

# JAPAN P&I NEWS

No.769-15/9/15

To the Members

Dear Sirs,

## **Riyadh Port State Control MoU – Concentrated Inspection Campaign**

The Riyadh Memoranda of Understanding (MoU) on Port State Control (PSC) has announced that they will launch a Concentrated Inspection Campaign from 1 October to 31 December, 2015 with the purposes of ensuring compliance with SOLAS.

The Campaign is aimed to verify that the Master and Officers are familiar with shipboard navigation systems and equipment.

During the period of the Campaign, the vessels will receive the inspections in more detail for compliance with SOLAS. The Riyadh MoU<sup>i</sup> has published the attached questionnaire, which will be used by the PSC Officers.

If deficiencies are found, the Port State may instruct the master to undertake corrective action within a specified period. Serious deficiencies could result in a detention.

Members are encouraged to take the steps necessary to familiarise with the Campaign so that they are not pointed out any serious deficiencies.

Yours faithfully,

**The Japan Ship Owners' Mutual Protection & Indemnity Association**

Attachment: Riyadh MoU Questionnaire

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<sup>i</sup> The Riyadh MoU is signed by Oman, UAE, Qatar, Bahrain, Kuwait and Saudi Arabia.



REPORT OF CIC ON SAFETY OF NAVIGATION  
1<sup>st</sup> October 2015 – 31<sup>st</sup> December 2015

<b>Ships Name/IMO No.:</b>
<b>Port of Inspection:</b>
<b>Date of Inspection:</b>

#	Item	YES	NO	N/A
1	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigational equipment?			
2	Is navigational equipment operational?			
3	Can the master and watch keeping officers demonstrate familiarization of navigating equipment?			
4	Are arrangements in place to ensure performance of the equipment?			
5	Are there adequate and up-to-date nautical charts and publications, necessary for the voyage?			
6	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable backup arrangement?			
7	Is there a record of navigational activities and incidents?			
8	Is there evidence of voyage planning?			
9	Is a valid certificate of compliance (annual testing) of the VDR/SVDR on board?			
10	Can the master and watch keeping officers demonstrate inputting voyage related information in the AIS?			
11	Is cargo on deck loaded so as not to obstruct the horizontal view of the sea surface forward of the beam?			
12	Can the master and watch keeping officers concerned with the operation of the steering gear demonstrate the changeover procedures and operation of steering systems?			
13	Is the ship detained as a result of this CIC?			