

12 January 2015

PRESS RELEASE

6 SHIPS DETAINED THROUGH CIC ON STCW HOURS OF REST 2014

Concentrated Inspection Campaign (CIC) on STCW Hours of Rest 2014 carried out between 1 September 2014 and 30 November 2014 in the Black Sea MOU region shows the following preliminary results of the questions related to the verification both deck and engine room watch-keepers' hours of rest.

6 ships have been detained in the Black Sea MOU region during the course of the CIC through deficiencies relating to STCW Hours of Rest. The most notable non-conformities observed were lack of correctly recorded records related hours of rest (7.33 %), followed by lack of watch schedule posted in an accessible area (1.75 %) and endorsement of the daily hours of rest records for each watch keeper (1.48 %).

During the course of the campaign six member Authorities carried out a total of 1,146 inspections of individual ships using the CIC questionnaire. Of this quantity 21 ships were detained with 6 (28.57%) of detentions were being within the CIC scope.

A total of 168 non-conformities have been recorded as a result of the campaign out of 1,146 questionnaires submitted.

421 (36.74%) inspections concerned general cargo/multi-purpose ships, followed by bulk carriers with 399 (34.82%) inspections, oil tankers with 112 (9.77%) inspections and chemical tankers with 77 (6.72%) inspections.

5 (83.33%) of the ships detained for CIC-related deficiencies were general cargo/multipurpose ships. Also 1 (16.67 %) of the ships detained was a commercial yacht.

The CIC questionnaire indicated that "unsatisfactory" answer was given to a question on 1.66% of occasions.

Most inspections were carried out on board ships flying the flags of Malta with 160 (13.96%) inspections, Panama with 149 (13.00%) inspections, Turkey with 102 (8.90%) inspections and Liberia with 87 (7.59%) inspections.

A total of 6 flags had one each CIC-related detentions. These flags cover 22.86% of the CIC inspections.

A total of 52 flags, covering 77.14% of the CIC inspections, had no CIC-related detentions at all.

A total of 26 flags, covering 13.62 % of the total CIC inspections, had no CIC-related deficiencies.

Additional information gathered on the watch system whether the MSMD requires an Engineer officer and whether the ship is to be operated as a UMS ship (Periodically Unattended Machinery Space).

This campaign involved all member Authorities of the BS MOU and was conducted in conjunction with the Paris MOU and Tokyo MOU. The Paris MOU Guidelines and Questionnaire were used.

The results of the campaign will be further analysed, including additional information gathered, and findings will be presented to the 16th meeting of the Port State Control Committee in April 2015, after which the report will be submitted to the International Maritime Organization.

Contact :

Black Sea MOU Secretariat

Kemankes Karamustafapasa Mah. Kemankes Cad.

Beyoglu - İstanbul 34425 TURKEY

Telephone: +90 212 2491728 Faxsimile : +90 212 2925277

E-mail: bsmousecretarait@superonline.com Web-site: www.bsmou.org