



Technical Circular

No.: 006/2024

Date: 23rd April 2024

Subject: USCG Enhanced Examination Program (April – June 2024)

1. United States Coast Guard (USCG) will conduct an Enhanced Examination Program (EEP), which is equivalent to Concentrated Inspection Campaigns (CICs) performed by other Port State Control regimes.
2. The EEP will be held for three months, commencing from 1st April 2024, and continuing until 30 June 2024.
3. The purpose of enhanced examination is to verify compliance to engine room fire safety requirements. The enhanced examination will take place during every USCG PSC A* and PSC B** inspection conducted onboard cargo ships.

** PSC A is a “more detailed” exam with increased scope beyond a standard exam, to include operational tests of equipment and witnessing crew performance of drills.*

*** PSC B is the standard exam which includes a document check with a deck and engine room walk to verify validity of the ship’s certificates. Limited operational tests of equipment and systems may also be conducted. However, the PSCO may expand the scope of the exam, to include additional equipment tests and/or witness drills.*

4. As part of the EEP, the USCG PSC team will verify:
 - a. Proper operation of at least one (1) fuel oil shutoff valve via remote operation. {SOLAS 11-2/4.2.2.3.4}.
 - b. Proper operation of control of stopping power ventilation for machinery spaces from outside the machinery space. (SOLAS 11-2/5.2.1.2).
 - c. Presence and condition of protection against hot surfaces (i.e., lagging). {SOLAS 11-2/26.1}.
5. In view of above, Owners, Operators, and Masters of ships are advised to verify and ensure following prior to calling any U.S. ports:
 - a. Quick closing devices or remote operated fuel valves are operating satisfactorily, maintained, and ready for use at all times.
 - b. Records for the inspection, maintenance and testing of quick closing valves are available.



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. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

- c. Power ventilation of machinery spaces is operable from two grouped positions, one of which is outside of such spaces.
 - d. Means provided for stopping the power ventilation of the machinery spaces are entirely separate from ventilation of other spaces.
 - e. Check operational status of control for power ventilation of machinery spaces. Both position systems to be checked.
 - f. Insulation/lagging on exhaust pipe and other hot surfaces including fire insulation for bulkheads/decks and penetrations are in satisfactory condition.
6. Further, Owners, Managers and Masters are advised to be guided by attached IRS Technical Circular No. 021/2023 reg. CIC on Fire Safety towards preparing the vessel for EEP by USCG.
 7. Liberia Maritime Administration Marine Advisory 07/2024 in respect of USCG Enhanced Examination Program is attached.

Enclosure:

1. Liberia Marine Advisory 07/2024.
2. IRS Technical Circular No. 021/2023, dated 07th August 2023.

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11 April 2024

Marine Advisory: 07/2024

Subject: USCG Enhanced Examination Program (April-June 2024)

Dear Shipowner/Operator/Master:

The purpose of this Marine Advisory is to inform shipowners, operators and masters of the Enhanced Examination Program (EEP) recently announced by the United States Coast Guard (USCG) which is equivalent to Concentrated Inspection Campaigns (CICs) performed by other Port State Control regimes.

Overview

Beginning on 1 April 2024 and continuing until 30 June 2024, USCG Port State Control (PSC) Officers have been directed to carry-out an enhanced exam to verify engine room fire safety. The enhanced examination will take place during every USCG PSC A* and PSC B** inspection conducted onboard cargo ships. The USCG PSC team will:

1. Verify proper operation of at least one (1) fuel oil shutoff valve via remote operation. {SOLAS 11-2/4.2.2.3.4}
2. Verify proper operation of control of stopping power ventilation for machinery spaces from outside the machinery space. (SOLAS 11-2/5.2.1.2)
3. Verify presence and condition of protection against hot surfaces (i.e., lagging). {SOLAS 11-2/26.1}

** PSC A is a "more detailed" exam with increased scope beyond a standard exam, to include operational tests of equipment and witnessing crew performance of drills.*

*** PSC B is the standard exam which includes a document check with a deck and engine room walk to verify validity of the ship's certificates. Limited operational tests of equipment and systems may also be conducted. However, the PSCO may expand the scope of the exam, to include additional equipment tests and/or witness drills.*

PSCOs are instructed to not test operation of fuel oil shutoff valves which would affect current operation of a ship's machinery, to ensure that engines are not starved of fuel. If available engine room fuel oil shutoff valves cannot be operationally tested without affecting engine or ship operations, PSCOs shall visually examine the material condition of each valve, but not instruct the ship's crew to carry out operational testing.

Recommended Actions

As part of preparation prior to entering U.S. ports, it is recommended that ship's crews verify operation of remote and local control of fuel oil shutoff valves and verify functionality of power ventilation stopping arrangements. Additionally, crews should inspect lagging in engine rooms and other machinery spaces to ensure appropriate protection is provided against hot surfaces (and ensure lagging is not contaminated with oil).

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Technical Circular

No.: 021/2023

Date: 7th August 2023

Subject: Concentrated inspection campaign (CIC) by Tokyo and the Paris MoU on Fire Safety beginning from 1st September 2023 and ending on 30th November 2023.

