



Technical Circular

No.: 024/2014

Date: 15th September 2014

To Whomsoever it may concern

**Subject : Concentrated Inspection Campaign on Fire Safety Systems
beginning 1 October 2014 by Riyadh MoU on Port State Control**

Please be advised that the six (6) Maritime Authorities of the Riyadh Memorandum of Understanding (RMOU) on Port State Control have issued a press release (attached) regarding the launch of a Concentrated Inspection Campaign (CIC).

This will focus on ensuring compliance with SOLAS Chapter II-2 and the International Code for Fire Safety Systems on board ships. This inspection campaign will be held for three (3) months, beginning on 1st October 2014 and ending on 31st December 2014.

The CIC is designed to raise awareness of fire safety-related issues and to ensure that:

- ships are complying with the requirements of the SOLAS Convention Chapter II-2 and the International Code for Fire Safety Systems;
- fire-fighting equipment is readily available and maintained at all times; and
- the Master, officers and crew are familiar with the equipment and have received training in carrying out their duties.

For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign.

Owners/Managers are requested to verify the requirement as per the attached check list so as to ensure that vessels when subjected to Port State Control Inspection are not found with deficiency or detained.

Enclosure: 1. Press Release by Riyadh MoU
2. Checklist for CIC



September 9, 2014

Concentrated Inspection Campaign on Fire Safety Systems beginning 1 October 2014 by Riyadh MoU on Port State Control

The 6 Maritime Authorities of the Riyadh Memorandum of Understanding (RMOU) on Port State Control will launch a Concentrated Inspection Campaign (CIC) with the purpose of ensuring compliance with SOLAS Chapter II-2 and the International Code for Fire Safety Systems on board ships. This inspection campaign will be held for three months, commencing from October 1st, 2014 and ending on December 31st, 2014.

The CIC is 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;
- The firefighting equipment is readily available and maintained at all times;
- 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.

In practice, the CIC will mean that during a regular port State control inspection conducted within the RMOU region, 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.

For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the Concentrated Inspection Campaign. The questionnaire has been annexed to this press release. When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified.

RIYADH MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL



مذكرة تفاهم الرياض
للتفتيش و الرقابة على السفن

In the case of detention, publication in the monthly detention lists of the RMoU web site will take place. It is expected that the RMoU will carry out approximately 300 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the governing body of the RMoU for submission to the relevant IMO sub-committees.

Contact:

Eng. Mahammed Shaban Al Zadjali
Director of the Secretariat and Information Center
Riyadh MoU
Tel: 00968 24713060 ,066
Mob:00968 99351661
Fax: 00968 24713070



REPORT OF CIC ON FIRE SAFETY SYSTEMS (FSS)
From 01/10/2014 to 31/12/2014

Ship's Name/IMO No.:
Port of Inspection:
Date of Inspection:

No.	Item	YES	NO	N/A
1.	Does the Fire Control Plan meet the requirements? SOLAS Ch II-2/ Reg 15.2.4 and Reg 15.3.2	<input type="checkbox"/>	<input type="checkbox"/>	
2a.	Do the fire fighters' outfits including personal equipment comply with the requirements? SOLAS Ch II-2/ Reg 10.10 and Reg 14.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2b.	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"/>
3.	Are the portable extinguishers ready for use in locations as per the fire plan? SOLAS Ch II-2/ Reg 10.3.2.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*4.	Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work? SOLAS Ch II-2/ Reg 10.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5a.	Are the fire protection systems, fire fighting-systems and appliances maintained ready for use? SOLAS Ch II-2/ Reg 14.2.1	<input type="checkbox"/>	<input type="checkbox"/>	
5b.	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/ Reg 14.2.2	<input type="checkbox"/>	<input type="checkbox"/>	
*6.	Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use? SOLAS Ch II-2/ Reg 15.2.2	<input type="checkbox"/>	<input type="checkbox"/>	
7.	Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section? SOLAS Ch II-2/ Reg 10.6	<input type="checkbox"/>	<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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained? SOLAS Ch II-2/ Reg 15.2.4 and Reg 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*10.	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 2.2.4.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11.	Are the Isolating valves of the fire main marked, maintained and easily operable? SOLAS Ch II-2/ Reg 10.2.1.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.	Where a fire drill was witnessed was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



13.	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	
-----	---	--------------------------	--------------------------	--

Note: if the box "NO" is ticked off. For questions marked with an "*" the Ship may be considered for detention. The detail of any deficiencies should be appropriately entered on the PSC report of Inspection – Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and" if the box "YES" is checked that means all parts in the questions are in compliance.