



Türk Loydu Newsletter

AUGUST 20, 2010

TLN 04/2010

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Newsletter

The Paris and Black Sea Memorandums on Port State Control will start a Concentrated Inspection Campaign (CIC) to verify correct damage stability on oil tankers, chemical tankers and gas carriers. This inspection campaign will last for 3 months, starting on 1 September and ending on 30 November 2010.

The reasons for this CIC include that inspections showed tankers frequently sailing when not complying with damage stability requirements or had no means of assessing damage stability or were sailing in a loading condition not covered by the approved stability book.

In practice the CIC will mean that during every port State control inspection of a tanker within the Paris MoU region, the stability information book and other applicable documentation shall be verified in more detail for compliance with relevant regulations.

Port State Control Officers (PSCOs) shall use a list of 9 selected items to verify critical areas for tanker stability. The questionnaire is attached to the next page of this Newsletter.

When deficiencies are found, actions by the port State may vary from recording a deficiency to detention of the ship until deficiencies have been rectified. In case of detention, publication in the monthly list of detentions available on the Paris MoU web page will take place.

The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoU for submission to the IMO.

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PARIS MOU CIC ON TANKER DAMAGE STABILITY

TANKER DAMAGE STABILITY QUESTIONNAIRE

Name	
IMO Number	
Type: Gas, Chemical, Oil	

No	Question	Yes	No	N/A
1	Does the ship have an approved stability information book (SIB)?			
2	Is the SIB written in a language understood by the master?			
3	Does the approved stability information cover damage conditions?			
4	Can the master demonstrate that the ship is normally loaded in accordance with the SIB?			
5	Has the master verified an alternate loading condition by written authority from flag/class?			
6	Has the master verified an alternate loading condition by assessing loaded condition against critical damage KG data, included in the approved stability information?			
7	Is there an on-board stability computer program that includes damage stability?			
8	Has the master verified an alternate loading condition by using the on-board stability computer program for carrying out damage stability checks?			
9	Was the ship detained as a result of this CIC?			

An answer "NO" to questions **1, 2, 3** should lead to the ship detention.
 Any loading condition which does not comply with the approved SIB, unless the differences in weight and GM_f as indicated in **5** are not significant, and:

- is not specifically approved by the Flag Administration or its RO; or
- is not verified by the Master through Damage Stability program or approved KG (GM) curves,

should lead to the ship's detention.

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