



THE REPUBLIC OF LIBERIA Bureau of Maritime Affairs

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Office of
Deputy Commissioner
of Maritime Affairs

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MARINE OPERATIONS NOTE 1/2012

**Subject: INCLUSION OF ADMINISTRATION ON VESSEL ADVANCE
NOTICE OF ARRIVALS FOR CHINA**

Dear Shipowners/Operators and Masters,

China's Maritime Safety Administration (CMSA) has increased the number and focus of port State control (PSC) inspections and it is important that Masters are aware and ensure their vessel is prepared for inspection in advance of a vessels arrival in ports in China. Such actions include, ensuring the vessel's required equipment is operating properly, and that the crew is familiar with emergency procedures and SMS. Such steps will expedite PSC inspections, minimize deficiencies and unnecessary delays, and the possible inclusion of vessels and operators on PSC inspection target lists.

In an effort to assist shipowners, operators and Masters to minimize deficiencies and prevent detentions, beginning 4 March 2012, we strongly encourage all shipowners, operators of Liberian registered vessels scheduled to call at ports in China to **include the Administration on Advance Notice of Arrival messages sent to the port authorities in China.** The Administration intends to use this notice to provide timely port State guidance to the Company DPA/CSO for further use by the Master, as deemed appropriate. The guidance will be updated periodically to keep it current.

To avoid burdensome duplicate reporting, the Administration recommends Companies advise their Masters to include the email address: noa@liscr.com in the same advance Notice of Arrival (NOA) currently provided to the Chinese Port Authorities.

The preferred method of notification of the Administration is by e-mail to the address: noa@liscr.com as noted above.

The increase in inspections and detentions by CMSA is documented in the following table from the Tokyo MOU web site:

	2008	2009	2010	2011
Detentions	552	404	532	678
Inspections	4545	5676	6525	9337

On the CMSA website, we saw a report regarding the inspections and detention in Shanghai. In the first half of 2010, the Shanghai PSC inspectors conducted inspections on 367, and detained 35 foreign flag vessels. During the previous 14 years, the report states no vessel in the Shanghai Port had been detained. By making the number of inspections a measure of success, (CMSA) is clearly focused on increasing the number of inspections, and therefore detentions, of vessels calling on their ports. Prior to arriving in China, it is important that vessel operators and Masters be aware of the intent of China PSC and take appropriate action to minimize vessel deficiencies and avoid unnecessary delays caused by a PSC detention.

Further, their web site <http://en.msa.gov.cn/msa> provides port state control guidance which states a need for vessel compliance with ISM Code. Master's whose vessels call on ports in China can expect that the SMS will be considered inadequate anytime several deficiencies have been reported. This may in turn require an additional SMS audit to resolve a deficiency if a vessel is detained.

Our records from January 2010 to January 2012 indicate that vessels over 15 years of age are most likely to be targeted for inspection and detained in China. Additionally, some vessels less than a year old have been subject to inspection and have been detained. This Administration will contact the DPAs of vessels which are most likely to be subject to inspection, and require submission of the attached Check List or a similar company document before arrival in China. We may also require a Safety Inspection to be conducted on specific vessels either before, or upon arrival in China.

These requirements are not intended to penalize vessels or vessel operators, but to assist in preventing possible delays and detentions. Our inspectors can also assist the crew when working with the CMSA inspectors.

If you have any questions please contact the LISCR Safety Department, (703) 251-2409, or safety@liscr.com.



