



REPORT OF CIC ON LIFE SAVING APPLIANCES (LSA) September 1, 2017 – November 30, 2017

Section 1 Introduction

1.1 Executive Summary

From September 1, 2017 to November 30, 2017, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on Life Saving Appliances throughout the region. This campaign involved 13 Member States and one 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, 159 port State control inspections on individual vessels were carried out. Of these PSC inspections, 132 vessels were inspected for the CIC. In addition, a total of 3 detentions were recorded with 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 Life Saving Appliances 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, the Caribbean Cargo Ship Safety (CCSS) Code, the Small Commercial Vessel (SCV) Code and the Life Saving Appliances (LSA) Code as applicable; Ensure that the Master, Officers and Crew are familiar with relevant equipment and have received training in carrying out their duties and Raise safety awareness among the crew serving on board.

1.4 Scope of the CIC

The campaign ensured that effective procedures and measures were in place to safeguard the seafarers who serve on board ships by checking all aspects of compliance with respect to Life Saving Appliances during a PSC Inspection. 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 Applicability of CIC

The 2017 CIC applied to:

- All ships to which Chapter I of SOLAS applies (> 500 GT)
- All CCSS code vessels
- All SCV code vessels
- All non-convention, certified, commercial vessels trading internationally. (vessels < 500 GT)

1.6 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, 2017 to November 30, 2017, a total of 159 Inspections were carried out within the CMOU. Of this 132 underwent the CIC on Life Saving Appliances. 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, the Caribbean Cargo Ship Safety (CCSS) Code, the Small Commercial Vessel (SCV) Code and the Life Saving Appliances (LSA) Code 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 Life Saving Appliances 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	159	132	30
Total number of detentions	4	1	3
Detentions with CIC-topic deficiencies	1	1	

* 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:

0.76%

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	127	0	0	5	132	3.79
Q2	128	0	0	4	132	3.03
Q3	114	4	10	4	132	13.64
Q4	118	7	3	4	132	10.64
Q5	126	2	0	4	132	4.55
Q6	123	5	0	4	132	6.82
Q7	117	9	0	4	132	11.36
Q8	110	1	16	5	132	16.67
Q9	123	2	3	4	132	6.82
Q10	108	5	15	4	132	18.18
Q11	61	11	54	6	132	53.79
Q12	4	124		4	132	-
					Average	13.57%

From the results above, it can be seen that the question which resulted in the most unfavorable results was Question 11 which asked whether during the CIC, the PSCO observed an abandon ship drill and if so, whether the drill complied with the requirements of the Convention / Code. The results indicated that 53.79% 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*	Does the vessel provide sufficient Lifesaving appliances for the total number of persons on board? (SOLAS I/12(vi)) (CCSS 1.12.2)(SCV I/14).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<i>Def code: 01101, 01103, 01105, 01134, or 11133</i>			
2*	Do records indicate that the survival crafts are regularly inspected and maintained according to SOLAS, the relevant MSC's guidelines or as per manufacturers' requirements? (Solas III/20 and 36) (CCSS 4.7 and 4.8) (SCV VI/ 1.2 and 9.4) <i>Def Code: 11132</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Is the SOLAS Training Manual ship's specific and is it understood by all crew? (SOLAS III/35) (NOT APPLICABLE FOR CCSS AND SCV) <i>Def Code: 11131</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4*	Do records indicate compliance with Emergency training and Drills with regard to lifesaving appliances and arrangements? (SOLAS III/19) (CCSS 4.17.6) (SCV VIII/3.1.5) <i>Def Code: 11131</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5*	Do the Personal Lifesaving appliances comply with the requirements of the Convention/ Code? (SOLAS III/7, 22 and 32)(CCSS 4.3.1)(SCV VI/1) <i>Def Codes: 11117, 11118, 11119, or 11120</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6*	Are survival craft in a state of operational readiness with muster and embarkation arrangements in place and maintained? (SOLAS III/11, 23 or 33)(CCSS 4.9.2.3) (SCV VIII/16) <i>Def Codes: 11112, 11124, or 11129</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7*	Are procedures in place for the Recovery of persons from the water and is the required equipment maintained and in a state of operational readiness? (SOLAS III/17 and 17-1) (CCSS 4.9.8 and 4.10.2) (SCV VI/12) <i>Def Code: 01333, 11134</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8*	Are the Lifeboats properly equipped? (LSA 4.4.3, 4.4.6, 4.4.7 and 4.4.8) (CCSS 4.3.1) (SCV VI/1.1) <i>Def Code: 11102</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9*	Does the Muster List reflect the actual crew on board and is the crew familiar with their duties? (SOLAS III 8 and 37) (CCSS 4.16.4) (SCV VIII/10 and 11) <i>Def Code: 04108</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10*	Can the ship's crew explain the launching appliances of the (freefall) lifeboat and if applicable, the rescue boat release mechanism? (LSA Ch IV, V & VI) (CCSS 4.17.5) (SCV – N/A) <i>Def Code: 11131</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11*	During the CIC, the PSCO is to observe an abandon ship drill. Did the drill comply with the requirements of the Convention / Code? (SOLAS III/19.3.4) (CCSS 4.17) (SCV VIII – 12.2) <i>Def Code: 04110</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Was the ship detained as a result of the 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	Numbers of CIC
Antigua and Barbuda	2
Bahamas	10
Barbados	18
Belize	10
Cayman Islands	9
Curaçao	13
France	4
Guyana	1
Jamaica	18
Saint Vincent and the Grenadines	2
Suriname	3
The Netherlands	38
Trinidad and Tobago	4
Total	132

3.4 Inspections by Ship Type

Of the 159 CIC inspections that took place, Passenger ships had the highest number of inspections which was followed by Container Ships. These two vessels types usually are the most prevalent vessel type trading within in the CMOU region.

Ship type	Numbers of CIC
Bulk carrier	6
Chemical tanker	11
Containership	22
General cargo/multi-purpose ship	18
Oil tanker	11
Other types of ship	10
Passenger ship	44
Ro-ro cargo ship	3
Special purpose ship	1
Tanker, not otherwise specified	5
Vehicle Carrier	1
Total	132

3.5 Inspections by RO

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

Recognised Organizations	Numbers of CIC
American Bureau of Shipping	14
Bureau Veritas	13
Det Norske Veritas	7
DNV GL	38
Germanischer Lloyd	4
International Register of Shipping	1
Korean Register of Shipping	2
Lloyd's Register	30
Nippon Kaiji Kyokai	6
No class	4
Phoenix Register of Shipping S.A.	1
RINA Services S.p.A	9
Unknown	3
Total	132