

Subject

Measures by ClassNK in response to Instructions issued by the Malta Maritime Authority

ClassNK

Technical Information

No. TEC-0607
Date 9 November 2004

To whom it may concern

The attached “Instructions of the Malta Maritime Authority (MMA) to its Recognised Organizations” has been issued by the Malta Maritime Authority. The instructions have been issued with the intention of enhancing the control of the Flag State over the safety standards of Malta ships.

The Malta Maritime Authority has requested ClassNK to implement surveys and audit on Malta flag ships from 1 November 2004 in accordance with the instructions.

Contents of the instructions and measures by ClassNK on these instructions are as follows.

1. Change of flag surveys to Maltese flag.

Regardless of whether the managing company changes or not, permission to register and/or operate is to be left to the judgement of the Malta Maritime Authority in cases where outstanding recommendations remain against the ship.

The scope of the survey at the flag Change survey is as follows.

(1) In cases where the flag change survey is carried out in the survey due range of the statutory intermediate, periodical, annual or renewal surveys, regardless of whether a change of the managing company is accompanied by the flag change survey or not.

(i) The relevant surveys are requested to be carried out at the flag change survey.

(ii) In case where the flag change survey is carried out in the survey due range of renewal survey, the renewal survey should be carried out at the flag change survey to the extent possible, and the case should be referred to the Malta Maritime Authority for consideration and relevant instructions.

In addition, an inspection using the ILO check sheet is to be carried out at the surveys (i) and (ii) above. The inspection is carried out with the intention of the Malta Maritime Authority to examine whether spaces for crews like crew accommodation spaces and machinery spaces and so on are properly maintained referring to the relevant parts in the ILO Convention established by International Labour Organization.

(2) In cases where the flag change surveys are carried out outside of the survey due range of the statutory intermediate, periodical, annual or renewal surveys.

(i) In case where a change of the managing company is not accompanied by the flag change survey, and the surveys are to be carried out to the extent of annual surveys. In addition, an inspection using the ILO check sheet is to be carried out at the survey.

(To be continued)

NOTES:

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- (ii) In case where a change of the managing company is accompanied by the flag change
 - (iii) surveys, and the flag change surveys are carried out outside of the survey due range of the statutory intermediate, periodical, annual, or renewal surveys, the surveys are to be carried out to the extent of annual surveys except for safety equipment, of which the extent of survey is to be as per a renewal survey. In addition, an inspection using the attached ILO check sheet is to be carried out at the survey.
2. In cases where Maltese flag ships are detained by Port State Control.
- In cases where Maltese flag ships are detained by Port State Control, and surveyors of ClassNK are called to attend, the surveyors should not limit the inspection to the deficiencies pointed out, and should carry out the surveys as follows.
- (1) In cases where the date of detention falls within the survey due range of the statutory intermediate, periodical, annual or renewal surveys.
 - (i) In case where the date of detention falls within the survey due range of the statutory intermediate, periodical, or annual surveys, the surveys are requested to be carried out before the ship sails.
 - (ii) In case where the date of detention falls within the survey due range of the statutory renewal surveys, the surveys are to be carried out to the extent possible, except for safety equipment and safety radio, which are requested to be carried out and completed. A time schedule, which does not exceed the validity dates of each statutory certificate, for completion of renewal surveys at the next convenient port is requested to be set, if the renewal surveys are not completed at the port of detention.
 - (2) In cases where the date of detention does not falls within the survey due range of the statutory intermediate, periodical, annual or renewal surveys.
 - (i) After clearing the deficiencies pointed out by Port State Control, the surveyors are to carry out an inspection using the ILO check sheet and attached ISM checklist, and decide whether more thorough surveys are required or not. The ISM checklist has been prepared by IACS (International Association of Classification Societies) with the intention that the surveyors can examine the functioning of the safety Management System using the checklist during class or statutory surveys, and has already been used from 1 April 2002. (ClassNK has advised about using the ISM checklist by Technical Information No. 0445 dated 29 March 2002)
 - (ii) If the surveyors decide that more thorough surveys are required, the surveyors are to carry out the surveys. In such cases, each statutory survey is to be carried out to the extent of an annual survey except for safety equipment, the extent of which is to be as per a renewal survey.

Please be kindly informed that in line with IACS Procedural Requirements and the provisions contained in international conventions, ClassNK has to attend onboard when so requested by the Flag State Administration and/or Port State Control Authority.

