	MARITIME AUTHORITY OF JAMAICA PSC , CIC OFFICERS	Circular No.	11 - 11 - 10	
		Revision	00	
		Page (s)	1 of 3	

TO:

- (I) ALL OWNERS OF JAMAICAN SHIPS
- (II) MANAGERS AND OPERATORS OF JAMAICAN SHIPS

1. **Subject – CICs with MOU surveyors**

2. **References**

- (a) Paris MOU press release 27 July 2011**
- (b) Tokyo MOU press release 23 July 2011**
- (c) International Load Line Convention, Chapter 10**
- (d) SOLAS II-1/22 and SOLAS II-1/B-1 regulation 5-1**
- (e) MAROL Annex I /27.3 and 28.5**
- (f) IBC Code Chapter 2.2.5**
- (g) IGC Code Chapter 2.2.5**


=====

Dear Ship owners / Operators and Masters

The Paris MOU, and Tokyo MOU Port State Control Regimes have announced CICs starting **1 September 2011 and ending 30 Nov. 2011**

The propose of the CIC is to verify compliance with structural safety and international Load line Convention. The states party of the Vina del mar Agreement, the Indian Ocean MOU, the Mediterranean MOU and the Black sea MOU will follow the same routine during the campaign .

During this campaign Port State Control Officers (PSCOs) will verify applicable documents and aspects as loading instruments, the protection of openings in the vessel’s hull, bulkheads and deck, and other features of the load line Convention and structural integrity in more detail. The PSCOs will be guided by questionnaire listing a number of items to be covered during this concentrated inspection. The questionnaires that have been published by the Paris MOU and Tokyo MOU can be found attached to this circular

	MARITIME AUTHORITY OF JAMAICA PSC , CIC OFFICERS	Circular No.	11 - 11 - 10	
		Revision	00	
		Page (s)	2 of 3	

As follow up to last year's CIC,PSC Officers may also check that the actual loading condition (as documented by the master for arrival and departure conditions) is found to be in compliance with the approved him and stability information used onboard

They may also seek to verify if a tanker is provided with a trim and stability booklet providing information which has been approved .

Additional guidance

Many PSC detentions resulting from damaged, inoperable, or defective equipment can be avoided, if the vessel operator / master will inform the MAJ regarding the problem when it is encountered. When appropriate , MAJ can issue a dispensation authorizing continued operations, until permanent repair can be affected and addressing any corrective action initiated, before the vessel reaches port. Such action has deterred detentions by PSC.


Most detentions are the result of poor or insufficient preventive maintenance or a lack of attention to detail. Most PSC detentions result from deficiencies related to lifeboats, vent dampers, ship's records, navigation charts and publications, emergency equipments, fire doors, oil water separators, and excess oil in bilge. Vessels have also been detained because of incomplete or expired Seaman's books or failure to have the Jamaican Endorsement or certificate of receipt of application for officers. Failure to ensure compliance may well cost the ship in lost time and unnecessary delay

In the event of the detention, contact us immediately so we can help to resolve this issues as quickly as possible. To report a detention or if you have any questions please contact by email safety@jamaicaships.com

Emergency Phone No **+1-876-8677747**

B.Regards

Surveyor General

	MARITIME AUTHORITY OF JAMAICA PSC , CIC OFFICERS	Circular No.	11 - 11 - 10	
		Revision	00	
		Page (s)	3 of 3	

Nov. 11, 2011

The Maritime Authority of Jamaica

Office Centre Building
2ND Floor
12 Ocean Boulevard.
Kingston
Jamaica
West Indies

Tel: (876) 967-1060-65, (876) 967-1067

Fax: (876) 922-5765, (876) 922-5766

Email: registrar@jamaicaships.com

Email: safety@jamaicaships.com