

Isle of Man Ship Registry

Maritime Labour Convention Annual Report

2015

**Isle of Man Government
Department of Economic Development**



**Isle of Man
Government**

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Introduction

The Maritime Labour Convention 2006 (MLC) was extended to the Isle of Man on 7th August 2013 and came into effect on 20th August 2013 in line with the international enforcement date of the Convention. The aim of the MLC was to modernise labour standards for seafarers by prescribing –

- minimum requirements for seafarers to work on a ship including minimum age, training and qualifications, medical certificates and recruitment and placement;
- conditions of employment including wages, seafarers' employment agreements, hours of work and rest, entitlement to leave, repatriation, compensation for loss and foundering and manning levels;
- standards of accommodation, recreational facilities, food and catering; and
- levels of health protection including health and safety policies and programmes, shipowner's liability and medical care.

The Isle of Man Ship Registry (IOMSR) is responsible for inspections and issuing certification for Isle of Man registered ships trading commercially worldwide. Under the provisions of MLC 5.1.1/2 (General Principles) the Isle of Man Ship Registry is responsible for establishing:

"an effective system for the inspection and certification of maritime labour conditions, ...ensuring that the working and living conditions for seafarers on ships that fly its flag meet, and continue to meet, the standards in this Convention."

To achieve the required standards IOMSR worked tirelessly for many years to develop new legislation, update existing legislation and produce guidance for the benefit of seafarers, technical managers and crewing companies. MLC Standard A5.1.4/13 (Inspection and enforcement) requires:

"The competent authority of each Member shall maintain records of inspections of the conditions for seafarers on ships that fly its flag. It shall publish an annual report on inspection activities within a reasonable time, not exceeding six months, after the end of the year."

In fulfilling the Isle of Man Ship Registry's obligation under MLC A5.1.4/13 this report is published annually and has been compiled taking into consideration the guidance contained in MLC B5.1.4/10. The statistics contained in this report are concerned only with ships to which the MLC applies.

This report covers the calendar year from 1st January 2015 to 31st December 2015.

If you have any questions concerning the Isle of Man's implementation of MLC then please contact us at:-

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1. Isle of Man MLC Regulations, Guidance and Amendments

The Maritime Labour Convention (MLC) was implemented for Isle of Man ships by the Merchant Shipping (Maritime Labour Convention) Regulations 2013 (SD 234/2013) on the 20th August 2013.

The Regulations follow the order and structure of the MLC and apply to all Manx commercial ships trading internationally with exception of pleasure vessels and fishing vessels. The Regulations also apply MLC 5.2.1 (Inspections in port) and MLC 5.2.2 (Onshore seafarer complaint handling procedures) to foreign ships calling into a port in the Isle of Man in the normal course of their business or for operational reasons. Isle of Man MLC inspections on foreign flagged ships in Isle of Man waters came into effect on 7th August 2014 as per SD 234/13 Regulation 3(2).

In addition to the requirements for shipowners, the Regulations apply MLC 1.4 (Recruitment and placement) to any private seafarer recruitment and placement service operating on the Isle of Man. These services must operate in accordance with the requirements of the Regulations and are subject to inspection and certification for compliance.

Where the Regulations set out a standard to be achieved with no specific method of compliance, guidance on how to achieve compliance can be found in the associated Maritime Labour Notice (MLN). If a standard is implemented in accordance with the provisions of the MLN, this is accepted as evidence of compliance with the Regulations. Alternative methods of compliance to those set out in the MLN will be considered on a case by case basis by the Isle of Man Ship Registry.

Shipowners must ensure ships are constructed, equipped and operated in accordance with the requirements of the MLC Regulations and MLNs and that each seafarer enjoys all the rights conferred. The Isle of Man regulation and MLN specific to each MLC standard are stated on the ship's Isle of Man Declaration of Maritime Labour Compliance Part 1.

Other Isle of Man Regulations concerning MLC Requirements are listed below:

- Medical Stores (SD2015/0055);
- Accident Reporting and Investigation (SD 815/01);
- Manning and STCW (SD 2014/0238);
- Crew Accommodation (SI 1978/795);
- Maintenance of Seamen's Dependants (SI 1972/1635);
- Provisions and Water (GC 34/90);
- Official Log Books and List of Crew (SD2015/0387).

Copies of the [Regulations](#) and [MLNs](#) are obtainable from:

- Isle of Man Ship Registry, Department of Economic Development, St Georges Court, Upper Church Street, Douglas, Isle of Man, IM1 1EX.
- www.iomshipregistry.com.

Copies of the Maritime Labour Convention 2006 can be obtained from the International Labour Organisation - www.ilo.org/mlc.