(To be continued)

3. In case where deficiencies, which do not result in detention, are pointed out by Port State Control. In cases where ClassNK receives information on deficiencies pointed out by Port State Control from the Government of which port the ship has called at, ClassNK is requested to inform the Malta Maritime Authority of such cases. The Malta Maritime Authority is to decide whether further investigation is required or not based on the information.

On the basis of the results of this investigation, the Malta Maritime Authority is to determine the future policy in consultation with ClassNK.

4. In cases where outstanding recommendations are imposed either by the Malta Maritime Authority or Port State Control.
In cases where outstanding recommendations are imposed either by the Malta Maritime Authority or by Port State Control, the managing companies are requested to inform ClassNK of such cases. ClassNK is to ensure that these outstanding recommendations have been rectified by the set schedule and report to the Malta Maritime Authority accordingly. Otherwise, ClassNK is to contact the Malta Maritime Authority for a decision on the action to be taken.
5. In cases where Malta ships are detained by Port State Control, and the contents of the PSC inspection report have a reference to an ISM major non-conformity.
 - (1) In case where Malta ships are detained by Port State Control, and the contents of the PSC inspection report have a reference to an ISM major non-conformity, ClassNK shall conduct an additional audit of the ship's Safety Management System. The extent of the additional audit is to be equivalent to the mandatory initial audit of the shipboard part.
Furthermore, after the additional audit, if it is decided that problems also exist with the Safety Management System (SMS) of the managing company, ClassNK or the other organizations which have issued the Document of Compliance (DOC) (in case where ClassNK has not issued DOC for the managing company.) shall conduct an additional audit to the extent of the initial audit for the company.
 - (2) Regarding the findings of inspections using the ISM checklist conducted in cases where Malta ships are detained and "2. (2) In cases where the date of detention does not falls within the survey due range of the statutory intermediate, periodical, annual or renewal, surveys." mentioned above applies in the detention case;
 - (i) In cases where ClassNK has not issued Safety Management Certificate (SMC) for the ship, ClassNK is to notify the findings to the organization having issued the SMC and the Malta Maritime Authority.
 - (ii) In cases where ClassNK has issued SMC for the ship, ClassNK is to notify the findings to the Malta Maritime Authority, and having assessed the findings and decides an additional audit for the ship is required, and may request the managing company to conduct the additional audit.
 - (3) In cases where a Malta flag ship is justifiably detained by Port State Control twice within 12 months, ClassNK shall conduct an additional shipboard audit and an additional audit of the Company to the extent of an initial audit.

(To be continued)

- (4) In cases where a large proportion of the managing company's fleet is detained by Port State Control, MMA shall decide the extent and scope of additional audits of the shipboard as well as the shore-based SMS of the Company and instruct Class NK to conduct audits accordingly.

6. Postponement of Renewal Surveys

Postponement of renewal surveys is considered by the Malta Maritime Authority only in case where special circumstances exists, and ClassNK has recommended the postponement to the Malta Maritime Authority, after taking into consideration the ship's type, age, conditions of class and other relevant items. Also please note that as a condition for the postponement of renewal surveys, all renewal surveys shall be carried out to the fullest extent possible.

To ensure a timely and efficient conduct of the prescribed surveys and/or audits in accordance with these instructions, ClassNK is to be contacted without delay by the person and/or parties concerned in the following instances:

- (1) when a ship intends to carry out Flag Change Surveys and register under the Malta Register
- (2) when Malta ships are detained by Port State control.
- (3) when deficiencies, which do not result in detention, are pointed out by Port State Control and attendance on board of surveyors of ClassNK is required.
- (4) when outstanding recommendations are imposed either by the Malta Maritime Authority or Port State Control.
- (5) when an application for postponement of the renewal survey/s is envisaged
- (6) when Malta ships are detained by Port State Control, and the contents of PSC inspection report have a reference to an ISM major non-conformity.
- (7) when Malta ships are justifiably detained by port state control twice within 12 months.

In cases of (1), (2) and (3) above, please present a survey application to our branch office that has jurisdiction over the place of survey.

