



MARITIME AUTHORITY OF JAMAICA

ENHANCING THE SAFETY OF JAMAICAN SHIPS

Circular No. 08-02-01

Revision 01

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Reference

ATTENTION:

JAMAICAN REGISTERED SHIP

- (I) OWNERS
- (II) MANAGERS
- (III) AGENTS
- (IV) ALL RECOGNISED ORGANIZATIONS
- (V) DEPUTY REGISTRARS

MEASURES TO ENHANCE FLAG STATE CONTROL OVER SAFETY STANDARDS OF JAMAICAN SHIPS

The Maritime Authority of Jamaica (MAJ), in its efforts to enhance the safety standards of Jamaican ships and to eliminate unnecessary and costly delays due to the detention of ships by Port State Control Authorities (PSC), has decided to implement a new scheme of preventative control over Jamaican ships.


The new scheme is described in Appendix 1 and implementation is scheduled to commence April 01, 2008. Every effort will be made to avoid repeated detentions and costly delays of ships.

All owners, Managers and Masters of Jamaican vessels are required to abide by the new procedures. The MAJ will monitor compliance with these instructions and will act accordingly.

Recognized Organizations (RO) are required to communicate these instructions to their officers worldwide in order to achieve full and uniform implementation.

Should further clarification/explanation be necessary please contact the MAJ.

George Lovemore
Surveyor General

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Appendix I - Measures to Enhance Flag State Control over Safety Standards of Jamaican Ships

The present instructions aim at enhancing the control of the flag state over safety standards of Jamaican ships. These are a complement to any additional authorization given in the past to Recognized Organizations. All terms used are as defined in international conventions for the implementation of which relevant authorizations have been given to Recognized Organizations.

1 Change of Flag Surveys

1.1 It should be noted that regardless of whether the Company remains the same as before or a change occurs, no vessel may be registered with any outstanding recommendation. In case a deviation from this policy is requested, it should be invariably referred to the MAJ for consideration and relevant instructions.

1.2 At the time of the change of flag, the extent of the surveys in respect of safety equipment shall be upgraded to that of a renewal survey with the addition of basic ILO items as indicated in the check sheet in annex 1. The surveys for the statutory certificates other than the safety equipment, unless they fall within the windows (intermediate / periodical /renewal), shall be carried out to the extent of annual surveys.

1.3 The statutory survey reports for the change of flag surveys shall be made available the soonest possible to the MAJ either in hard copy, or by e-mail or through access to the Society's database.

2. Surveys after Port State Control (PSC) inspection with deficiencies identified, which did not warrant detention.

2.1 The RO should inform the MAJ of such cases which are brought to their attention by PSC authorities. The MAJ will decide whether the case warrants further investigation. On the basis of the results of this investigation, the MAJ in consultation with the RO will decide on any future action. *However, it is still the Company's or the Master's obligation to inform the MAJ of all PSC inspections where there are deficiencies whether or not they result in a detention. Failure to do so might lead to an additional shore based audit.*

3. Notification after Detention

3.1 When a Jamaican flag ship is detained, the Company managing the ship and or the Master of the ship is obliged to:

- Call immediately the Recognized Organization (RO) to perform surveys / audits required by the present circular;
- Notify **within two (2) working days from the detention date** the MAJ and confirm compliance with the provisions of the present circular.



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3.2 If a ship sails without complying with the above, then upon arrival at the next port of call, a prohibition of sail will be issued until all required surveys / audits are completed.

3.3 Furthermore an additional Company audit in the scope of an annual may be requested.

It should be noted also that, whenever a ship is detained, all inspectors of Jamaican ships will be notified, to consider the vessel in question as priority 1 for inspection upon arrival to their area of responsibility.

4 Actions after Detention

First (1st) Detention

4.1 If a ship is detained once within a period of 24 months the following surveys should be performed as appropriate:

4.1.1 If the date of the detention falls within the ± 3 month's window for annual surveys, they must be conducted before the ship sails;

4.1.2 If the date of the detention falls within the window for renewal / periodical / intermediate surveys, they must be conducted to the extent possible, except for safety equipment, radio and I.O.P.P, which must be completed. A time schedule for the completion of surveys at the next convenient port must be set and they shall not be delayed until the end of the window;

4.1.3 If the date of the detention does not fall within appropriate windows the RO surveyor, after clearing the PSC deficiencies, will carry out a general examination of the vessel and by using his / her professional judgment will decide whether extra surveys are required. In cases where the surveyor deems that a more thorough survey is needed, the extent of the surveys will be in the scope of annual with the addition of basic ILO items (Annex 1);

4.1.4 If the RO classing the ship and its auditing organization are different entities and during the surveys it becomes apparent that the SMS on board is not properly implemented then the surveyor should notify the ship's auditing organization and the MAJ of the findings. In case the auditing organization, having assessed the findings, deems that an additional audit is necessary, it shall notify the MAJ and proceed as soon as possible to conduct the additional audit of the SMS of the ship and inform the MAJ and the RO classing the ship of the results;

Second (2nd) Detention

4.2 In addition to the above surveys if a ship has been detained twice within a period of 24 months (as from the date of the last detention counting backwards) an additional shipboard audit to the extent of an initial should be performed. Furthermore an additional shore based audit to the extent of an annual should be performed not later than 30 days from the date of the detention.



