

- PSC:**
- **Short Summary from Fire Safety CIC**
 - **Quarterly report from FMA**
 - **Looking ahead**

Recently the preliminary results from the Concentrated Inspection Campaign (CIC) on Fire Safety Systems, carried out between 1 Sept. - 30 Nov. 2012, have been released from the Paris MoU. The summary shows that:

- 103 ships were detained over the 3 month period as a direct result of the CIC for deficiencies related to Fire Safety Systems.
- 64% of all ships detained in the three month period were detained for fire safety related issues, and
- problem areas included fire pumps and its pipes, fire fighting equipment and appliances, and the fire control plan.

Fire safety has been in the top 5 of most frequently encountered categories of deficiencies during inspections for years. The Paris MoU now reports that the outcome of the CIC shows that fire safety is clearly not top priority on every ship. This is a serious concern and reason enough for the Paris MoU to concentrate attention to this area during a CIC.

Analysis of the recorded deficiencies show that most deficiencies relate to fire pumps and its pipes (13%), fire fighting equipment & appliances (11%) and the fire control plan (9%).

The background for this CIC was that, as an average for the last 8 years, deficiencies related to fire safety systems account for 14% of the total number of deficiencies within the Paris and Tokyo MoU.

Faroese flagged ships during the CIC:

Much to our regret, during this period the Faroese flagged fleet saw two detentions. Two more ships had fire-related deficiencies noted, however, not of the same gravity as the two that were detained. By this our records turned out as the following in respect of fire safety.

Ship 1 with fire safety related issues – detained:

- 07113 – Fire pumps and its pipes – Inoperative
- 07113 – Fire pumps and its pipes – Insufficient pressure
- 07113 – Fire pumps and its pipes – not as required
- 07113 – Fire pumps and its pipes – not as required
- 07113 – Fire dampers – not as required

Ship 2 with fire safety related issues – detained:

- 07119 – Fire safety – Other
- 07113 – Fire safety – Fire pumps & its pipes – inoperative
- 07106 – Fire safety – Fire Detection & Alarm System – inoperative
- 07122 – Fire safety – Fire Control Plan – incomplete

Ship 3 with fire safety related issues – not detained:

- 07122 – Fire safety – Fire Control Plan – incomplete

Ship 4 with fire safety related issues – not detained:

- 01017 – Fire safety – Ready availability of fire-fighting equipment – inoperative
- 04102 – Emergency fire pump & its pipes – insufficient pressure

The remaining 17 ships inspected during this same period remained without observations related to fire safety.

Prior to and during – and even after the campaign – the FMA has sent out encouragements and reminders to companies and shipboard managements to ensure extraordinary inspections on board with special focus on fire safety. That being considered, it came much to our surprise that the above conditions would still prevail on board some ships during the last quarter of 2012. But there was more to come.

Reviewing 1st quarter 2013

Unfortunately, on the very first working day in the New Year we were greeted by a detention. And, by the second detention, striking already in the middle of March, our numbers over the three year period – by which each flag is being evaluated – were early in the year brought up again to the same amount of ships detained that was the case for the preceding period, i.e. altogether 5.

In summary, and calculated by the Paris MoU formula, with two detentions and the relatively low number of inspections thus far (22), our EF (Excess Factor) has dropped from –0,66 at year end 2012 to –0,22 by the end of the first quarter 2013. By that our goal to move upward amongst the white listed flags is seriously jeopardized.

The FMA takes this situation seriously.

Looking ahead

From the data that we receive from the Paris MoU inspections, we get a portrait of the various companies and ships. The picture that emerges is fairly homogenous. Ships that are repeatedly inspected with a high number of deficiencies do at the same time also incur the kind of observations that are demanding to deal with, i.e.:

- ISM-related deficiencies,
- important documentation not in order,
- life-saving appliances not as required
- fire safety not as required and
- navigational (e.g. passage planning & charts) not as per requirements.

Analysis of this data, together with the input from the classification societies' data base on those same ships, enable us to identify preventive actions to be taken from our side. Amongst others, a list of ships with a low performance profile has been made out, and, along with it, a procedure has been agreed to ensure close follow-up on this category of ships. Such follow-up will include shipowners/managers, DPAs and also the ships in this category hearing more often from the FMA in the time to come.

On basis of the above we will once again take the opportunity to request shipowners/managers and shipboard managements to

- Do whatever possible to prevent detention of ships, e.g.
 - **strengthen** ship-shore reporting requirements and routines,
 - encourage ships' **non-conformity reporting** (near miss reporting) and **frequency**,
 - review and improve the **shore-based follow-up** on ships' non-conformity reporting,
 - regular shore-based review and feedback on reports from onboard Safety & Environment Protection meetings,
- Intensify and cultivate **onboard self-inspections** by ships' officers and crew;
- Review and improve **follow-up routines** of the onboard self-inspections;
- Review and update **inspection checklists** used by the company's shore-based and shipboard personnel.

The goal to move upwards in the Paris MoU white list of flags is to the common benefit of the flag as a service provider and also to the shipowners and ships as customers. Hence, your co-operation and dedicated effort to improve inspection results is once again invited and anticipated.

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