Amendments to the MLC Regulations which came into effect in 2015

- Medical Stores (SD2015/0055) (replaced previous regulations)
- Official Log Books and List of Crew (SD2015/0387) (replaced previous regulations)

Amendments to MLNs which came into effect in 2015

- The latest MLNs as of January 2016 are listed below:

| MLN Number | MLN Title | Date Last Amended | Latest Revision |
|------------------------------|---|--------------------------|------------------------|
| MLN 1 | Index of MLNs | Jan 16 | Rev 7 |
| MLN 1.1 | Young Persons | Aug 12 | Rev 1 |
| MLN 1.2 | Medical Certificates | Apr 13 | Rev 2 |
| MLN 1.3 | Training and Qualifications | Jan 15 | Rev 0 |
| MLN 1.4 | Recruitment and Placement | Aug 12 | Rev 0 |
| MLN 1.4.8 | Possible Problems Signing on a non MLC Ship | Aug 12 | Rev 0 |
| MLN 2.1 | Seafarer's Employment Agreements | Apr 13 | Rev 5 |
| MLN 2.2 | Seafarer's Wages | Feb 13 | Rev 1 |
| MLN 2.3 | Hours of Work and Hours of Rest | Apr 13 | Rev 3 |
| MLN 2.4 | Entitlement to Leave | Feb 13 | Rev 2 |
| MLN 2.5 | Repatriation | Apr 13 | Rev 1 |
| MLN 2.6 | Seafarer's Compensation for the Ship's Loss or Foundering | Oct 12 | Rev 3 |
| MLN 3.1 | Accommodation & Recreational facilities | Apr 13 | Rev 2 |
| MLN 3.2 | Food and Catering | Feb 12 | Rev 0 |
| MLN 4.1 | Medical Care on Board Ship and Ashore | Mar 15 | Rev 3 |
| MLN 4.2 | Shipowner's Liability | Nov 12 | Rev 4 |
| MLN 4.3a | Health & Safety Policies | Aug 12 | Rev 0 |
| MLN 4.3b | Health & Safety - Vibration | Aug 12 | Rev 0 |
| MLN 4.3c | Health & Safety - Noise | Sept 12 | Rev 0 |
| MLN 4.3d | Health & Safety - Chemicals | Sept 12 | Rev 0 |
| MLN 4.3e | Reporting Accidents, Incidents & Diseases | Oct 12 | Rev 0 |
| MLN 4.4 | Access to Shore Based Welfare Facilities | Mar 12 | Rev 0 |
| MLN 5.1.3 & 5.1.4 | Certification, Inspection and Enforcement | Apr 13 | Rev 1 |
| MLN 5.1.5 | On board Complaint Procedures | Apr 13 | Rev 1 |
| MLN 6.0 | Amendments to DMLC Part II and SEA | Jan 14 | Rev 0 |

MLNs withdrawn:

- MLN 2.1A (Crew Lists)
- MLN 5 (Frequently Asked Questions)

2. Isle of Man System of Inspection

For Isle of Man registered ships to which the MLC applies, the Isle of Man Ship Registry is the "Competent Authority" as defined in Article II(a) of the MLC and is responsible for implementing the Isle of Man's obligations under the MLC. IOMSR is a Division of the Isle of Man Government Department of Economic Development.

In accordance with the MLC Regulations the following inspections are carried out:

- Inspections in order to certificate Isle of Man registered ships of 500 gross tonnage or over engaged in international voyages pursuant to the requirement of MLC 5.1.3/6.
- Inspections of ships less than 500 gross tonnage operating commercially.
- Inspections in order to certificate recruitment and placement services based in the Isle of Man pursuant to the requirement of MLC A1.4/2.
- Inspections may also be carried out under the following circumstances:-
 - o Isle of Man registered ships worldwide to which the MLC applies where a complaint has been made.
 - o Foreign flag ships to which the MLC applies in Isle of Man waters subject to a Port State Control (PSC) inspection (MLC 5.2.1).
 - o Foreign flag ships to which the MLC applies in Isle of Man waters where a complaint has been made (MLC 5.2.2).

The IOMSR endeavours to conduct all MLC inspections using exclusive IOMSR surveyors who fulfil the requirement of "inspector" as prescribed by MLC A5.1.4/7. Surveyors from the Ship Registry are empowered to conduct inspections at appropriate intervals and at any other time when given cause to do so. The surveyors have been trained to carry out MLC inspections in accordance with the requirements of MLC A5.1.4 and MLC B5.1.4.

In exceptional circumstances it is not always possible for IOMSR surveyors to attend every ship. Where this occurs a Classification Society may be appointed as a Recognised Organisation (RO) as permitted by MLC 5.1.2/1 in order to carry out the MLC inspections on behalf of IOMSR. Classification Societies which may be appointed are listed in Manx Shipping Notice 20.

Inspections are conducted for each registered ship to which MLC applies at intervals not exceeding 3 years. It is arranged that the surveyors complete the MLC inspection at the same time as the other audits and inspections. Under this arrangement inspections under MLC take place at intervals of less than 3 years which ensures compliance with MLC A5.1.4/4 of the MLC.

IOMSR utilises a computerised reporting and filing system covering a range of ship certification and inspections which includes MLC inspections. This enhances the ability to plan forthcoming MLC inspections, analyse the findings, and monitor any deficiencies raised during inspections. The computerised reporting and filing system at IOMSR fulfils the requirement for maintaining records of inspections as required by MLC A5.1.4/13.

