



## **REPORT OF CIC ON FIRE SAFETY SYSTEMS**

**September 1, 2023 – November 30, 2023**

### **Section 1 Introduction**

#### **1.1 Executive Summary**

From September 1, 2023 to November 30, 2023, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on Fire Safety (FS) Convention throughout the region. This campaign involved 12 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, 157 port State control inspections on individual vessels were carried out. Of these PSC inspections, 124 vessels were inspected for the CIC. There were no detentions reported 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 and outlines an analysis of the results of this CIC.

#### **1.3 Objective of the CIC**

The CIC was designed to determine if ships meet the mandatory requirements for fire safety prescribed in Chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS) and the International Code for Fire Safety Systems (FSS Code).

#### **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, 2023 to November 30, 2023, a total of 157 Inspections were carried out within the CMOU. Of this 124 underwent the CIC on Fire Safety was positive to see that there were a limited number of deficiencies identified during this CIC.

#### **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. It should be highlighted that Question 10 regarding drills had the highest unfavourable score. This was due to the fact that only 27 of the 124 inspections actually viewed a drill and out of the 27, 30% were unfavourable.

#### **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. Particular attention should be given to the relevant drills as prescribed by SOLAS.

## **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	157	124	37
Total number of detentions	5	5	0
Detentions with CIC-topic deficiencies	0	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%

The responses to the CIC questionnaire are summarized in Table 2

**Table 2**

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
<b>Q1</b>	110	6	1	7	124	10,48%
<b>Q2</b>	109	6	2	7	124	10,48%
<b>Q3</b>	107	4	6	7	124	8,87%
<b>Q4</b>	111	4	2	7	124	8,87%
<b>Q5</b>	107	2	8	7	124	7,26%
<b>Q6</b>	100	4	12	8	124	9,68%
<b>Q7</b>	111	2	4	7	124	7,26%
<b>Q8</b>	103	1	13	7	124	6,45%
<b>Q9</b>	108	4	5	7	124	8,87%
<b>Q10</b>	19	8	89	8	124	12,90%
					<b>Average</b>	<b>9,11%</b>

### 3.2 CIC Questions

Questions comprised in the CIC Questionnaire:

No.	Item	Yes	No	N/A	Detention
Q.1*	Are the emergency escape routes properly maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Are the fire doors maintained in good working condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3*	Has the fixed fire detection and fire alarm systems, been periodically tested in accordance with the requirements of the Administration?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.4*	Are ventilation closing appliances capable of being closed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Are the means of control for power ventilation of machinery spaces operable from two grouped positions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6*	Can each fire pump deliver at least the two required jets of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.7*	Are the means of control for stopping ventilation operational and provided in a position outside the machinery space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8*	Is the room for the fixed gas fire extinguishing medium used only for this purpose?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.9*	Are the valves used in the fire main line operational?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10*	Where a fire drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Notes:

1. If the "No" is ticked off for questions with an "\*" the ship may be considered for detention.
2. Where there is no box in the N/A column, the neither box "Yes" or "No" should be selected as appropriate.

### 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 State	Number of CIC Inspection
Antigua and Barbuda	10
Bahamas	14
Belize	2
Bermuda	5
British Virgin Islands	1
Cayman Islands	7
France	11
Guyana	1
Jamaica	40
Saint Vincent and the Grenadines	14
St. Lucia	1
Suriname	3
The Netherlands	15
<b>Total</b>	<b>124</b>

### 3.4 Inspections by Ship Type

Of the 124 CIC inspections that took place, Containership had the highest number of inspections which was followed by Passenger ship. These two vessel types usually are the most prevalent vessel type trading within in the CMOU region.

Ship Type	Number of CIC Inspections
Bulk carrier	7
Chemical tanker	5
Containership	48
Dredger/Cutter/Hopper	1
Fishing Vessel	1
General cargo/multi-purpose ship	15
Heavy load carrier	1
Oil tanker	7
Other types of ship	8
Passenger ship	24
Refrigerated cargo carrier	1
Ro-ro cargo ship	2
Tanker, not otherwise specified	3
Vehicle Carrier	1
<b>Totale</b>	<b>124</b>

### 3.5 Inspections by RO

Bureau Veritas recorded the greater number of CIC inspections, closely followed by Det Norske Veritas and Lloyd's Register.

Recognised Organizations	Number of CIC Inspections
American Bureau of Shipping	9
Bureau Veritas	23
China Classification Society	2
Det Norske Veritas	19
DNV GL AS	10
International Naval Surveys Bureau	1
KOREAN REGISTER	2
Lloyd's Register	19
Nippon Kaiji Kyokai	10
No class	3
Panama Maritime Documentation Services	1
RINA Services S.p.A.	15
Unknown	5
Withdrawn	1
Other	4
<b>Total</b>	<b>124</b>

### 3.6 Number of Deficiencies per Category

Certificate and Documents recorded the greatest number deficiencies from all the inspections during the CIC period, closely followed by Fire safety.

Category of Deficiency	Number
Certificates & Documentation	53
Structural condition	19
Water/Weathertight condition	19
Emergency Systems	9
Radio communication	15
Fire safety	42
Alarms	1
Working and Living Conditions	14
Safety of navigation	28
Life saving appliances	29
Propulsion and auxiliary machinery	7
Pollution Prevention	7
ISM	3
ISPS	4
MLC, 2006	4
Other	4
<b>Total</b>	<b>256</b>

### 3.7 Number of Deficiencies per Sub-Category (only deficiencies occurred 3 times or more)

Lifebuoys incl. provision and disposition recorded the greatest number deficiencies from all the inspections during the CIC period, closely followed by Firefighting equipment and Fire pumps and its pipes.

Code	Deficiency	Number
11117	Lifebuoys incl. provision and disposition	9
07110	Firefighting equipment and appliances	8
07113	Fire pumps and its pipes	8
02101	Closing devices / watertight doors	7
03107	Doors	7
07105	Fire doors/openings in fire-resisting divisions	6
13104	Bilge pumping arrangements	6
10111	Charts	6
11108	Inflatable liferafts	6
10101	Pilot ladders and hoist/pilot transfer arrangements	5
05111	Satellite EPIRB 406 MHz /1.6 GHz	5
01199	Other (certificates)	5
01113	Minimum safe manning document	4
02199	Other (structural condition)	4

07106	Fire detection and alarm system	4
11104	Rescue boats	4
16105	Access control to ship	4
10127	Voyage or passage plan	3
05109	VHF radio installation	3
07120	Means of escape	3
07115	Fire-dampers	3
03102	Freeboard marks	3
03108	Ventilators, air pipes, casings	3
01220	Seafarer' employment agreement SEA	3
01305	Logbooks / compulsory entries	3
01101	Cargo Ship Safety Equipment (including exemption)	3
01108	Load lines (including exemption)	3
01201	Certificates for masters and officers	3