PREARRIVAL COMPLIANCE CHECKLIST

Ship's Name: _____

IMO No. _____

Subject Check	
Ships Certificates/Documents:	<ul style="list-style-type: none"> ■ Certificates issued by and on behalf of the Liberian Administration are valid and annual and intermediate surveys and audits are recorded. Certificates are in a common place (binder or folder) and available for review. SOPEP/SMPEP approved, updated and contact details included. Continuous Synopsis Record (CSR) includes all CSRs, Amendments and Index of Amendments.
Crew Certification ✓ Documents ✓ Certificate of Receipt of Application (CRA)	Officers have either a Liberian Endorsement or CRA. Ratings required by the MSMC have either Liberian Endorsements, a CRA or copy of the application for the endorsement and their valid national certificate.
Live Saving Appliances ✓ Lifeboats ✓ Rescue boats ✓ Life rafts ✓ Lifejackets/Immersion Suits ✓ Ring buoys	Lifeboats in good condition, proper inventory of rations and equipment, engines start easily. Davits, structure and brakes, well maintained. Crew trained/exercised. Lifeboat on load release mechanism properly set. Life rafts in good condition, hydrostatic releases and service dates valid. Lifejackets/Immersion suits, required number, properly stowed, lights. Life buoys, number, condition, marking, lights, quick release, lifelines, as required. Embarkation ladders in good condition, deck area clear of obstructions, lighting.
Firefighting equipment ✓ Main Fire Pump ✓ Emergency Fire Pump ✓ Fire Main ✓ Fire stations ✓ Fixed Firefighting ✓ Portable Extinguishers ✓ Fireman's outfits	Main & emergency fire pumps start easily, acquire suction, regardless of vessel draft. Fire main charged using main and emergency fire pumps and provide adequate pressure to the highest and most remote stations. No leaks in fire main and stations. No missing or damaged equipment. Fixed fire fighting system in good condition, servicing not overdue and record available. Portable fire extinguishers in good condition, proper location, servicing not overdue, service record available. Fireman's outfits good condition, complete, servicing not overdue and record available. Crew trained/exercised.
Structural Fire Protection ✓ Fire doors ✓ Fire detection ✓ Fire Flaps/dampers ✓ Vent closures	All local and remote fire doors, vent closures and no hold backs. Fire detections system operating properly. Fire dampers, flaps tested, operate properly, not seized, wasted or rusted, clearly marked. All closures have a good seal.
Engineering: ✓ Main/Auxiliary engines ✓ Steering gear ✓ Supply lines ✓ Bilges ✓ Lighting ✓ Ventilation ✓ Emergency Generator ✓ Valves	Engine room, machinery spaces, bilges clean of excessive oil, oil residue and oily rags. High pressure FO piping is jacketed. Bilge pump and bilge high level alarm working properly. Spaces have adequate lighting and ventilation. Remote stops for ventilation, F.O. pumps tested and working properly. Equipment, instruments, gages intact and working. Controls clearly identified and working. Emergency generator starts easily and takes emergency electrical load as required. Remote and quick closing valves tested and working properly.
Pollution Prevention: ✓ Oil Record Book ✓ Oil filtering equipment ✓ Oil Discharge Monitor ✓ Discharge connection ✓ Sewage ✓ Garbage ✓ Incinerator ✓ SECA	Oil record book available, entries in good order, up-to-date and signed by officer in charge and Master. OWS equipment tested and operating properly, certificate available. 15 PPM monitor alarm, auto-stop, calibrated, tested and operating properly, as required. No pipes or hoses that could be used as illegal bypass to OWS/15 PPM monitor. No evidence of disassembling pipe flanges. No blocks, or valves connected to any overboard systems without justification. Connection for discharge to reception facility available. Sewage treatment plant approved. Garbage management plan and record book entries up to date, receipts available. Incinerator, acceptable substances incinerated, crew familiar with operating procedures.