3. Ships and Premises Inspected

The following is an inspection record for Isle of Man registered ships, foreign flagged ships and recruitment & placement services to which the MLC applies attended by Isle of Man Inspectors in 2015.

Following an inspection of a ship or premises a report is made by the inspector including a list of any deficiencies to be rectified. A deficiency list stating what items are to be rectified is left with the ship's master or premises representative before the inspector leaves the ship or premises.

MLC reports issued to the ship's master are required to be displayed in a conspicuous place on board as per MLC A5.1.4/12.

3.1 Isle of Man Registered Ships Inspected

| Isle of Man Registered Ships | | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Total |
|-------------------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------|--------------|
| LESS than 500GT | with MLC deficiencies | 4 | 5 | 0 | 3 | 12 |
| | with no MLC deficiencies | 0 | 3 | 0 | 0 | 3 |
| GREATER than 500GT | with MLC deficiencies | 10 | 15 | 21 | 13 | 59 |
| | with no MLC deficiencies | 13 | 20 | 34 | 19 | 86 |
| Total MLC Inspections | | 27 | 43 | 55 | 35 | 160 |

On the ships where deficiencies were identified requiring rectification, the deficiencies can be broken down as follows.

| Deficiencies raised regarding: | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Total |
|--|---------------------------|---------------------------|---------------------------|---------------------------|--------------|
| 1. Minimum Age | | | | | |
| 2. Medical Certificates | | 2 | | 1 | 3 |
| 3. Qualification of Seafarers | 3 | 5 | 2 | 1 | 11 |
| 4. Seafarer Employment Agreements | 10 | 11 | 11 | 9 | 41 |
| 5. Use of any Licensed, Certified or Regulated Private Recruitment and Placement Service | 1 | 2 | 2 | 2 | 7 |
| 6. Hours of Work and Rest | 1 | 1 | 6 | 3 | 11 |
| 7. Manning Levels for the Ship | | | | | |
| 8. Accommodation | 2 | 6 | 4 | | 12 |
| 9. On Board Recreational Facilities | | | | | |
| 10. Food and Catering | 11 | 2 | 6 | 2 | 21 |
| 11. Health and Safety and Accident Prevention | 3 | 8 | | 5 | 16 |
| 12. On Board Medical Care | 1 | 1 | 1 | 1 | 4 |
| 13. On Board Complaint Procedures | 2 | 2 | 1 | | 5 |
| 14. Payment of Wages | 2 | | | 1 | 3 |
| Total | 36 | 40 | 33 | 25 | 134 |

Please note that on some ships more than one deficiency may have been issued to the same ship. All deficiencies were resolved to the satisfaction of IOMSR.

Any deficiencies raised are entered into IOMSR's database and continually monitored. Once the deficiencies have been rectified satisfactorily they are 'closed out' on the database.

The following tables show a breakdown of the number of MLC deficiencies raised per ship type.

| Less than 500 GT Ships Deficiency Breakdown per Ship Type (ships issued with a DMLC 1 and DMLC 2 only) | Comm. Yacht | PV* | Total |
|--|------------------------|------------|--------------|
| 1. Minimum Age | | | 0 |
| 2. Medical Certificates | 1 | | 1 |
| 3. Qualification of Seafarers | 3 | 1 | 4 |
| 4. Seafarer Employment Agreements | 3 | 1 | 4 |
| 5. Use of any Licensed, Certified or Regulated Private Recruitment and Placement Service | 1 | 1 | 2 |
| 6. Hours of Work and Rest | 1 | 1 | 2 |
| 7. Manning Levels for the Ship | | | 0 |
| 8. Accommodation | 2 | 1 | 3 |
| 9. On Board Recreational Facilities | | | 0 |
| 10. Food and Catering | 3 | | 3 |
| 11. Health and Safety and Accident Prevention | 6 | 1 | 7 |
| 12. On Board Medical Care | | | 0 |
| 13. On Board Complaint Procedures | | 1 | 1 |
| 14. Payment of Wages | | 1 | 1 |
| Total Deficiencies | 19 | 8 | 28 |
| Ships Inspected with Deficiencies | 11 | 1 | 12 |

