

Applicable to: This FLEET SAFETY LETTER should be brought to the attention of ship-owners, ship managers, operators, Masters of Vanuatu-registered ships and Recognized Organizations

***Statements of Compliance: PORT STATE CONTROL CONCENTRATED INSPECTION
CAMPAIGN 2021 regarding the concentrated
inspection campaign (CIC) by Tokyo and the Paris MoU on Stability.***

A. Timeframe.

A concentrated inspection campaign (CIC) on Stability requirements (in general) will be initiated jointly by the member Authorities of the Tokyo and Paris Memoranda of Understanding (MoU) on Port State Control. 2- The inspection campaign will be held for three (3) months, commencing from 1st September 2021 and ending on 30th November 2021. This timeline may be extended.

B. The purpose of the CIC is to:

- 1.) Confirm that the ship's crew are familiar with assessing the actual stability condition on completion of cargo operations before departure of the ship and on all stages of the voyage;***
- 2.) Create awareness among the ship's crew and owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;***
- 3.) Verify that the ship complies with intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments;***

C. Port State Control Officer Duties:

Port State Control officer shall be using a questionnaire to assess that information and equipment provided onboard complies with the relevant Conventions that the master and officers are familiar with operations relating to stability (in general) and that equipment is properly maintained and functioning.

Deficiencies found during the inspection will be recorded by the PSC officer and actions may vary from recording a deficiency and instructing the master to rectify it within a certain period of time, to detaining the ship until serious deficiencies have been rectified.

D. Accordingly Owners and managers of the Shipping Companies are advised that the ship's Masters are communicated to ensure that:

- The ship is provided with approved stability information which can be understood and easily used by the Master and responsible officer.***
- The Master and responsible officer are familiar with the use of the stability information provided onboard and are able to determine the stability of***

the ship under varying conditions of service using the approved stability information provided.

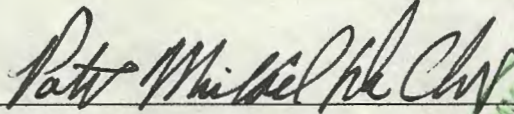
- Stability calculations are carried out on completion of cargo operations and before departure of the ship and for all stages of the voyage and records for same are maintained onboard.
- During loading/ unloading, "calculated" displacement and trim are verified and confirmed against the "observed" draughts and records for same are maintained on board.
- For ships provided with stability instrument, the stability software in use meets the requirements for the relevant ship type. The loading computer certificate issued by the Class and the approved test conditions are available onboard together with the user's manual.
- Further, for approved stability instrument fitted on tanker (Oil & Chemical) and Gas carriers, a Document of Approval issued by the flag Administration or a RO on behalf of the Administration is available onboard

E. – The VISR recommends both to companies and masters to take note of this information and be guided accordingly and In particular take under consideration the provisions of the applicable IMO instruments, including :

- The International Convention on Load Lines, 1966, as amended,
- - The International Convention for the Safety of Life at Sea, 1974, as amended,
- - The International Convention for the Prevention of Pollution from Ships, 1973, as amended,
- - The Intact Stability Code,
- - The ISM Code
- - MSC.1 /Circ. 1461 Guidelines for verification of damage stability requirements for tankers,
- - MSC.1/Circ 1475 Guidelines regarding the verified gross mass of a container carrying cargo.

F. RECOMMENDED ACTION

Ship Owners/ Managers/ Operators recommended to consult their Recognized Organizations as appropriate for the effective implementation of the inspection campaign requirements. In order to prepare for the concentrated inspection campaign (CIC) requirement in order to avoid the consequences of serious deficiencies.


Patrick Michael Decharles
by the direction of the
Deputy Commissioner of Maritime Affairs
The Republic of Vanuatu