In cases of (4) and (5) above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)
Survey Department, Administration Center, Head Office
Tel.: +81-3-5226-2027 / 2028
Fax: +81-3-5226-2029
E-mail: svd@classnk.or.jp

In cases of (6) and (7) above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)
Safety Management Systems Department, Information Center, Head Office
Tel.: +81-43-294-5999
Fax: +81-43-294-7206
E-mail: smd@classnk.or.jp

(To be continued)

For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)
External Affairs Division, Administration Center, Head Office
Address: 4-7 Kioi-cho, Chiyoda-ku, Tokyo 102-8567, Japan
Tel.: 03-5226-2038
Fax: 03-5226-2039
E-mail: xad@classnk.or.jp

Attachment: Instructions of the Malta Maritime Authority (MMA) to its Recognised Organizations
(Including Appendix 1-4)

INSTRUCTIONS OF THE MALTA MARITIME AUTHORITY (MMA) TO ITS RECOGNISED ORGANIZATIONS

The present instructions aim at enhancing the control of the flag State over safety standards of Malta ships. These are additional to any other authorisation or instruction given to Recognised Organisations. All terms used are as defined in international conventions for the implementation of which relevant authorisations have been given to Recognised Organisations (RO).

1. Change of flag surveys

1.1 Regardless of whether the Company remains the same as before or change occurs, no vessel should be registered, or in any circumstances be allowed to operate, with any outstanding statutory recommendation. In case a deviation from this policy is requested, it should be invariably referred to MMA for consideration and relevant instructions.

1.2 In both cases, at the time of the change of flag, if the due dates for the surveys for existing certificates are within the ± 3 months window, then intermediate/periodical/annual surveys, as the case may be, shall be carried out immediately. At the same time, an inspection of basic ILO items as indicated in the check sheet in Appendix 1, shall be carried out. If the renewal surveys are due within 3 months then these should be conducted to the extent possible and the case should be referred to MMA for consideration and relevant instructions.

1.3 In the case where the change of flag is not accompanied by a change of the Company, the surveys shall be limited in scope to the extent of the applicable annual survey with the addition of basic ILO items, unless the due dates of the statutory surveys are within the window mentioned above.

1.4 In cases where the change of flag is accompanied by a change of the Company, the extent of the surveys in respect of safety equipment shall be upgraded to that of a renewal survey with the addition of basic ILO items. The surveys for the statutory certificates other than the safety equipment, unless they fall within the windows mentioned in paragraph 1.2 above, shall be carried out to the extent of annual surveys.

1.5 The statutory survey reports for the change of flag surveys shall be made available the soonest possible to MMA either in hard copy or by e-mail, or through access to the society's data base.

2. Survey after detention

2.1 When a Malta flag ship is detained and the RO is called to attend, the surveyor of the RO shall not limit the inspection to the deficiencies noted by port State control.

2.2 If the date of the detention falls within the ± 3 months window for statutory surveys, they shall be conducted before the ship sails. In the case of renewal surveys, they shall be conducted to the extent possible, except for safety equipment and radio, which shall be completed. A time schedule for the completion of surveys at the next convenient port shall be set and they shall not be delayed until the end of the window.

2.3 If the date of the detention does not fall within the ± 3 months window the RO surveyor, after clearing the PSC deficiencies shall carry out a general examination of the vessel including the items listed in Appendix 1 and shall complete the questions listed in Appendix 2. Then, using professional judgement the surveyor shall decide whether extra surveys are required.

2.4 In cases where the surveyor deems that more thorough surveys are required, the surveyor shall proceed as agreed for the change of flag when accompanied by a change of the Company (see item 1.4). The RO shall send to MMA copies of the reports on such cases.

3. Surveys after PSC inspection with deficiencies identified, which did not warrant detention

3.1 The RO should inform MMA of such cases which are brought to their attention by PSC authorities. MMA will decide whether the case warrants further investigation. On the basis of the results of this investigation MMA in consultation with the RO will decide on the future policy.

4. Outstanding recommendations

4.1 Recommendations imposed by MMA or PSC detention reports received by MMA, shall be communicated to the RO classing the ship and the latter shall ensure that they have been rectified according to the set schedule. Otherwise the RO shall contact MMA for a decision on the action to be taken.

5. ISM

5.1 Where a ship has been detained and the PSC inspection report explicitly references an ISM major non-conformity, the auditor of the auditing organisation shall board the vessel and perform an additional audit of the vessel's Safety Management System (SMS). The extent of this additional audit shall be equivalent to the mandatory initial audit of the shipboard part of the SMS.

5.2 If, during the shipboard audit, it becomes apparent that problems also exist with the SMS of the company, an additional audit to the extent of the initial audit shall be performed for the Company.

5.3 If the detention order contains no explicit reference to ISM non-conformities, then the surveyor shall act as in section 2 above.