| Greater than 500 GT Ships Deficiency Breakdown per Ship Type (ships issued with a MLC certificate, DMLC 1 and DMLC 2) | Passenger | Oil | Chemical | Gas | Bulk | Offshore/ Standby | Other | Comm. Yacht | PV* | Total |
|--|------------------|------------|-----------------|------------|-------------|------------------------------|--------------|------------------------|------------|--------------|
| 1. Minimum Age | | | | | | | | | | 0 |
| 2. Medical Certificates | | 1 | | | | 1 | | | | 2 |
| 3. Qualification of Seafarers | | 3 | | 1 | | 1 | 1 | 1 | | 7 |
| 4. Seafarer Employment Agreements | | 9 | | 5 | 9 | 4 | 6 | 4 | | 37 |
| 5. Use of any Licensed, Certified or Regulated Private Recruitment and Placement Service | | 1 | | | 3 | 1 | | | | 5 |
| 6. Hours of Work and Rest | | 6 | | | 1 | 1 | | 1 | | 9 |
| 7. Manning Levels for the Ship | | | | | | | | | | 0 |
| 8. Accommodation | | 2 | | | 4 | 1 | 2 | | | 9 |
| 9. On Board Recreational Facilities | | | | | | | | | | 0 |
| 10. Food and Catering | | 7 | | 2 | 3 | | 6 | | | 18 |
| 11. Health and Safety and Accident Prevention | | | | 1 | 4 | 1 | 2 | 1 | | 9 |
| 12. On Board Medical Care | | 2 | | | 1 | | 1 | | | 4 |
| 13. On Board Complaint Procedures | | 1 | | 1 | 2 | | | | | 4 |
| 14. Payment of Wages | | | | 1 | | | | 1 | | 2 |
| Total Deficiencies | 0 | 32 | 0 | 11 | 27 | 10 | 18 | 8 | 0 | 106 |
| Ships Inspected with Deficiencies | 0 | 18 | 0 | 4 | 14 | 6 | 12 | 5 | 0 | 59 |

PV* - Pleasure vessels. Although not statutorily required, some vessels choose to comply with the Maritime Labour Convention and inspection on a voluntary basis.

The table below shows a comparison of 2015's Isle of Man inspections and deficiencies compared with the previous year.

| Year | 2013 | 2014 | 2015 |
|--|-------------|-------------|-------------|
| *Number of MLC Ships: | | | 477 |
| Number of Inspections | 217 | 258 | 160 |
| Ships with no MLC Deficiencies | 60 | 110 | 89 |
| Ships with MLC Deficiencies | 157 | 148 | 71 |
| Deficiencies raised: | 430 | 429 | 134 |
| 1. Minimum Age | 8 | 1 | |
| 2. Medical Certificates | 38 | 16 | 3 |
| 3. Qualification of Seafarers | 19 | 35 | 11 |
| 4. Seafarer Employment Agreements | 129 | 102 | 41 |
| 5. Use of any Licensed, Certified or Regulated Private Recruitment and Placement Service | 35 | 19 | 7 |
| 6. Hours of Work and Rest | 23 | 37 | 11 |
| 7. Manning Levels for the Ship | 2 | 1 | |
| 8. Accommodation | 8 | 25 | 12 |
| 9. On Board Recreational Facilities | 5 | 3 | |
| 10. Food and Catering | 45 | 64 | 21 |
| 11. Health and Safety and Accident Prevention | 85 | 79 | 16 |
| 12. On Board Medical Care | 7 | 18 | 4 |
| 13. On Board Complaint Procedures | 24 | 18 | 5 |
| 14. Payment of Wages | 2 | 11 | 3 |

*The number of ships is based on an average of the number of ships to which MLC applies on the Isle of Man shipping register in the months of June and December of each year. The number of ships includes the following:

Less than 500GT (issued with DMLC Part 1 and Part 2)

Greater than 500GT (issued with MLC Certificate, DMLC Part 1 and Part 2)

3.2 Isle of Man MLC Licensed Premises (Recruitment and Placement Services)

| Isle of Man Premises | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Total |
|--------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|--------------|
| Total premises inspected | 5 | 3 | 0 | 0 | 8 |
| Premises with no deficiencies | 5 | 3 | 0 | 0 | 8 |
| Premises with deficiencies | 0 | 0 | 0 | 0 | 0 |

As per MLN1.4 companies carrying out recruitment and placement services of seafarers based on the Isle of Man are inspected annually for compliance with the IOM requirements and issued with a Certificate of Compliance, valid for 5 years.

4. Seafarers Subject to Isle of Man Legislation

All "seafarers" defined as per MLC Article II(f) sailing on Isle of Man registered ships to which the MLC Regulations are applicable fall under the MLC Code requirements. Seafarers working on such ships are required to be listed in the "List of Crew for IOM Registered Ships" as per Manx Shipping Notice 004.

The following sections outline the various areas where MLC requirements have directly affected the seafarer and where deficiencies have been found during Isle of Man MLC inspections in these areas. A summary of deficiencies found in each area has been provided so that shipping companies and seafarers may benefit from the experience gained from MLC inspections across the fleet.

4.1 Minimum Age (Young Persons)

The minimum age of a seafarer permitted to be employed on an Isle of Man registered ship is 16 years old however special provisions are in force for seafarers under the age of 18 years as stated in MLN1.1.

Deficiencies concerning seafarer minimum age in 2015 included:

- none

4.2 Seafarer Medical Certificates

All seafarers are required to hold a valid medical certificate as per the requirements of SD 0234/2013 Regulation 8 and MLN1.2.

Deficiencies concerning seafarer medical certificates in 2015 included:

- photocopies of certificates only;
- medical certificate had expired;
- seafarer not in possession of a valid medical certificate.

