



**CG-CVC**  
**Office of Commercial Vessel Compliance**

**MI Notice 02-13**  
**August 5, 2013**

## **Marine Inspection Notice**

### **REGIONAL PORT STATE CONTROL REGIMES ANNOUNCE 2013 JOINT CONCENTRATED INSPECTION CAMPAIGN**

The Maritime Authorities of the Paris, Black Sea, and Tokyo Memoranda of Understanding (MoU) on Port State Control (PSC) will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-1. The scope of the CIC is the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems. Special attention will be given to familiarity of the crew with safety and emergency procedures with regard to these systems. This inspection campaign will be held for three months, **1 September 2013 through 30 November 2013**.

Owners and operators of U.S. flag vessels should expect that during regular PSC inspections selected items will be inspected in more detail for compliance with SOLAS Chapter II-1. Port State Control Officers will apply the enclosed questionnaire of 12 selected items to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls.

When deficiencies are found, actions by the Port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the vessel until serious deficiencies have been rectified. Additionally, U.S. vessel detentions may result in a follow-up inspection by the Coast Guard and/or the authorized classification society if applicable. The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

U.S.-flag vessel owners and operators are encouraged to take the steps necessary to become familiar with the CIC criteria prior to the campaign. Specifically, regarding questionnaire item #2, for certain U.S. inspected vessels; documentary evidence of fitness can be demonstrated through a properly endorsed Certificate of Inspection for periodically unattended machinery space. Verifying that vessels meet applicable requirements under SOLAS in advance of foreign voyages and port calls can go a long way toward facilitating PSC inspections.

Officers in Charge, Marine Inspection (OCMIs) are requested to facilitate wide distribution of this Notice to vessel operators that could be affected. The Coast Guard stands ready to assist vessels owners and operators in this compliance effort. Please contact your OCMI with questions.

Questions concerning this notice may be directed to LT Cory Heard, Office of Commercial Vessel Compliance, Commandant (CG-CVC) at 202-372-1208.

## CIC on Propulsion and Auxiliary Machinery

From 01/09/2013 to 30/11/2013

Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
<b>DOCUMENTATION</b>				
1	Are instructions and manuals for ship machinery essential to safe operation, written in a language understood by the ship's personnel?	<input type="checkbox"/>	<input type="checkbox"/>	
2	If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MAIN ENGINE AND AUXILIARY ENGINES</b>				
3	Do the Oil Mist Detectors or any other automatic shut-off arrangements for the main engine and auxiliary engines appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards?	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does propulsion machinery and essential auxiliaries appear to be in operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	
6	Is cleanliness of the Engine Room, including bilges satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
<b>AUXILIARY MACHINERY</b>				
7	Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Do the emergency sources of power and emergency lighting appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the bilge pumping arrangements appear to be in good working order?	<input type="checkbox"/>	<input type="checkbox"/>	
<b>OPERATIONAL CONTROLS</b>				
10	Where an emergency steering drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

**Notes:**

\* The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

\* For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If Any part of the question is not as required, the box should be marked "NO".