5.4 If the RO classing the ship and her auditing organisation are different entities, then the surveyor having received the answers to questions of Appendix 2 should notify the ship's auditing organisation of the findings. In case the auditing organisation, having assessed the findings, deems that an additional audit is necessary, it shall notify MMA and the RO classing the ship and proceed as soon as possible to conduct the additional audit of the SMS of the ship. Audit results should also be reported.

5.5 If the RO classing the ship is also her auditing organisation, then in case the RO having assessed the findings of the surveyor based on the answers to questions of Appendix 2, deems an additional shipboard audit necessary, the RO shall notify immediately MMA and proceed as soon as possible to conduct the additional audit of the SMS of the ship and inform MMA of the results.

5.6 In all cases MMA should be notified of the finding with respect to the answers received to questions of Appendix 2.

5.7 If a vessel is justifiably detained twice within 12 months, then additional audits, in the scope of initial, of the ship's SMS and of the Company shall be performed.

5.8 MMA shall be notified of any additional shipboard audit or additional audit of the Company and results thereof.

5.9 MMA shall decide the extent and scope of additional audits of the shipboard as well as the shore based SMS of Company, when a large proportion of that Company's fleet is detained by PSC.

6 Information exchange between MMA and RO

6.1 Both parties shall regularly exchange information on any "target" list of potentially substandard ships they may produce.

7. Postponement of Renewal Surveys

7.1 Application for postponement of the renewal survey will be considered by the MMA only in cases where special circumstances warrant them and only after the RO classing the ship has recommended such a postponement, taking into consideration the ship's type, age, conditions of class and other relevant items.

7.2 No postponement of the renewal survey shall be given unless all surveys have commenced and proceeded to the extent possible. The MMA may decide to deviate from this course of action only in cases of force majeure.

8. Agreement

8.1 The requirements as specified above shall be formalised in an Agreement established between MMA and the RO.

Appendix 1

Check sheet for survey of ILO items

	ILO Reference	YES	NO	N/A
1. The accommodations and spaces were generally examined in so far as practical and accessible including:				
a. Are all of the accommodation spaces being used for what they were intended for?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are all of the accommodation rooms and spaces being kept clean and tidy?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is adequate lighting available throughout the accommodation?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. If the accommodation heating system working (for vessel's operating in cold climates only)?	ILO 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Are the officers and crew sanitary facilities clean?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Are crew bathrooms, water closets and sinks operating properly?	I LO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Is water pressure available to the bathrooms and water closets?	ILO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Are cockroaches and other insects properly dealt with?	I LO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Is hot and cold water available	I LO 92, 133 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. The Engine room and other machinery spaces are generally examined in so far as practical and accessible including:				
a. Are all engine room bilges clean and free of oil?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is the steering gear compartment clean and free of oil and garbage?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is the engine room clean (no accumulation of oily rags or garbage)?	I LO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are acetylene and oxygen bottles stored outside of the accommodation, engine room and other machinery spaces?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Is paint and thinners stored outside of machinery spaces in designated storage rooms?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The food and catering areas were generally examined in so far as practical and accessible including:				
a. Galley found clean and suitable for preparing food?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are crew provisions in satisfactory condition with no spoilage or unsanitary conditions in stowage or galley?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Refrigerated provisions storerooms found clean, of adequate size for the provisions, and refrigeration machinery considered capable of maintaining the provisions at adequate temperatures?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are drinking water taps in working condition?	ILO 68 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Is the machinery fitted with protective devices (guards) as considered necessary?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Is the windlass and mooring winches in good order?	I LO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the accommodation ladder in good working order and considered safe for use?	ILO 134 and 147	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: If any of the above was answered **NO**, contact your _____ for further guidance.

Remarks:

Surveyor

No. 17 Routine and Ad Hoc Reporting by Surveyors of
(June 2001) Evidence of Possible Safety Management
(Rev.1, Mar. 2002) System Failures

INTRODUCTION

The purpose of this Procedural Requirement is to ensure that the organisation responsible for the issue of a SMC is notified when a surveyor becomes aware of possible safety management system failures, particularly with respect to the management of the maintenance of the ship and its equipment, and to describe the use of the Annual Class Survey ISM Checklist.

1. SCOPE AND APPLICATION

1.1 This document describes the procedure for reporting by surveyors of evidence of possible safety management system failures, and the use of the Annual Class Survey ISM Checklist.