4.3 Seafarer Qualifications

All officers and crew are required to be qualified in accordance with Isle of Man Merchant Shipping (Manning and STCW¹) Regulations 2014 (SD 2014/0238) and carry their original qualification documents with them on board. All documents are subject to inspection at any time by relevant authorities.

Ship's officers are required to hold a valid STCW Certificate of Competency appropriate to their role on board. If the seafarer does not hold a United Kingdom Certificate of Competency then their national certificate of competency is required to be supplemented by an Isle of Man issued STCW endorsement.

Detentions concerning seafarer qualifications in 2015 included:

- a master's qualifications were found unsuitable for the ship size and trading area;

Deficiencies concerning seafarer qualifications in 2015 included:

- a seafarer had no Isle of Man STCW endorsement;
- seafarer only in possession of copies of STCW certification;
- cook had no ship's cook qualification or food hygiene certificate;
- seafarer not in possession of STCW basic safety training course certification;
- security familiarisation certificates were missing;
- a seafarer forgot to bring his qualifications to the ship.

¹ International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 as amended and includes the Seafarer's Training Certification and Watchkeeping Code (STCW Code).

Isle of Man STCW endorsements are issued pursuant to the requirements of SD 2014/0238 Reg 17 subject to the provisions of the STCW Convention Reg I/2 para 5.

The following table shows Isle of Man STCW endorsements issued in 2015.

| STCW ref | Capacity | Q1 | Q2 | Q3 | Q4 | Total |
|-----------------|----------------------|------------|------------|------------|------------|--------------|
| II / 2 | Master | 174 | 199 | 203 | 229 | 805 |
| II / 2 | Ch. Officer | 82 | 107 | 99 | 139 | 427 |
| II / 1 | OOW Nav. | 193 | 185 | 207 | 173 | 758 |
| III / 2 | Ch. Eng. | 150 | 169 | 181 | 211 | 711 |
| III / 2 | 2 nd Eng. | 88 | 89 | 95 | 87 | 359 |
| III / 1 | OOW Eng. | 131 | 154 | 168 | 153 | 606 |
| | Total | 818 | 903 | 953 | 992 | 3666 |

For a list of all the countries that are currently recognised by IOMSR for the issue of Isle of Man endorsements please refer to the IOMSR website.

4.4 Seafarer Employment Agreements (SEAs)

All seafarers employed on Isle of Man registered ships are required to have a valid SEA as per the requirements of MLN 2.1.

Deficiencies concerning seafarer SEAs in 2015 included:

- SEAs found to have incorrect signatories and company references;
- SEA found to contain terms and conditions not in compliance with MLC;
- SEA missing MLC required content;
- SEAs found not signed;
- SEA not provided to seafarer;
- SEA had expired;
- CBA had expired;
- the collective bargaining agreement associated with the SEA was not on board;
- conflicting terms and conditions between the seafarer's SE and CBA;
- SEA not in English language;
- crew list found not completed in accordance with Isle of Man requirements;
- procedural documents referred to on the SEA were not on board;
- ship liability for repatriation could not be demonstrated.

4.5 Seafarer's Wages

All seafarers are required to be paid in line with the terms of their SEAs at intervals not exceeding one month as per the requirements of MLN 2.2.

Detentions concerning seafarer wages in 2015 included:

- one ship repeatedly failed to pay the crew

Deficiencies concerning seafarer wages in 2015 included:

- failure to pay seafarers in accordance with the SEA;
- no wage slips provided;
- allotments were a limited amount and the rate of exchange was not stated on the wage slip.

4.6 Seafarer Hours of Work and Rest

All seafarers must comply with the minimum rest requirements as prescribed by IOMSR in MLN 2.3.

Deficiencies concerning seafarer rest in 2015 included:

- breach of minimum rest hours;
- software for recording hours was found defective;
- inadequate compensatory rest given;
- seafarers not recording their hours of rest.

4.7 Seafarer Complaints

All seafarers must be provided with a copy of the ship's on-board complaints procedure as prescribed by MLC 5.1.5/4.

Deficiencies concerning the on-board complaints procedure in 2015 included:

- On-board complaints procedure could not be located on board;
- Seafarers found unfamiliar with the on-board complaints procedure;
- Placard required to be displayed to seafarers by company procedures was found missing.

A seafarer has the right to bring their complaint directly to IOMSR. All complaints received by IOMSR are treated in confidence. The following is a summary of seafarer complaints received and investigated by IOMSR in 2015:

Complaints received from seafarers serving on Isle of Man ships – MLC A5.1.5/2:

- Accommodation cleanliness – commercial yacht – x1 complaint
- Rating bullied by a senior officer – other vessel – x1 complaint
- Non-payment of wages – offshore vessel – x1 complaint
- Non-payment of wages – commercial yacht – x2 complaints
- Termination of SEA dispute – commercial yacht – x1 complaint

Complaints received from seafarers on foreign flag ships in Isle of Man waters – MLC 5.2.2:

- none.

