

August, 2013

PSC: White List and New CIC

The Paris MoU report from 2012 has now been made available in their inspection web pages.

Attached to this letter you find an extract from the report, which gives an overview of the white listed flags. Because of our close monitoring of the port state situation, we knew that we would be in the white list. However, because the performance of other flags will be an unknown factor to us (unless we undertook the impossible task of monitoring all flags as closely as our own), it is of course impossible to say *where* in the list we will end up. This is only known when the results are published by Paris MoU, which is done in July every year.

In 2011 the Faroese flag was ranked no. 39. Thus, ranked as the 35th flag in the list (see the enclosed) we have improved our position, both relatively and absolutely, inasmuch that there are 45 flags in list in 2012 compared to 43 in 2011. Although moderate, we are satisfied that there is in fact an improvement and not a setback.

With this result we are also proud to find the Faroe Islands listed in the “Flags meeting low risk criteria” (See: http://www.parismou.org/Inspection_efforts/Inspections/Ship_risk_profile/Flags_meeting_low_risk_criteria/).

New Concentrated Inspection Campaign – CIC:

As you will remember, there were two detentions in the autumn 2012, shortly after the launching of the Fire Safety campaign. Both detentions were a direct result of unacceptable fire fighting conditions on board each of the two ships.

Recently, the Paris MoU announced that together with the Tokyo MoU there will be a launch of a joint CIC with the purpose to ensure compliance with SOLAS Chapter II-1. This means that the focus will be on propulsion and auxiliary machineries.

In our statistics from 2012 and so far in 2013 we have three observations/deficiencies on such items:

- 13102 Propulsion & Aux. Machinery – Aux. Engine – not as required
- 08107 Machinery Control Alarms – malfunctioning
- 13013 Propulsion & Aux. Machinery Gauges/thermometers, etc., - inoperative

This may not sound much. But we will warn you that when equipment in the focus of the CIC is either *malfunctioning* or *inoperative*, this will cause the eager inspector to detain the ship. Hence, it is not inconceivable that from this we might have had two detentions.

In the enclosed list of Deficiency Codes from Paris MoU you find the machinery-related items under No. **13** – “Propulsion and auxiliary machinery”. In addition there machinery items included in various other sections, such as machinery space openings under **03** – Watertight/Weathertight condition, Means of control (opening, pumps) Machinery spaces under **07** – Fire safety, Machinery controls alarm under **08** – Alarms, Machinery protection, machinery room cleanliness and fencing under **092** Working conditions, and Oil & mixtures from machinery under **14** – Pollution Prevention.

Conclusion:

The goal for 2013 is to move further up in the White List, as it was for 2012. With this in mind we cannot afford any detentions for the remainder of the year!

By this the FMA requests that you see to it that your ship inspectors and chief engineers ensure particular attention to machinery spaces and condition, and that there are no such circumstances that may cause a detention in port.

Encl.: Paris MoU White List 2012
Paris MoU Inspection Statistics
Paris MoU Deficiency Codes – for inspection purposes