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4.2.1 Joint audit and inspection of the ship by Flag and the RO. All the expenses will be on owners' or managers' account. The extent of the audit will be in accordance with the provisions of section 5.

4.2.2 Based on the outcome of the audit and inspection, all statutory certificates may be suspended. In order to re-instate the certificates, renewal surveys will need to be carried out with no outstanding items or recommendations to the extent possible, and an additional audit to the extent of an initial should be performed. Furthermore an additional shore based audit to the extent of an initial should be performed, not later than 30 days from the date of the detention.

4.2.3 The Maritime Authority of Jamaica nonetheless reserves the right to delete a vessel that has accumulated a total of two(2) detentions within two years.

It is again emphasized that the company managing the ship or the Master of the ship are obliged to inform the Flag Administration about the detention and to call immediately the Recognized Organization (RO) to attend.

Third (3rd) Detention

4.3.0 **Furthermore, if a ship is detained for a Third time within a period of 24 months (as from the date of the last detention counting backwards),** then the vessel will be deleted from the Jamaica Registry and the Document of Compliance of the Company issued on behalf of the Jamaica will be re-examined.

4.3.1 The MAJ may amend any of the above instructions depending on the number and the nature of the identified deficiencies.

4.3.2 The MAJ may participate in any of the above surveys / audits or may request for an occasional Flag State survey / audit, at owners expenses.

4.3.3 The RO should inform the MAJ of such cases which are brought to their attention by PSC authorities. The MAJ will decide whether the case warrants further investigation. On the basis of the results of this investigation, the MAJ in consultation with the RO will decide on any further action. However, it is still the Company's or the Master's obligation to inform the Flag Administration. Failure to do so might lead to an additional shore based audit.

5 Outstanding Recommendations

5.1 In case a ship is burdened with recommendations imposed either by the MAJ or PSC, these shall be communicated to the RO classing the ship and the latter shall ensure that they have been rectified according to the set schedule. Otherwise the RO shall contact the MAJ for a decision on the action to be taken.



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6 Postponement of Special Surveys

6.1 Applications for postponement of the special survey will be considered by the MAJ only in cases where special circumstances warrant them.

6.2 No postponement of the special survey shall be given unless all surveys have commenced and proceeded to the extent possible. The MAJ may decide to deviate from this course of action only in cases of force majeure.

The attached check sheet is to be used in the following cases:

1. During Change of Flag Surveys;
2. During general examination of the ship subsequent to a PSC Detention, if the date of the detention does not fall within appropriate windows for statutory surveys.

The said check sheet should always be attached to the surveys reports which should be forwarded by the Recognized Organizations to the MAJ.

July 25, 2008

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ANNEX 1

This checklist to be completed during surveys associated with Port State Detentions of Jamaican Registered Vessels and the inspection of vessel prior to departure for a port of a Paris MOU member state.

	ILO Reference	YES	NO	N/A
1. The accommodations and spaces were generally examined in so far as practical and accessible including:				
a. Are all of the accommodation spaces being used for what they were intended for?	ILO 92.133 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Are all of the accommodation rooms and spaces being kept clean and tidy?	ILO 92.133 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Is adequate lighting is available throughout the accommodation?	ILO 92.133 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. If the accommodation heating system working (for vessel's operating in cold climates only)?	ILO 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Are the officers and crew sanitary facilities clean?	ILO 92.133 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Are crew bathrooms, water closets and sinks operating properly?	ILO 92.133 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Is water pressure available to the bathrooms and water closets?	ILO 92.133 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. Are cockroaches and other insects properly dealt with?	ILO 68 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Is hot and cold water available?	ILO 92,133 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. The Engine room and other machinery spaces were generally examined in so far as practical and accessible including:				
a. Are all engine room bilges clean and free of oil?		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Is the steering gear compartment clean and free of oil and garbage?	ILO 134 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Is the engine room clean (no accumulation of oily rags or garbage)?	ILO 134 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Are acetylene and oxygen bottles stored outside of the accommodation, engine room and other machinery spaces?	ILO 134 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Is paint and thinners stored outside of machinery spaces in designated storage rooms?	ILO 134 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. The food and catering areas were generally examined in so far as practical and accessible including:				
a. Galley found clean and suitable for preparing food?	ILO 68 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Are crew provisions in satisfactory condition with no spoilage or unsanitary conditions in stowage or galley?	ILO 68 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Refrigerated provisions storerooms found clean, of adequate size for the provisions, and the refrigeration machinery considered capable of maintaining the provisions at adequate temperatures?	ILO 68 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Are drinking water taps in working condition?	ILO 68 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. Is the machinery fitted with protective devices (guards) as considered necessary?	ILO 134 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5. Is the windlass and mooring winches in good order?	ILO 134 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6. Is the accommodation ladder in good working order and considered safe for use?	ILO 134 and 147	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Note: If any of the above was answered **NO**, contact the Maritime Authority of Jamaica for further guidance.

Remarks:

Surveyor