5. Violations of Legislation, Penalties Imposed and Cases of Ship Detention

5.1 Foreign Flagged Ships Inspected in Isle of Man Ports

| Foreign Flag Ships Inspected in Isle of Man | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | Total |
|---|---------------------|---------------------|---------------------|---------------------|----------|
| Total Ships inspected | 2 | 1 | | | 3 |
| Ships with no MLC deficiencies | 2 | 1 | | | 3 |
| Ships with MLC deficiencies | 0 | 0 | | | 0 |
| MLC detentions | 0 | 0 | | | 0 |

The above represents Port State Control (PSC) inspections of foreign flagged ships in Isle of Man territorial waters. Please note where no MLC deficiencies have been raised deficiencies may have been raised in other areas.

5.2 Isle of Man Ships Inspected in Foreign Ports

Port State Control (PSC) inspections and MLC deficiencies issued to Isle of Man ships by PSC Authorities worldwide are as follows.

| | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | Total |
|---|---------------------|---------------------|---------------------|---------------------|------------|
| Total Ships Inspected | 237 | 242 | 237 | 207 | 923 |
| Inspections with MLC Detentions: | | | | 2 | 2 |
| Paris MOU Region | | | | 2 | 2 |
| Inspections with MLC Deficiencies: | 17 | 19 | 21 | 18 | 75 |
| Paris MOU Region | 9 | 6 | 11 | 8 | 34 |
| Tokyo MOU Region | 4 | 7 | 4 | 3 | 18 |
| United States Coast Guard | 1 | 2 | 1 | 2 | 6 |
| Indian MOU Region | | | | 2 | 2 |
| Abuja MOU Region | | | | | |
| Caribbean MOU Region | | | | 1 | 1 |
| Latin America MOU Region | 2 | 1 | | | 3 |
| Black Sea MOU Region | | 1 | 2 | 2 | 5 |
| Mediterranean MOU Region | 1 | 2 | 2 | | 5 |
| Riyadh MOU Region | | | 1 | | 1 |
| Other | | | | | |

Inspections Resulting in MLC Deficiencies by Ship Type

| Ship Type | Q1 | | Q2 | | Q3 | | Q4 | | Total |
|--------------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|-----------|
| | <500GT | >500GT | <500GT | >500GT | <500GT | >500GT | <500GT | >500GT | |
| Bulk | | 5 | | 8 | | 7 | | 5 | 25 |
| Offshore | | 1 | | | | 1 | | | 2 |
| Oil | | 3 | | 3 | | 5 | | 8 | 19 |
| Gas | | 2 | | 2 | | 1 | | 2 | 7 |
| Other Cargo | | 6 | | 5 | | 6 | | 3 | 20 |
| Comm. Yacht | | | 1 | | | 1 | | | 2 |
| Passenger | | | | | | | | | |
| Total | 0 | 17 | 1 | 18 | 0 | 21 | 0 | 18 | 75 |

The table below shows a comparison of 2015's PSC inspections of Isle of Man ships worldwide and deficiencies raised by PSC compared with previous years. The items in brackets are typical deficiency items raised during PSC inspections.

| Year | 2013 | 2014 | 2015 |
|--|------------|------------|------------|
| Number of Ships Inspected | 872 | 946 | 923 |
| *Inspections with no MLC Deficiencies | 828 | 884 | 847 |
| *Inspections with MLC Detentions: | 0 | 0 | 2 |
| 3. Qualification of Seafarers (A master's qualifications were found unsuitable for the ship size and trading area) | | | 1 |
| 14. Payment of Wages (Found repeated cases of non-payment of wages) | | | 1 |
| *Inspections with MLC Deficiencies | 44 | 62 | 75 |
| Deficiencies raised: | 59 | 111 | 120 |
| 1. Minimum Age | | | |
| 2. Medical Certificates (expired) | | | 2 |
| 3. Qualification of Seafarers (STCW basic training certificates missing, only copies of certification, tanker endorsements missing, GMDSS licence expired, no ship's cook or food hygiene certificate) | 1 | | 15 |
| 4. Seafarer Employment Agreements (expired SEAs) | | | 8 |
| 5. Use of any Licensed, Certified or Regulated Private Recruitment and Placement Service | | | |
| 6. Hours of Work and Rest (schedule of working arrangements not posted, breach of rest hours, rest hours not recorded) | | 6 | 13 |
| 7. Manning Levels for the Ship (master intoxicated prior to departure, not sufficient crew on board as per manning document). | | | 3 |
| 8. Accommodation (lighting, electrical devices, cleanliness, sanitary facilities, heating & ventilation) | 2 | 10 | 13 |
| 9. On Board Recreational Facilities (mess and recreation rooms) | | 1 | |
| 10. Food and Catering (galley facilities and cleanliness, food storage, food preparation, food condition, drinking water) | 7 | 8 | 6 |
| 11. Health and Safety and Accident Prevention (working conditions relating to lighting, ventilation, access to the ship, gangway, slips, electrical, PPE, signs, machine part protection, insulation, engine room cleanliness, anchoring/mooring equipment) | 45 | 78 | 56 |
| 12. On Board Medical Care (hospital, medical equipment, person in charge of medical care) | 4 | 7 | 1 |
| 13. On Board Complaint Procedures (not located on board) | | | 2 |
| 14. Payment of Wages (Method of calculation) | | 1 | 1 |

*Ships may have been detained or issued deficiencies relating to non-MLC matters but are not counted for the purposes of this report.

