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PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN ON LIFEBOAT LAUNCHING ARRANGEMENTS (SOLAS CHAPTER III) COMPLIANCE

In accordance with the decision of the Port State Control Committee, the concentrated inspection campaign (CIC) on lifeboat arrangements (SOLAS Chapter III) in the Black Sea region was conducted from 01 September till 30 November 2009 under coordination of the Republic of Turkey Undersecretariat for Maritime Affairs.

Within the campaign the Black Sea MOU Authorities verified vital points of implementation of SOLAS Chapter III on all vessels regardless of type.

For the purpose of interregional harmonization of the action the Black Sea MOU used the model of relevant Questionnaire developed by Paris and Tokyo MOUs with a checklist of 20 selected areas and items of inspection to verify critical areas for the safety of lifeboat launching arrangements, some of which are related to documentation, equipment and familiarisation.

During the CIC the Black Sea MOU Authorities carried out 1189 inspections on 1110 individual ships of which 12 (1,08%) were detained as a direct result of campaign. In total 68 (6,13%) individual ships were detained during the campaign period and the percent of the inspections with deficiencies was 67,39%. Total number of CIC-related detentions was 13 (1,09%), out of total detentions of 71 (5,97%)

The highest number of inspections was conducted over the ships flying the flags of Turkey (12,62%), Panama (10,51%) and Malta (8,33%).

In regard to the CIC related detentions, Cambodia lead the way with 5 (38,46%) detentions, Sierra Leone with 2 (15,38%) detentions which is 53,85% of the total CIC related detentions

Considering total detentions by flag, subject to more than 10 inspections, the 3 states with the highest detention number, Sierra Leone lead the way with 8 detentions out of 37 inspections (21,62%) and followed by Cambodia with 9 detentions from 49 inspections (18,37%) and Moldova - 5 detentions from 30 inspections(16,67%).

In general, 50% of all inspected ships were of general cargo/multi-purpose ship type, 22% - bulk carriers and 12% - oil tankers. Accordingly, maximum deficiency percentage recorded on ro-ro cargo ships was 85,71%, then general cargo/multi purpose ships (71,67%) and bulk carriers (62,93%).

Total detentions belonged to general cargo/multi-purpose ships with 54 (9,08%) detentions, and bulk carriers with 10 (3,86%) detentions.

The most problematic area at the ships inspected during the campaign was:

- Q 9: Is the crew familiar with relevant IMO documentation and guidance including MSC Circulars 1205 and 1206? (0695) – **6,5%**;
- Q 6: Have the hazards associated with the launching and recovery of lifeboats been identified (ISM)? (2535) – **5%**;
- Q 2: Do records indicate that lifeboats have been launched and manoeuvred in the water in accordance with SOLAS requirements? (2025) – **4,7%**;
- Q 7: Are any procedures or instructions implemented on-board relating to the hazards identified in Q6? (2535) – **4,6%**;

and

- Q 18: Do all the sheaves and other moving parts, including limit switches, operate correctly? (0696) – **4,4%**;

Detailed analysis of the results of the campaign will be considered by the Black Sea MOU Port State Control Committee in April 2010.

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