1. A concentrated inspection campaign (CIC) on **Fire Safety** will be initiated jointly by the member Authorities of the Tokyo and Paris Memoranda of Understanding (MoU) on Port State Control.
2. The inspection campaign will be held for three (3) months, commencing from 1st September 2023 and ending on 30th November 2023.
3. The purpose of the CIC is:
 - a. To create awareness among the ship's crew and owners about the importance of fire safety measures; and
 - b. To verify that the ship complies with fire safety requirements under the relevant IMO instruments.
4. Port State Control officer shall be using a questionnaire to assess that fire-fighting systems and equipment comply with the relevant requirements, that the master and crew members are familiar with operations relating to fire safety, and that equipment is properly maintained and functioning.
5. Deficiencies found during the inspection will be recorded by the PSC officer and actions may vary from recording a deficiency and instructing the master to rectify it within a certain period of time, to detaining the ship until serious deficiencies have been rectified.
6. Accordingly Owners and managers of the Shipping Companies are advised that the ship's Masters are communicated to ensure that fire-fighting systems onboard comply with the relevant requirements and that crew members are familiar with operations relating to fire safety.
7. Following guidance is provided in respect of the CIC questionnaire form:
 - i. **Are the emergency escape routes maintained in a safe condition?**
 - a. Ensure that escape routes are clearly marked, clear of obstacles and easily accessible.

- b. An escape route sign is to be always a symbol with an arrow. The text 'assembly station', or 'exit' may be used additionally, in any language or multiple languages. An arrow without a symbol is not an escape sign.
- c. Securing devices of emergency exit hatches to open deck, are operational and of a type to be opened from both sides.
- d. The main and emergency lighting is operational.
- e. Crew are familiar with the emergency routes.

ii. Are the fire doors maintained in good working condition?

- a. Ensure all fire door control panel indicators, if provided, are functional by operating the lamp/indicator switch.
- b. Test all fire doors located in main vertical zone bulkheads for local operation.
- c. Ensure that self closing fire doors are not secured with hold-back hooks or ropes to keep them in open position.
- d. Ensure the doors are closing properly, sealing arrangement is good and that the door handle and locking arrangements are not loose.
- e. The access from machinery space to space containing emergency fire pump (e.g. steering room) is to be by means of an airlock with the door of the machinery space being of "A-60" class standard, and the other door being at least steel, both reasonably gastight, self-closing and without any hold-back arrangements.

iii. Has the fixed fire detection and fire alarm systems, been periodically tested in accordance with the requirements of the Administration?

- a. Ensure that all fire detection and fire alarm control panel indicators are functional by operating the lamp/indicator test switch.
- b. Ensure that the maintenance and test records for the Fire Detection and Alarm Systems are available.
- c. SMS / PMS includes testing procedure for fixed fire detection systems and alarms.

iv. Are ventilation closing appliances capable of being closed?

- a. Ensure satisfactory condition and proper operation of ventilation closing appliances.
- b. Ensure that the operation of ventilation closing appliances is not obstructed by equipment, stores or cargo.
- c. Ensure that the ventilation closing appliances are permanently marked for the space it is serving with indication for open or closed position.

- d. Where a battery room ventilator is fitted with a closing device, ensure appropriate warning notice is displayed near the closing device to mitigate the possibility of inadvertent closing (for example “This closing device is to be kept open and only closed in the event of fire or other emergency – Explosive gas”).
- v. Are the means of control for power ventilation of machinery spaces operable from two grouped positions?**
- a. Check that means of control for power ventilation is provided for stopping ventilating fans.
 - b. Check that power ventilation of machinery spaces is operable from two grouped positions, one of which shall be outside of such spaces.
 - c. Check that the means provided for stopping the power ventilation of the machinery spaces are entirely separate from ventilation of other spaces.
 - d. Check operational status of control for power ventilation of machinery spaces. Both position systems to be checked.
- vi. Can each fire pump deliver at least the two required jets of water?**
- a. Ensure that each fire pump delivers at least the two required jets of water at adequate pressure.
 - b. Check that the capacity of the required designated fire pumps has not been degraded over time. This can be done by checking the pressure produced at the pump under working conditions. Further, during fire drills, check the water jet availability with one hose on the bridge and one hose at the forecastle deck.
 - c. Ensure that the piping system supporting fire pumps do not have any leakages / soft patches.
 - d. Ensure priming arrangements for both Main and Emergency fire pumps and all gauges are in good working condition.
- vii. Are the means of control provided in a position outside the machinery space for stopping ventilation and oil transfer equipment operational?**
- a. Ensure the means of controls are accessible, not blocked and are ready for use.
 - b. Carry out a function test of the remote means of control for stopping ventilation and oil transfer equipment.
- viii. Is the room for the fixed gas fire extinguishing medium used only for this purpose?**
- a. Ensure that the fixed gas fire extinguishing medium storage room is not used for other purposes.
 - b. Check access control in the fixed gas extinguishing room.

