



**INTERNATIONAL SHIP REGISTRY OF GABON**  
**COMMISSIONAIRE OF MARITIME AFFAIRS**

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MARCIR: 05/2019

DATE: 31<sup>st</sup> JULY 2019

**To** : Owners/Operators, Masters, Nautical Inspectors,  
Recognized Organizations

**Subject** : **Launch of joint concentrated inspection campaign on emergency systems and procedures**

Reference to MARCIR 01 of 2019, Questionnaire on Emergency Systems and Procedures for vessels self-preparation help.

Questionnaire in Annex A.

The main objectives of this CIC are as follows:

- Master and crew of the ship understand their assigned roles and duties in case of emergency and enhance their familiarity with the situations so that they can act immediately when circumstances arise.
- Ships are capable of responding appropriately and promptly to emergency situations in order to preserve human lives, protect the marine environment and minimize damages to ships;
- Necessary measures are taken by responsible stakeholders, such as shipping companies and ship managers having a direct influence on the safety of ships and by raising their awareness of the importance of ship emergency systems;
- Emergency systems installed on board can be properly operated and effectively managed in any emergency situations; and

This concentrated inspection campaign will be held for three months, starting from 1 September 2019 and ending 30 November 2019.



Annex A

CIC on Emergency Systems and Procedures				
Inspection Authority				
Ship Name		IMO Number		
Date of Inspection		Inspection Port		
QUESTIONS 1 TO 10 ANSWERED WITH A “NO” <u>MUST</u> BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.				
No.	Question	Yes	No	N/A
Documentation				
1	Is the damage control plan readily available on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating of Emergency system				
2*	Is the public address system capable of broadcasting emergency announcements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3*	For ships with water level detectors installed, is the system and alarm arrangements operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4*	Is the steering gear system and its related emergency alarms operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6*	Does the emergency source of electrical power supply its power correctly to essential equipment for safety in an emergency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7a*	Where the emergency source of electrical power is a generator, is it in correct operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7b*	Where the emergency source of electrical power is an accumulator battery, are the batteries and its switchboard in good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8*	Is the emergency fire pump in full operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crew familiarization with emergency systems				
9*	Where a fire drill and/or abandon ship drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10*	For the above checked emergency equipment, are the relevant crews familiar with the operation?	<input type="checkbox"/>	<input type="checkbox"/>	
11	Has the ship been detained, as a result of the Inspection Campaign?	<input type="checkbox"/>	<input type="checkbox"/>	

NOTE

1. If “NO” is selected, for question marked an “\*”, the ship may be considered for detention.
2. Where there is no box in the N/A column, then either box “Yes” or “No” should be selected as appropriate.