



2<sup>nd</sup> September 2015

**Concentrated Inspection Campaign on Safety of Navigation SOLAS Chapter V  
by Riyadh MoU on Port State Control**

**1<sup>st</sup> October 2015 – 31<sup>st</sup> December 2015**

Riyadh MoU is launching a Concentrated Inspection Campaign (CIC) based on Safety of Navigation, SOLAS Chapter V.

The purpose of this CIC is to ensure that ships comply with the requirements of equipment such as AIS, VDR as well as to ensure that the Master and Watch Keeping Officers are familiar with these equipment.

Consequently, as from 1<sup>st</sup> October 2015, all vessels may be subject to an additional check by PSCO's.

The campaign period will be commenced from 1<sup>st</sup> October 2015 and it will be held for 3 months, ending on 31<sup>st</sup> December 2015.

In order to assist ships staff for this CIC, a check list to help Masters, Designated Persons Ashore and crew has been prepared (see Annex) to prevent the vessels from being delayed or detained by Port State Control Officer(s).

The ships must comply with all applicable International Conventions at all times.

Yours faithfully,

Eng. Mohamed Shaban Al Zadjali  
Director of the Secretariat & Information Center  
Tel: +968 2471 3060  
GSM: +968 9935 1661  
Fax: +968 2471 3070



**REPORT OF CIC ON SAFETY OF NAVIGATION**  
**1<sup>st</sup> October 2015 – 31<sup>st</sup> December 2015**

**Ships Name/IMO No.:**

**Port of Inspection:**

**Date of Inspection:**

#	Item	YES	NO	N/A
1	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigational equipment?			
2	Is navigational equipment operational?			
3	Can the master and watch keeping officers demonstrate familiarization of navigating equipment?			
4	Are arrangements in place to ensure performance of the equipment?			
5	Are there adequate and up-to-date nautical charts and publications, necessary for the voyage?			
6	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable backup arrangement?			
7	Is there a record of navigational activities and incidents?			
8	Is there evidence of voyage planning?			
9	Is a valid certificate of compliance (annual testing) of the VDR/SVDR on board?			
10	Can the master and watch keeping officers demonstrate inputting voyage related information in the AIS?			
11	Is cargo on deck loaded so as not to obstruct the horizontal view of the sea surface forward of the beam?			
12	Can the master and watch keeping officers concerned with the operation of the steering gear demonstrate the changeover procedures and operation of steering systems?			
13	Is the ship detained as a result of this CIC?			