- c. Ensure operational step by step activation guidance is posted next to activation control panel.

ix. Are the valves used in the fire main line operational?

- a. Ensure the isolating valve(s) are in good working condition and holding.
- b. Fire Main Isolation valve(s) is/are clearly marked.
- c. Verify that hydrant valves are in good working condition. With the fire main line pressurized, there should be no leakage from the hydrant once the valve is completely shut.
- d. Check for satisfactory condition of fire main. Special attention is to be given for condition of brackets, supports and areas under securing U-clamps.

x. Where a fire drill was witnessed, was it found to be satisfactory?

- a. Ensure drills are undertaken as per drill planner prepared meeting the SOLAS/Flag State requirements and records maintained. Further, in view of the CIC, it is recommended that fire drill be carried out prior arrival ports under Paris and Tokyo MoU.

(Every crew member shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place within 24 h of the ship leaving a port if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. When a ship enters service for the first time, after modification of a major character or when a new crew is engaged, these drills shall be held before sailing.

On passenger ships, an abandon ship drill and fire drill shall take place weekly. The entire crew need not be involved in every drill, but each crew member must participate in an abandon ship drill and a fire drill each month).

- b. Ensure crew members are conversant with their duties / responsibilities as per muster list and can communicate, receive, and carry out instructions efficiently.
- c. Ensure that the master is in control of the emergency and the information flow is from one central command location.

8. Further to above, based on analysis of PSC deficiencies, attention is to be paid to following additional items:

- Water Mist System in the Engine Room is fully operational and is **set on auto mode**. Detectors are not covered or obstructed.
- Water sprinkler system is working satisfactorily, the system is free of any leakage or clogged nozzle.

- Breathing Apparatus sets are in good condition and ready to use with bottles including spare bottles. Where air compressor is provided for recharging SCBA cylinders, annual test report for air quality is available onboard.
- Fireman outfits available in complete and in good condition. Ensure availability of two-way portable radiotelephone apparatus (minimum of two) for each fire party for fire-fighter's communication. The apparatus should be of certified safe type suitable for use in zone 1 hazardous areas, as defined in IEC Publication 60079. (the minimum requirements in respect to the apparatus group and temperature class are to be consistent with the most restrictive requirements for the hazardous area zone on board which is accessible to fire party).
- Emergency Escape Breathing Devices (EEBDs) are available at required locations including additional training unit.
- Fixed CO2 system - safety pins used on cylinder head discharge valves for fixed firefighting CO2 system are in accordance with manufacture's instruction manual and evidence of proper maintenance and servicing including date of last systems tests are available.
- The portable fire extinguisher correspond to the fire control plan with respect to number, type and location and are in good condition, fully charged and ready for use. Spare charge/s available for each portable extinguisher or additional portable extinguishers are provided.
- Paint material is stored only in dedicated paint store.
- The maintenance of the fire safety equipment have been completed in accordance with the Preventive Maintenance Plan and records for same are maintained.

Enclosure:

1. Press Release by Paris MoU, dated 01 August 2023.
2. Questionnaire (Check-list) for CIC.

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1 August 2023

JOINT CONCENTRATED INSPECTION CAMPAIGN ON FIRE SAFETY

The Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Fire Safety.

The purpose of the campaign is:

- to create awareness among the ship's crew and owners about the importance of fire safety measures; and
- to verify that the ship complies with fire safety requirements under the relevant IMO instruments.

This inspection campaign will be held for three months, commencing from 1 September 2023 and ending 30 November 2023. The campaign will examine specific areas related to fire safety in conjunction with the regular Port State Control inspection.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that fire-fighting systems and equipment comply with the relevant requirements, that the master and crew members are familiar with operations relating to fire safety, and that equipment is properly maintained and functioning.

If 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 of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

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

Paris MOU	Tokyo MOU
<p>Mr. Luc Smulders Secretary-General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508</p> <p>E-mail: secretariat@parismou.org Web-site: www.parismou.org</p>	<p>Mr. KUBOTA Hideo Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p>

Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 28 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 21 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, the Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	



CIC on FIRE SAFETY			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

QUESTIONS 1 TO 10 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.

No.	Item	Yes	No	N/A	Detention
1*	Are the emergency escape routes maintained in a safe condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2*	Are the fire doors maintained in good working condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3*	Has the fixed fire detection and fire alarm systems, been periodically tested in accordance with the requirements of the Administration?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4*	Are ventilation closing appliances capable of being closed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5*	Are the means of control for power ventilation of machinery spaces operable from two grouped positions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6*	Can each fire pump deliver at least the two required jets of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7*	Are the means of control provided in a position outside the machinery space for stopping ventilation and oil transfer equipment operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8*	Is the room for the fixed gas fire extinguishing medium used only for this purpose?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9*	Are the valves used in the fire main line operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10*	Where a fire drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: If "No" is ticked for questions marked with an asterisk "**", the ship may be considered for detention.



CIC on FIRE SAFETY			
Inspection Authority			
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