

 <b>QUALITY MATTERS</b>	<b>SHIPS CLASSIFICATION MALAYSIA</b> <b>SCM CIRCULAR</b> <b>TO SHIPOWNERS, SHIPYARDS, MASTERS,</b> <b>AGENTS AND RELEVANT INTEREST PARTIES</b>		  <small>MS ISO 9001 REG. NO. AR2998</small>
	Issue No	13/2017	Issue Date
<b>TITLE</b>	<b>CONCENTRATED INSPECTION CAMPAIGN (CIC) ON SAFETY OF NAVIGATION (SOLAS CH. V)</b>		

**To all Shipowners and Ship Managers of Malaysian Vessels,**

1. The Maritime Authorities of the Tokyo with other co-operating MOU's on Port State Control will carry out a joint Concentrated Inspection Campaign (CIC) on **SAFETY OF NAVIGATION** from **01 September 2017 until 30 November 2017**.
2. The purpose of the CIC is to check compliance with the applicable requirements of the SOLAS Convention, the overall status of the vessel's navigation safety, and the competency of crew involved in navigation operations.
3. Port State Control Officers (PSCOs) will use a list of questionnaire in **Annex 1** to assure that navigation equipment carried onboard complies with the relevant statutory certificates, the master and navigation officers are qualified and familiar with operation of bridge equipment, especially ECDIS, and that navigation equipment is properly maintained and functioning.
4. If 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 of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo MoU website will take place.
5. It is expected that the MoUs will carry out approximately 10,000 inspections during the CIC. A ship will only be subject to one inspection under this CIC during the period of the campaign.
6. 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.

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MEMORANDUM OF UNDERSTANDING  
ON PORT STATE CONTROL  
IN THE ASIA-PACIFIC REGION



CONCENTRATED INSPECTION CAMPAIGN  
ON SAFETY OF NAVIGATION (SOLAS CH.V)  
01/09/2017 to 30/11/2017

## CIC on Safety of Navigation (SOLAS CH.V)

Inspection Authority:			
Ship Name:		IMO Number:	
Date of Inspection		Inspection Port:	

No.	Item	Yes	No	N/A
Q.1*	Is ship's navigation equipment in accordance with its applicable safety certificate (SEC, PSSC, CSSC)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Does the ECDIS have the appropriate up-to-date electronic charts for the intended voyage and is there a suitable back-up arrangement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3	Is there evidence that all watchkeeping officers comply with STCW requirements for ECDIS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Can watchkeeping officers demonstrate familiarization with ECDIS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Can ship's VDR/SVDR record data fully?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6*	Is second and/or third stage remote audible alarm of BNWAS recognized?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.7	Is the ship's Automatic Identification System transmitting correct particulars?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8	Does the passage plan cover the whole voyage?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9*	Does all crew know and respect the official working language as established and recorded in the ship's logbook?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.10*	Is the crew familiar with the procedure of emergency operation of steering gear?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.11*	Are the exhibition of navigation/signal lights in accordance with the requirements of COLREG72?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.12	Is the ship detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes: If "No" is selected, for questions marked with an "\*" PSCO should use his/her professional judgement regarding the seriousness of the deficiency as to whether the ship may be considered for detention. The detail of any deficiencies including serious deficiencies, if any, should be appropriately entered on the PSC Report Form B. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.