



United States Coast Guard
U.S. Department of Homeland Security



CG-CVC
Office of Commercial Vessel Compliance

MI Notice 06-12
August 13, 2012

Marine Inspection Notice

REGIONAL PORT STATE CONTROL REGIMES ANNOUNCE JOINT CONCENTRATED INSPECTION CAMPAIGN

The 43 Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control (PSC) will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-2/ Construction - fire protection, fire detection and fire extinction arrangements on board vessels. This inspection campaign will be held for three months, **1 September 2012** through **30 November 2012**. It is expected that the Paris and Tokyo MoUs will carry out approximately 10,000 inspections during the CIC.

Owners and operators of U.S. flag vessels should expect that during regular PSC inspections (conducted under the Paris and Tokyo MoUs) selected items will be inspected in more detail for compliance with SOLAS Chapter II-2. Port State Control Officers (PSCOs) will apply the attached questionnaire of 12 selected items to verify critical areas for the shipboard fire safety systems, some of which are related to documentation, equipment and crew familiarization.

When 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 to detaining the vessel until serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU websites will take place. Additionally, U.S. vessel detentions may result in a follow-up inspection by the Coast Guard and/or the authorized classification society if applicable.

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.

U.S.-flag vessel owners and operators are encouraged to take the steps necessary to become familiar with the CIC criteria prior to the campaign. Verifying that vessels meet applicable requirements under SOLAS and that crews are compliant with STCW in advance of foreign voyages and port calls can go a long way toward facilitating Port State Control inspections.

Officers in Charge, Marine Inspection (OCMIs) are requested to facilitate wide distribution of this Notice to vessel operators that could be affected. The Coast Guard stands ready to assist vessels owners and operators in this compliance effort. Please contact your local Sector, OCMI, Marine Safety Unit or detachment with questions.

Questions concerning this notice may be directed to LT Cory Heard, Office of Commercial Vessel Compliance, Commandant (CG-CVC) at 202-372-1208.

REPORT OF CIC ON FIRE SAFETY SYSTEMS (FSS).
from 01/09/2012 to 30/11/2012

Ship's Name/IMO No:
Port of Inspection:
Date of Inspection:

No.	Item	Yes	No	N/A
1	Does the Fire Control Plan meet the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	
2a	Do the fire fighters' outfits including personal equipment comply with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2b	Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Are the portable extinguishers ready for use in locations as per the fire plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*4	Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*5a	Are the fire protection systems, fire fighting-systems and appliances maintained ready for use?	<input type="checkbox"/>	<input type="checkbox"/>	
5b	Is there a maintenance plan onboard to show that fire protection systems and fire- fighting systems and appliances (as appropriate) have been properly tested and inspected?	<input type="checkbox"/>	<input type="checkbox"/>	
*6	Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use?	<input type="checkbox"/>	<input type="checkbox"/>	
7	Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*8	Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*10	Is the Emergency Fire pump, capable of producing at least two jets of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Are the Isolating valves of the fire main marked, maintained and easily operable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*12	Where a fire drill was witnessed was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes: If the box "No" is ticked off, for questions marked with an "*" the ship may be considered for detention. The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection -Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and" if the box "YES" is checked that means all the parts in the question are in compliance.