2. DEFINITIONS

2.1 "International Safety Management (ISM)Code" means the International Management Code for the Safe Operation of Ships and for Pollution Prevention, as adopted by the International Maritime Organisation (IMO) by Resolution A.741(18), as may be amended by the Organisation.

2.2 "Document of Compliance" (DOC) means a document issued to a Company that complies with the requirements of the ISM Code.

2.3 "Safety Management Certificate" (SMC) means a document issued to a ship which signifies that the company and its shipboard management operate in accordance with the approved Safety Management System (SMS).

2.4 "Safety Management System" (SMS) means a structured and documented system enabling Company personnel to implement effectively the company's safety and environmental protection policy.

2.5 "Technical deficiency" means a defect in, or a failure in the operation of, a part of the ship's structure or its machinery, equipment or fittings.

3. USE OF THE ANNUAL CLASS SURVEY ISM CHECKLIST

3.1 The checklist, attached as Annex 1, is a list of evidence of possible safety management system failures recorded on the occasion of the Annual Class Survey. It is not an audit report. It is to be completed by the surveyor at each Annual Class Survey, and is to be submitted together with the Annual Class Survey report.

3.2 In cases where the classing society also issued the SMC, the procedure governing the use of the report, and the treatment of any problems identified, are to be determined by each society individually.

3.3 Where the SMC was issued by an organisation other than the classing society, any negative responses on the checklist are to be reported to that organisation.

Note: This Procedural Requirement is to be complied with by IACS Members and Associates from 1 April 2002.

No.17
(cont'd)

4. AD HOC REPORTING

4.1 Surveyors may become aware of evidence of possible failures of the Shipboard's Safety Management System through the following means:

- i) a situation observed during a routine or occasional class or statutory survey;
- ii) a situation observed during attendance on board following a port state control detention arising from purely technical deficiencies;
- iii) notification of a port state control detention where possible safety management system failures are cited in the Port State Control report as having led, wholly or in part, to the detention;
- iv) information received from a third party which indicates that a problem may exist with respect to the adequacy or implementation of the Safety Management System.

4.2 The following situations should be reported by the surveyor to the local, regional or headquarters ISM staff of his own society:

- i) existing or unresolved technical deficiencies that are not being adequately addressed by the Company and may lead to the limitation, suspension or withdrawal of a Class or Statutory Certificate;
- ii) numerous technical deficiencies which suggest a lack of effective maintenance of the ship and its equipment;
- iii) outstanding port state control deficiencies that resulted in detention;
- iv) other conditions not related to Class or Statutory requirements which may seriously affect the safety of the ship, its personnel or the environment.

4.3 The report shall include the following information:

- i) the name of the ship;
- ii) the IMO No. of the ship;
- iii) the name and address of the company (as stated on the ship's SMC);
- iv) the name of the organisation that issued the Safety Management Certificate (SMC);
- v) the number of the SMC(if applicable);
- vi) the place and date of issue of the SMC;
- vii) name of the administration on whose behalf the SMC was issued;
- viii) details of the possible failures and/or technical deficiencies identified as specified in 4.2 i) to iv);
- ix) the name, position and society of the reporting surveyor and the date of issuance of the report;
- x) the name and position of the representative of the company who acknowledged by signature the problems and/or deficiencies identified and the date of acknowledgement.

4.4 The surveyor must inform the master or Company representative that this information will be communicated to the organisation responsible for the issue of the SMC.

4.5 If the SMC was issued by an organisation other than the classing society, the information is to be sent to the organisation concerned. A list of IACS contact points is given in Annex 2.

4.6 The issuing society will review the information provided, decide on what action (e.g additional audit), if any, should be taken, and report to the Administration if necessary, and to the classing society.



No.17
(cont'd)

Annex 1

Annual Class Survey ISM Checklist		
Ship's Name	Flag	IMO Number
Survey Record No.	Date of Survey	Survey Place
(A. Technical deficiencies)		
A-1. Class/Statutory related technical deficiencies are found ?		
- No (No action to be taken)		
- Yes (go to A-2)		
A-2. Such technical deficiencies, if not corrected, might lead to the suspension of Class and/or withdrawal of statutory certificates ?		
- No (go to A-3)		
- Yes (To be reported)		
A-3. Such technical deficiencies were reported to the Company ?		
- No (To be reported)		
- Yes (go to A-4)		
A-4. Evidence for dealing with such technical deficiencies by the Company exists ?		
- No (To be reported)		
- Yes (go to A-5)		
A-5. Possible immediate rectification for such deficiencies exists ?		
- No (To be reported)		
- Yes (No action to be taken)		
(B. Serious threat)		
Other conditions which may seriously affect the safety of the ship, personnel or the environment are found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(C. Documentary deficiencies)		
Class/Statutory related documentary deficiencies are found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(D. Operational failures)		
Class/Statutory related operational failures found ?		
- No (No action to be taken)		
- Yes (To be reported)		
(E. Class/Statutory requirements)		
Other Class/Statutory requirements are not observed ?		
- No (No action to be taken)		
- Yes (To be reported)		
Conclusion		
- To be reported to Head Office together with relevant Survey Record		
- No action to be taken		
Surveyor's Comments		
Date: _____ Signature(Ship's Master/Company representative)		
Classification Society _____		Office _____
Name of Surveyor: _____		Date: _____

