

標題

リヤド MoU における航行の安全に関する PSC 集中検査
キャンペーンについて

ClassNK

テクニカル インフォメーション

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各位

ペルシャ湾ガルフ地域のリヤド MoU の 6 か国(バーレーン、クウェート、カタール、サウジアラビア、オマーン及び UAE)は、PSC 集中検査共同キャンペーンを次の通り実施する予定です。

集中検査項目: 航行の安全(SOLAS 第 V 章関連)

実施期間: 2015 年 10 月 1 日から 2015 年 12 月 31 日

当該リヤド MoU 域内で実施される航行の安全に関する PSC 集中検査キャンペーンでは、航行の安全設備全般に加えて、乗組員の操作習熟、航海計画、関連文書等が集中検査の対象となりますので、ご留意願います。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:

1. Riyadh MoU Press release for CIC on Safety of Navigation SOLAS Chapter V

NOTES:

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RIYADH MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL



مذكرة تفاهم الرياض
للتفتيش و الرقابة على السفن

2nd September 2015

**Concentrated Inspection Campaign on Safety of Navigation SOLAS Chapter V
by Riyadh MoU on Port State Control**

1st October 2015 – 31st December 2015

Riyadh MoU is launching a Concentrated Inspection Campaign (CIC) based on Safety of Navigation, SOLAS Chapter V.

The purpose of this CIC is to ensure that ships comply with the requirements of equipment such as AIS, VDR as well as to ensure that the Master and Watch Keeping Officers are familiar with these equipment.

Consequently, as from 1st October 2015, all vessels may be subject to an additional check by PSCO's.

The campaign period will be commenced from 1st October 2015 and it will be held for 3 months, ending on 31st December 2015.

In order to assist ships staff for this CIC, a check list to help Masters, Designated Persons Ashore and crew has been prepared (see Annex) to prevent the vessels from being delayed or detained by Port State Control Officer(s).

The ships must comply with all applicable International Conventions at all times.

Yours faithfully,

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REPORT OF CIC ON SAFETY OF NAVIGATION
1st October 2015 – 31st December 2015

Ships Name/IMO No.:

Port of Inspection:

Date of Inspection:

#	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?			