	Fuel-changeover operations in Special Emission Control Areas are recorded in log-book.
<p>Loadline</p> <ul style="list-style-type: none"> ✓ Loading/stability manual ✓ Exterior doors, windows, ✓ Hatches & covers ✓ Sounding tubes ✓ Loadline/Freeboard ✓ Watertight doors 	<p>Loading/stability manual approved, latest intact stability information available.</p> <p>Exterior doors and hatches, sounding tubes, and other opening are in good condition and provide an adequate seal.</p> <p>Loadline and Freeboard marks properly arranged (P&S) and readable.</p>
<p>Accommodations:</p> <ul style="list-style-type: none"> ✓ Galley ✓ Common areas ✓ Work areas ✓ Hospital room 	<p>The galley range is clean, vents are clean of grease.</p> <p>Sanitary systems, sinks, toilets, showers are in good working order.</p> <p>Hospital room is properly stocked, controlled substances are properly secured.</p> <p>No one living in the Hospital Room.</p> <p>Lighting is sufficient.</p>
<p>Weather decks</p> <ul style="list-style-type: none"> ✓ Cargo Hatches/Gear ✓ Anchors ✓ Mooring winches ✓ Railings ✓ Ventilation ✓ Electrical fittings ✓ Pilot Ladder ✓ Accommodation Ladder 	<p>Cargo hatchways/covers in good order, no cracks, buckling to coamings, stays.</p> <p>Anchoring/mooring devices, winches/capstans in good operating condition.</p> <p>Railings/cat walks in good condition no wastage, cracks, buckling, missing parts.</p> <p>Ventilators, air pipes, casings tight, in good operating condition and clearly marked.</p> <p>Electrical fittings, insulation, cables in good condition.</p> <p>No leaking hydraulic lines.</p> <p>Pilot/ accommodation ladder in good condition for safe access.</p> <p>Means of escape marked and no obstructions.</p>
<p>Navigation & Communications</p> <ul style="list-style-type: none"> ✓ Radars ✓ Gyro ✓ Magnetic Compass ✓ Echo sounder ✓ Radio/GMDSS ✓ VHF ✓ INMARSAT C ✓ EPIRB ✓ Helm - Steering Gear ✓ Charts and publications ✓ Navigation Lights/Shapes 	<p>Radars are required size, number, and operational.</p> <p>Gyro in good operating condition.</p> <p>Magnetic compass readable, calibrated, deviation card available</p> <p>Echo sounder operating properly.</p> <p>Radio /GMDSS main, MF, MF/HF operating condition, tools & spare parts.</p> <p>VHF fixed/portable equipment working properly, including DSC performance.</p> <p>EPIRB battery and hydrostatic release valid, maintenance records.</p> <p>All charts and publications are up-to-date.</p> <p>All required charts and publications are available on board and up-to-date.</p> <p>Lights, shapes, sound-signals working properly.</p> <p>Emergency source of power adequate and available.</p>
<p>Log books and Record Books</p>	<p>Official log book and ORB are complete and have all of the required entries.</p> <p>Other log books maintained: Engine, Radio (GMDSS), Medical and visitors logs.</p>
<p>Records of drills and exercises</p> <ul style="list-style-type: none"> ✓ Fire and abandon ship ✓ Security 	<p>Fire and abandon ship drills/exercises/training held regularly and properly recorded.</p> <p>Fire control plan posted as required.</p> <p>Records of security training, drills and exercises up to date.</p> <p>Training records up to date.</p>
<p>Signs, Markings and Alarms:</p> <ul style="list-style-type: none"> ✓ Emergency escape ✓ Mustering stations ✓ General Alarm ✓ Engineer's Alarm 	<p>All required markings are evident.</p> <p>Fire control plan posted as required.</p> <p>Muster list up to date.</p> <p>Alarms tested and working properly.</p>
<p>ISM and ISPS Codes</p> <ul style="list-style-type: none"> ✓ Master's responsibility & authority ✓ Maintenance of ship and equipment ✓ Familiarity ✓ Documentation ✓ Control of Access ✓ Restricted areas 	<p>Master, SSO & applicable crew are familiar and have understanding of the Safety Management System (ISM Code) and Ship & Port Security Code (ISPS).</p> <p>All documents up to date & available.</p> <p>Evidence available of maintenance schedule, testing, records documented & implemented. Records of internal audits.</p> <p>Ship Security Plan approved & protected from unauthorized access.</p> <p>Ship Security Officer documented and familiar with his duties.</p> <p>Access to vessel is controlled, photo identification and purpose of visitors is verified.</p> <p>Restricted areas are clearly marked to indicate restricted status.</p>
<p>Comments:</p>	

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Signed: _____ Date: _____
 Master Ship's Safety Officer