List of Contact Points

Classification Society	Office/Department	Person in charge	Fax Number	e-mail address
ABS	Singapore / Dubai / Houston /	H. Juneja S. Blair M. Kelleher	+65 275 0258 +971 4 3555358 +281 877 5932	Hjuneja@eagle.org Sblair@eagle.org Mkelleher@eagle.org
BV	Head Office, Paris DNS/DCE	Claude Maillot	+ 33 1 42 91 52 93	claudemaillot@bureauveritas.com
CCS	Headquarters Classification Division	Mr H Shu	+ 86 10 651 36678	hshu@ccs.org.cn
DNV	DNV Hovik, MTP 863	Mr John Olav Lie	+ 47 67 57 9911	John.Olav.Lie@dnv.com
GL	Head Office Hamburg Marine Management Systems Certification Services	O.Quas	+49 40 36149 200	Qua@germanlloyd.org
KR	Head Office Quality Assurance Centre	Mr Moon Kyu Park	+82 42 862 6039	mkpark@krs.co.kr
LR	Rotterdam Hong Kong Seattle Piraeus	Tony Field Andy Morris Tim Protheroe Apo Poulouvassilis	+ 31 10 20 18 438 + 852 2845 2616 + 1 206 378 0600 + 30 1 452 8955	tony.field@lr.org andy.morris@lr.org tim.protheroe@lr.org apo.poulouvassilis@lr.org
Class NK	Safety Management System Department 1-8-5, Ohno-dai Midori-ku Chiba 267-0056	Mr M Homma	+ 81 43 294 7206	smd@classnk.or.jp
RINA	Head Office	Mr A Zolezi	+39 010 5351369	alberto.zolezi@rina.org
RS		A.S. Mikhailov E.E. Hernburg	+7 812 314 06 79	025@rs-head.spb.ru
CRS	CSM and QS Dept	Zivoje Krstulovic-Opara	+385 21 358 878	fleet.services@crs.tel.hr
IRS	Head Office	I N Bose Principal Surveyor S B Paranjpe Senior Surveyor	+91-22-570 3611 +91-22-570 3611	irsho@bom3.vsnl.net.in irsho@bom3.vsnl.net.in

This list can be updated by the IACS Permanent Secretary, not in accordance with a procedure to amend Procedural Requirements.



Appendix 3

Contact information for MMA

MALTA MARITIME AUTHORITY
MERCHANT SHIPPING DIRECTORATE
'MARITIME HOUSE'
LASCARIS WHARF,
VALLETTA,
MALTA

General/Office Hours

Tel: +356 21 250360
Fax: +356 21 241460
e-mail: mership.malta@mma.gov.mt

After Office Hours:

For all registration enquiries:
Mr. Anthony Mangion, Registrar,
mobile: +356 99494317
e-mail: anthony.mangion@mma.gov.mt

For all technical enquiries - general:
Capt. Joseph Zerafa, Technical Manager,
mobile: +356 99494318
e-mail: joe.zerafa@mma.gov.mt

For all technical enquiries covering vessels A - L:
Mr. Albert Gruppetta, Safety Co-ordinator,
Mobile: +356 79434317
e-mail: albert.gruppetta@mma.gov.mt

For all technical enquiries covering vessels M - Z:
Mr. Pierre Zammit Endrich, Safety Co-ordinator,
mobile: +356 79434316
e-mail: pierre.endrich@mma.gov.mt

Appendix 4

**Principal points of RO contact for the implementation and application of the
Instruction**

	Name	Tel/email
ABS	Mr. Joe Riva, ABS Assistant Chief Surveyor, ABS Europe, London,	+44 20 7377 4426 jriva@eagle.org
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