



REPORT OF CIC ON FIRE SAFETY SYSTEMS (FSS) September 1, 2014 – November 30, 2014

Section 1 Introduction

1.1 Executive Summary

From September 1, 2014 to November 30, 2014, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on Fire Safety System (FSS) throughout the region. This campaign involved nine (9) Member States and one (1) Associate Member State of the Caribbean MOU.

This report documents the results of the campaign and was prepared by the CMOU Secretariat in conjunction with the Technical Standing Working Group of the CMOU.

During the course of the campaign, nine member States and one associate member State carried out 236 port State control inspections on individual vessels. Of these PSC inspections, 158 vessels were inspected for the CIC. In addition, a total of three (3) detentions were recorded with one (1) as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.

1.2 Purpose of the report

The report documents the results of the CIC on Fire Safety Systems and outlines an analysis of the results of this CIC.

1.3 Objective of the CIC

The CIC was designed to ensure that there is compliance with the requirements of the SOLAS Convention Chapter II-2 and the International Code for Fire Safety Systems as applicable; that the firefighting equipment is readily available and maintained at all times; that the master, officers and crew are familiar with the equipment and have received training in carrying out their duties and to raise awareness of fire safety related issues.

1.4 Scope of the CIC

The campaign targeted the fire safety plan, fire control measures, drills, crew awareness and other applicable documentation will be verified in more detail for compliance with SOLAS Chapter II-2 and the International Code for Fire Safety Systems to an acceptable level. The campaign was designed to examine a specific area and not intended to detract from the normal coverage of port State control inspections. As such, the CIC was conducted in conjunction with the regular port State control targeting and inspection activities as outlined by the Caribbean MOU.

1.5 General remarks

For the purpose of this report:

- .1 a detention is an inspection containing one or more detainable deficiencies;
- .2 a CIC-related detention is an inspection containing one or more detainable deficiencies related to the CIC;
- .3 the tables do not take into account inspections where the CIC questionnaire was not recorded; and
- .4 only one CIC inspection was conducted on board each individual vessel during the campaign period.

Section 2

Summary analysis, conclusions and recommendations

2.1 Summary analysis

During the period from September 1, 2014 to November 30, 2014, a total of 236 Inspections were carried out within the CMOU. Of this 158 underwent the CIC on Fire Safety Systems. It was positive to see that there were no major deficiencies identified and only one detention with a CIC-topic deficiency was recorded.

2.2 Conclusions

Reflecting on the objective of the CIC, that is to verify compliance with the requirements of the SOLAS Convention Chapter II-2 and the International Code for Fire Safety Systems as applicable, it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and only one detention recorded.

2.3 Recommendations

Member States are encouraged to continue to be vigilant on the inspection of Fire Safety Systems as this category of deficiency continues to be highly ranked in the annual statistics of the CMOU.

Section 3

CIC Questionnaire Results

3.1 Summary of results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table 1 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

Table 1

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	236	158	81
Total number of detentions	3	3	0
Detentions with CIC-topic deficiencies	1	1	0

* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (**Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

0.63%

The responses to the CIC questionnaire are summarized in Table 2

Table 2

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	139	5		14	158	3.16%
Q2	140	4	0	14	158	2.53%
Q3	140	2	2	14	158	1.27%
Q4	144	0	0	14	158	0%
Q5	117	3	24	14	158	1.90%
Q6	121	23		14	158	14.56%
Q7	144	0		14	158	0%
Q8	139	3	2	14	158	1.90%
Q9	144	0	0	14	158	0%
Q10	137	7	2	14	158	4.43%
Q11	59	2	78	19	158	1.27%
Q12	4	140		14	158	-
					Average	2.82%

From the results above, it can be seen that the question which resulted in the most unfavourable results was Question 6 which asked whether the fire protection systems, firefighting-systems and appliances were maintained and/or ready for use? The results indicated that 14.46% of vessels inspected under the CIC answered had an unsatisfactory answer for this question.