6. Reported Occupational Injuries and Diseases

All deaths and significant injuries to seafarers on board Isle of Man registered ships are required to be reported to IOMSR as per the requirements of Merchant Shipping (Accident Reporting and Investigation) Regulations (SD 815/01). Initial reports to IOMSR are to be made using form ARF1 available on the IOMSR website – see MLN 4.3e and Manx Shipping Notice 003 for more information. All occupational diseases should be reported using form OD001 “Report of a Case of Occupational Disease” – see MLN 4.3e for more information.

The tables in 6.1 to 6.5 below represent seafarer deaths and injuries on board Isle of Man registered ships. Only cases relating to occurrences involving shipboard operations are included in this report. This report does not include statistics relating to deaths from natural causes.

In this report a “serious injury” is defined as an injury sustained by a person resulting in incapacitation where a person is unable to function normally for more than 72 hours commencing within seven days from when the injury was suffered. A “minor injury” is any lesser injury which is not a serious injury.

6.1 Number of Seafarers Incurring Injury or Death By Rank and Age Range

| Rank | Total | Minor Injury | Serious Injury | Death |
|---------------------|-----------|--------------|----------------|----------|
| Master | 0 | | | |
| Ch. Off | 7 | 2 | 4 | 1 |
| OOW Nav | 1 | | 1 | |
| Ch. Engineer | 3 | 1 | 1 | 1 |
| 2nd Engineer | 5 | 4 | 1 | |
| OOW Engineer | 7 | 5 | 2 | |
| Electrician | 2 | | 2 | |
| Deck Rating | 15 | 6 | 9 | |
| Engine Rating | 3 | 1 | 2 | |
| Deck/Eng. Cadet | 0 | | | |
| Cook/Steward | 1 | 1 | | |
| Passenger/Guest* | 2 | 2 | | |
| Visitor/Contractor* | 1 | | 1 | |
| Total | 47 | 22 | 23 | 2 |

*Persons on board may not be an MLC defined “seafarer” but have been included for the purposes of overall statistics.

| Age Range | Total | Minor Injury | Serious Injury | Death |
|--------------|-----------|--------------|----------------|----------|
| 16-19 | 1 | 1 | | |
| 20-29 | 6 | 3 | 3 | |
| 30-39 | 15 | 8 | 7 | |
| 40-49 | 10 | 3 | 6 | 1 |
| 50-59 | 8 | 5 | 3 | |
| 60+ | 7 | 2 | 4 | 1 |
| Total | 47 | 22 | 23 | 2 |

6.2 Cases Involving Injury or Death on Board per Ship Type

| Type of Ship | Minor Injury | Serious Injury | Death |
|------------------|--------------|----------------|----------|
| Passenger | 3 | | |
| Oil Tanker | 4 | 4 | |
| Chemical Tanker | | | |
| Gas Carrier | 4 | 4 | |
| Bulk Carrier | 2 | 8 | |
| Offshore/Standby | 4 | 4 | |
| Other Cargo Ship | 2 | 2 | 1 |
| Commercial Yacht | 1 | | |
| Total | 20 | 22 | 1 |

Please note that more than one person may have been injured in the same case.

6.3 Activities Being Conducted Leading to an Injury or Death Case

| | Total | Minor Injury | Serious Injury | Death* |
|---|-----------|--------------|----------------|----------|
| Moving about the ship | 16 | 6 | 9 | 1 |
| Lifting or carrying by hand | 5 | 2 | 3 | |
| Lifting or carrying mechanically | 3 | 1 | 2 | |
| Painting, cleaning or de-rusting | 1 | | 1 | |
| Opening or closing a pressurised vessel | 1 | | 1 | |
| Using sharp hand tools | 1 | 1 | | |
| Using portable tools | 4 | 2 | 2 | |
| Using fixed tools or machinery | 3 | 2 | 1 | |
| Using electrical equipment | 2 | 2 | | |
| Overhauling or maintaining rotating equipment | 2 | 1 | 1 | |
| Watch keeping duties - Navigation | 1 | 1 | | |
| Watch keeping duties - Engine Room | 2 | 2 | | |
| Launching or recovering survival craft | 1 | 1 | | |
| Maintenance - machinery | 2 | | 2 | |
| Total | 44 | 21 | 22 | 1 |

*Cases involving death:

- Entering a cargo tween deck space with a dangerous atmosphere without taking proper precautions – 2 seafarers died and 1 was seriously injured.

In some cases more than one seafarer was injured from the same activity.

