS LOAD LINES FROM SEPTEMBER 1<sup>st</sup>, 2011.**

The member Authorities of the IOMOU will embark on a concentrated inspection campaign (CIC) on Structural Safety and Load Lines. The three- month campaign will start on September 1, 2011 and end on November 30, 2011.

During the campaign period, member Authorities of the IOMOU will inspect, within the resources available, as many ships as possible in conjunction with routine port State control inspections. The purpose of the campaign on structural safety and Load Lines is to get a detailed view of the compliance of the relevant regulations. The questionnaire is divided into two parts. Part 1 is completed when examining certificates. PSC officers will check whether the ship has valid load line certificate, relevant valid ship safety certificate , specific documentation regarding structural requirement for various vessel types in accordance with relevant conventions, have stability and strength data been found on board. Part 2 shall be completed after the full inspection of the ship. The PSCO may need to carry out tests or examine spaces internally if considered necessary. There may be a need for a practical demonstration (operational control) of hatch covers and watertight doors and verification of the good condition of closing devices for other openings. A questionnaire for the CIC has been developed, which is attached hereto.

All deficiencies found, will be recorded by the port State. Action taken may vary from instructing the master to rectify before departure or within a certain period, to detention of the ship until deficiencies have been rectified.

11 August 2011

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**CIC ON STRUCTURAL SAFETY  
AND THE INTERNATIONAL CONVENTION ON LOAD LINES**

Inspection Authority			
Ship Name		Flag	
IMO number		Classification Society	
Date of inspection		Inspection port	

1) **Before Physical Inspection**

No.	Question	Yes	No	N/A
1	Is there a valid Load Line Certificate (incl. exemption) on board?	...	...	...
2	Is there a relevant valid Ship Safety Certificate (incl. exemption) on board?	...	...	...
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	...	...	...
	For Oil Tankers (Category 2 and 3 of 15 years and over) – CAS Statement of Compliance	...	...	...
	For ships built $\geq$ 01 Jan 2007 a set of as-built construction drawings and plans showing any subsequent structural alterations	...	...	...
	Other relevant documentation or access to systems as detailed in the guideline to this CIC	...	...	
4	Have stability and strength data been found on board?	...	...	

2) **After Physical Inspection.**

No.	Question	Yes	No	N/A
5	a Is there a loading instrument on board?	...	...	...
	b Does it appear to be in working order?	...	...	...
6	Does the protection of hatch openings and of other openings appear to be satisfactory	...	...	
7	Do the sea valves and overboard discharges, including their attachment to shell, appear to be satisfactory?	...	...	
8	Do the vessel's hull, bulkheads and deck, appear to be satisfactory?	...	...	
9	Do the means of protection for crew and means of access appear to be satisfactory?	...	...	
10	Do the freeing ports appear to be satisfactory?	...	...	...

11	Do the freeboard marks or other marks appear to be in accordance with the Certificates?	...	...	
12	Has it been verified as far as possible that the vessel is not submerged or loaded beyond the limits allowed by the Certificates?	...	...	
13	Do other items related with freeboard or the structural integrity of the ship appear to be satisfactory?	...	...	...
14	Has the ship been detained as a result of this CIC?	...	...	

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.*