BS MOU SECRETARIAT
MECLIS-I MEBUSAN CAD NO.14
Salıpazarı İstanbul 34427 Turkey

Tel : +90 212 2491728
Fax: +90 212 2925277
Web-site:http://www.bsmou.org/

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PRESS RELEASE

33 SHIPS DETAINED BECAUSE OF DEFICIENCIES RELATED TO FIRE SAFETY SYSTEMS

Preliminary results from the Concentrated Inspection Campaign (CIC) on Fire Safety Systems arrangements, carried out between 1 September 2012 and 30 November 2012 in the Black Sea MoU region reveals that:

33 ships were detained as a direct result of the CIC for deficiencies related to fire safety systems in the Black Sea MoU region. The least favourable results related to maintenance plan(5.62%), maintenance of the fire fighting-systems and appliances(3.81%), followed by fire control plan(3.45%) and isolating valves(2.68%).

During the course of the campaign, the 6 member Authorities carried out 1,241 initial PSC inspections and of these PSC inspections, 1,103(88.87%) vessels were inspected for the CIC and 54 ships being detained, 61% of these detentions were CIC topic related.

The CIC questionnaire was completed during1,103 inspections on 1,103 individual ships. A total of 310 non-conformities being recorded as a direct result of this campaign.

During the campaign most inspections concerned general cargo/multi-purpose ships with 459(41.73%) inspections, followed by bulk carriers with 281(25.55%) inspections, oil tankers with 133(12.09%) inspections and chemical tankers with 63 (5.7%) inspections.

29(87.88%) of the ships detained for CIC-related deficiencies were general cargo/multipurpose ships and 2(6.06%) were bulk carriers.

The CIC questionnaire indicated that an answer of “unsatisfactory” was given to a question on 2.16% of occasions. The requirements that recorded the least favourable results related to maintenance plan(5.62%), maintenance of the fire fighting-systems and appliances(3.81%), followed by fire control plan(3.45%) and isolating valves(2.68%).

Most inspections were carried out on ships under the flags of Panama with 130(11.82%) inspections, Malta with 128(11.64%) inspections, Turkey with 108(9.82%) inspections and Russian Federation with 69 (6.27%) inspections.

A total of 14 flags had 1 or more CIC-related detentions. These flags cover 60.83 % of the inspections.

A total of 20 flags, which cover 39.17 % of the CIC inspections, had no CIC related detentions at all.

A total of 25 flags, which cover 10.88% of the total inspections had no CIC related deficiencies. When compared by ship flag, Hong Kong(China), Cyprus, and Singapore showed best results because they had no deficiencies at all with 33, 13 and 11 inspections.

For the last five years 9.70% of the total deficiencies, and majority of detainable deficiencies were in the areas of fire safety measures account for 20.77% of the total number of detainable deficiencies. During the CIC 8.46% of the total deficiencies and 19.37% of the total detainable deficiencies were in the areas of fire safety measures.

This campaign involved all member States of the BS MOU and was conducted in conjunction with the Paris MOU and Tokyo MOU. The Paris MOU Guidelines and Questionnaire were utilized.

The detailed results of the campaign will be further analysed and findings will be presented to the 14th meeting of the Port State Control Committee in April 2013, after which the report will be submitted to the International Maritime Organization.

Contact :
Black Sea MOU Secretariat
Meclis-i Mebusan Cad. No. 14
Salıpazarı - İstanbul 34427 TURKEY
Telephone: +90 212 2491728 Faxsimile : +90 212 2925277
E-mail: bsmousecretarait@superonline.com Web-site: www.bsmou.org