6.4 Occupational Diseases, Injuries and Deaths Reported per Seafarer

| Description of Main Injuries | Total | Minor Injury | Serious Injury | Death |
|---|-----------|--------------|----------------|----------|
| Death | 2 | | | 2 |
| Fracture of skull, pelvis, spine, or a major bone in the arm or leg | 4 | | 4 | |
| Other fracture | 5 | 3 | 2 | |
| Loss of fingers | 4 | | 4 | |
| Other eye injuries | 1 | 1 | | |
| Concussion | 3 | 1 | 2 | |
| Burn or scald | 4 | 1 | 3 | |
| Electrical burns | 1 | 1 | | |
| Dislocations | 2 | 2 | | |
| Crushing injuries | 5 | 3 | 2 | |
| Major bruising | 1 | 1 | | |
| Puncture wound, cut or laceration | 12 | 8 | 4 | |
| Torn cartilage/ligament/muscle | 1 | | 1 | |
| Near asphyxiation from oxygen deprivation | 1 | | 1 | |
| Other | 1 | 1 | | |
| Total | 47 | 22 | 23 | 2 |

The parts of the body incurring serious and minor injuries were reported as:

| | |
|--------------|-----------|
| Head | 11 |
| Torso | 2 |
| Leg | 6 |
| Arm | 4 |
| Hand | 19 |
| Foot | 5 |
| Total | 47 |

6.5 Occurrence Leading to an Injury or Death Case

| Occurrence | Total | Minor Injury | Serious Injury | Death |
|--|-----------|--------------|----------------|----------|
| Fire | 1 | 1 | | |
| Pipe systems: explosion, collapse or bursting | 1 | | 1 | |
| Sudden uncontrolled release of any substance from a system | 2 | | 2 | |
| Failure of any lifting device | 1 | | 1 | |
| Slips or falls (same level) | 9 | 6 | 3 | |
| Slips or falls (different levels) | 5 | 1 | 4 | |
| Involving lifting equipment | 4 | 2 | 2 | |
| Man overboard | 1 | | 1 | |
| Electric shock | 1 | 1 | | |
| Moving about - no fall, no handling | 3 | 1 | 1 | 1 |
| Moving about - manual handling | 1 | | 1 | |
| Involving rescue boat/lifeboat/liferaft | 1 | 1 | | |
| Maintenance - machinery | 9 | 5 | 4 | |
| Maintenance - other | 4 | 3 | 1 | |
| cargo hold cleaning | 1 | | 1 | |
| Total | 44 | 21 | 22 | 1 |

In some cases more than one seafarer was injured in the same case.

6.6 Injuries and Accidents Reported on Foreign Ships in Isle of Man Waters

- None.

For more information please refer to the "2015 Summary Report of Casualties, Accidents and Incidents on Isle of Man Registered Ships" published on the IOMSR website.

Conclusions

In reviewing the MLC inspections and accident reports in 2015 a number of factors have emerged.

- Changes to MLC regulations and Guidance have been made in 2015 and promulgated to the shipping industry.
- The Isle of Man system of inspection concerning MLC inspection continues to perform effectively.
- Isle of Man inspectors attended 160 Isle of Man registered ships world wide and 8 premises on the Isle of Man in 2015. The number of inspections fell in 2015 compared to the previous years since the demand for inspections has fallen after the high demand for Initial Inspections following the inception of the MLC.

Of the deficiencies issued to ships by Isle of Man inspectors the biggest source of deficiencies relates to seafarer employment agreements accounting for 31% in 2015. This follows the same trend as the previous years.

Inspections of Isle of Man licensed premises yielded good results with no deficiencies.

- Seafarer documentation (ie qualifications, medical certificates and seafarer employment agreements) remains a continuous source of deficiencies relating to seafarers, ie 41% of Isle of Man deficiencies and 21% of PSC deficiencies.
- Complaints concerning non-payment of wages accounted for 50% of seafarer complaints submitted to the Isle of Ship Registry.
- Of the inspections conducted by PSC 92% resulted in no MLC deficiencies or detentions. Of the remainder 2 ships were detained over seafarer qualifications and non-payment of wages. Of the ships issued with deficiencies 47% related to issues concerning health & safety and accident prevention.
- In 2015 there were 22 minor injuries, 23 serious injuries and 2 seafarer fatalities. Moving about the ship was the most common cause of injury and death in 2015. Of the injuries sustained 25% were puncture wounds, cuts or laceration and 40% involved injury to the hands.
- No accidents were reported and no complaints were received from foreign flagged ships in Isle of Man territorial waters in 2015.

MLC inspections are an important part of the ship's survey regime conducted by Isle of Man Ship Registry. The process of conducting MLC inspections will be continually reviewed by the Isle of Man Ship Registry to ensure continued effectiveness.

The Isle of Man Ship Registry welcomes any feedback concerning this report. If you have any comments or suggestions for future reports please email the Isle of Man Ship Registry at marine.survey@gov.im.

The information in this report can be provided in large print or on audio tape, on request

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