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21 January 2014

PRESS RELEASE

13 SHIPS DETAINED THROUGH PROPULSION AND AUXILARY MACHINERY DEFICIENCIES

Concentrated Inspection Campaign (CIC) on Propulsion and Auxiliary Machinery carried out between 1 September 2013 and 30 November 2013 in the Black Sea MOU region shows the following preliminary results.

13 ships have been detained in the Black Sea MOU region during the course of the CIC through deficiencies relating to propulsion and auxiliary machinery. The most notable deficiencies concern documentary evidence of fitness of periodically unattended machinery spaces (7.24%), cleanliness of the engine room, including bilges (4.65%), protective arrangements for machinery to minimize danger to persons (3.19%) and operational conditions of the propulsion machinery and essential auxiliaries (2.19%)

During the course of the campaign six member Authorities carried out a total of 1,097 inspections of individual ships using the CIC questionnaire. Of this quantity 31 ships were detained with 42% of detentions being within the CIC scope.

A total of 250 deficiencies have been recorded as a result of the campaign out of 1,097 questionnaires submitted.

459 (41.84%) inspections concerned general cargo/multi-purpose ships, followed by bulk carriers with 341 (31.08%) inspections, oil tankers with 104 (9.48%) inspections and chemical tankers with 68 (6.2%) inspections.

10 (76.92%) of the ships detained for CIC-related deficiencies were general cargo/multipurpose ships. Also 1 chemical tanker, 1 ro-ro cargo ship and 1 other special activity ship were detained each making 7.69% of the total.

The CIC questionnaire indicated that “unsatisfactory” answer was given to a question on 2.31% of occasions.

Most inspections were carried out onboard ships flying the flags of Panama with 146 (13.31%) inspections, Malta with 130 (11.85%) inspections, Turkey with 112 (10.21%) inspections and Marshall Islands with 72 (6.56%) inspections.

A total of 7 flags had one or more CIC-related detentions. These flags cover 23.70% of the CIC inspections.

A total of 48 flags, covering 76.30% of the CIC inspections, had no CIC-related detentions at all.

A total of 25 flags, covering 4.55 % of the total CIC inspections, had no CIC-related deficiencies.

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

The results of the campaign will be further analysed and findings will be presented to the 15th meeting of the Port State Control Committee in April 2014, after which the report will be submitted to the International Maritime Organization.

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