3.2 CIC Questions

Questions comprised in the CIC Questionnaire:

No.	ITEM	Yes	No	N/A
1	Is the Fire Control Plan present, permanently exhibited and up to date ? SOLAS Ch II-2/ Reg 15.2.4 (Def codes: 0755 / 07122)¹	<input type="checkbox"/>	<input type="checkbox"/>	
2	Do the fire fighters' outfits including personal equipment comply with the requirements? SOLAS Ch II-2/ Reg 10.10 (Def codes: 0730 / 07110)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements? SOLAS Ch II-2/ Reg 13.3.4 and Reg 13.4.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are the portable extinguishers ready for use in locations as per the fire control plan? SOLAS Ch II-2/Reg 10.3.2.4 (Def codes: 0720 / 07108)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5*	Does the automatic audible alarm sound prior to the release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work? FSS Ch 5/ Reg 2.1.3.2 (Def codes 0725 / 07109)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6*	Are the fire protection systems, firefighting-systems and appliances maintained / ready for use? SOLAS/Ch II-2/ Reg 14.2.1 (Def codes: 0720 / 07108)	<input type="checkbox"/>	<input type="checkbox"/>	
7	Is there a maintenance plan onboard, to show that fire protection systems and fire- fighting systems and appliances (as appropriate) have been properly tested and inspected? SOLAS/Ch II-2/ Reg14.2.2 (Def codes: 0720 / 07108)¹	<input type="checkbox"/>	<input type="checkbox"/>	
8*	Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station? SOLAS Ch II-2/ Reg 7.4.2 (Def codes: 0715 / 07106)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9*	Is the emergency fire pump, capable of producing at least two jets of water? SOLAS/Ch II-2/ Reg 10.2.2.3.1 and Reg 10.2.2.4.2 (Def codes: 0739 / 07113)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Are the isolating valves of the fire main marked, maintained and easily operable? SOLAS/Ch II-2/ Reg10.2.1.4 (Def codes: 0730 / 07110)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11*	Where a fire drill was witnessed was it found to be satisfactory? SOLAS Ch II-2/ Reg 15.2.2.5 and SOLAS Ch-III/ Reg 19.3 (Def codes: 2020 / 07125)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

¹ The mentioned deficiencies codes are respectively for the Caribbean MOU,CMIC- and CMIS-database

3.3 Inspections by Member States

The following outlines the CIC inspections carried out by the Member and Associate Member States of the CMOU.

Member States	Number of CIC Inspections
Antigua and Barbuda	13
Bahamas	9
Belize	3
Cayman Islands	2
France	8
Jamaica	42
St. Kitts & Nevis	1
Suriname	5
The Netherlands	59
Trinidad and Tobago	16
Total	158

3.4 Inspections by Ship Type

Of the 158 CIC inspections that took place, Container Ships had the highest number of inspections. This is due to the fact that most of the vessels that trade in the CMOU region are Container Ships.

Ship Type	Number of CIC Inspections
Bulk carrier	18
Chemical tanker	14
Containership	33
Gas carrier	5
General cargo/multi-purpose ship	17
Offshore service vessel	1
Oil tanker	32
Other types of ship	4
Passenger ship	16
Refrigerated cargo carrier	2
Ro-ro cargo ship	4
Ro-ro passenger ship	1
Special purpose ship	1
Tanker, not otherwise specified	7
Vehicle Carrier	3
Total	158

3.5 Inspections by RO

Lloyd's Register recorded the greater number of CIC inspections, closely followed by GL and DNV.

Recognised Organizations	Number of CIC Inspections
American Bureau of Shipping	15
Bureau Veritas	14
Det Norske Veritas	27
Germanischer Lloyd	31
International Register of Shipping	1
Korean Register of Shipping	2
Lloyd's Register	33
National Shipping Adjusters Inc	1
Nippon Kaiji Kyokai	19
No class	2
Other	1
Panama Maritime Documentation Services	1
Register of Shipping (Singapore)	2
Registro Italiano Navale	4
Unknown	5
Total	158