

**PSC: 3<sup>rd</sup> Quarter 2012**

On a couple of occasions you have been advised and reminded of the present fire safety-related Concentrated Inspection Campaign (CIC). The campaign is no more than a good month old, but its unpleasant consequences are hitting us hard.

Prior to the campaign we advised you that about 10% of observations given to Faroese flagged ships were related to fire safety. For that reason we have felt the urge to send reminders and to request extraordinary self-inspections on board with particular focus on fire safety.

Regrettably, however, we shall report that faulty conditions in relation to fire safety have caused one detention towards the end of 3<sup>rd</sup> quarter and yet another a few days into the month of October.

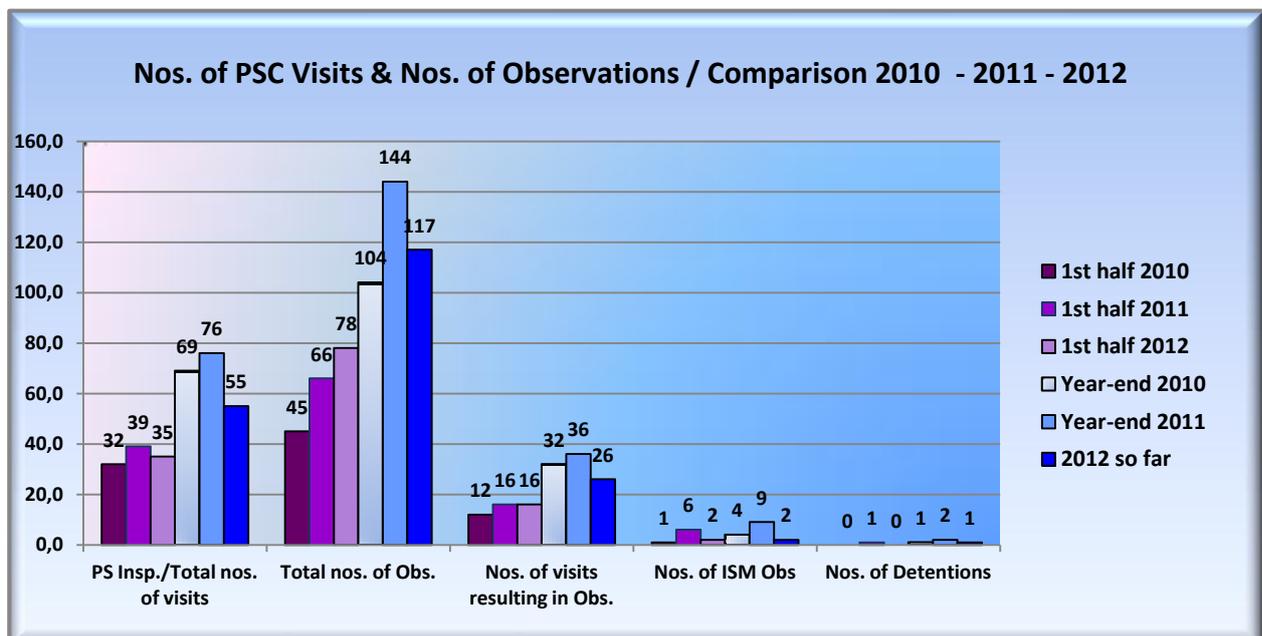
By a standard PSC notice of detention we are advised that “On account of one or more of the criteria for detention set out in Annex X of Council Directive 2009/16/EC” the ship has been detained. Typically the following issues seem to lead to a vessel being considered a safety hazard:

- Emergency fire pump with no pressure on its line
- Fire dampers not as required
- Fire pumps and its pipes inoperative
- Fire control plan incomplete

In addition, other ISM and safety-related issues aggravate the situation:

- Structural conditions, hull damage impairing seaworthiness
- Safety of Navigation – Passage plan incomplete / Echo sounder inoperative / etc.
- Life Saving Appliances – Rescue boat inventory not as required and other LSA-related issues
- Emergency muster list not updated

The below diagram shows that as of 30<sup>th</sup> September we had had **55** visits on board against a total of **76** altogether in 2011 – with **117** observations against **144**.



## Newsletter 19/2012 – Operational

Naturally the number of inspections is expected to rise during the remaining 3 months of the year, and – as mentioned – one of these inspections early in October has already resulted in yet another detention! Same will be reflected in the next update due to the above diagram reflecting the situation as of 30<sup>th</sup> Sept.

The goals for 2012 were set to:

- **Detentions** **0.0**
- **IMS observations (Code 15150)** **≤ 0.5**
- **Other observations:** **≤ 1.2**

As of 30<sup>th</sup> September the picture was far bleaker:

- **Detentions** **1.0**
- **ISM observations (Code 15150)** **= 3.4**
- **Other observations:** **= 2.1**

You should note that although the Paris MoU gives guidelines on the intervals and type of inspections, they are *advice only*. Hence, if PSCO officers deem it necessary to revisit vessels at shorter intervals, there is no regulation that prevents them from doing so. Moreover, there is a guideline for PSCOs to *repeat* a More Detailed Inspection if the previous one was unfavourable. And exactly this is what is being done.

Furthermore, during CICs, deficiencies related to the focus area **will lead to detention**, even if some of these deficiencies have earlier been known to lead to an observation only.

Thus, what remains important is for the shipboard complement **to keep the vessel ready at all times** for a 3<sup>rd</sup> party inspection.

Finally we refer to our Operational Newsletter 15/2012 and once more instruct your extraordinary assessment of the vessels' condition in terms of SOLAS II-2:

- The fire prevention & detection: Potential sources of ignition, smoke detectors and alarms;
- Fire suppression: Fire integrity of bulkheads, fixed fire-fighting equipment with pipes and related equipment, fire doors, etc.
- Fire extinction: Portable fire-fighting equipment, hoses, breathing devices, firemen's outfit – ensure readiness for use and check records of maintenance;
- Escape: Escape routes clear and marked.
- Operational requirements: Fire plans in order, training, emergency drills and drill records, etc. – all paperwork to be checked to ensure impeccable condition.

**The main goal remains:**

**Upward mobility on the White List of Paris MoU!**

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