



## DEPARTMENT OF ECONOMIC DEVELOPMENT

**Results of Recent Port State Control Detentions**

The purpose of this notice is to advise shipowners, operators, managers and Masters of Isle of Man registered ships of information in regard to Port State Control activities and findings.

The Isle of Man Ship Registry has seen a high number of port state control detentions during the 1st half of 2015. The Ship Registry wishes to share information into the items that were raised by PSC Authorities in various MoU Regions in order to highlight the deficiencies being found.

A number of the recorded port state control detentions were raised by the Chinese Maritime Safety Agency. It is very noticeable the Chinese MSA has become more rigorous in their inspections. The following detainable deficiencies have been recorded in various Chinese ports:

<b>Deficiency Code</b>	<b>Deficiency Description</b>	<b>Deficiency</b>
07114	Means of control (opening/closure skylights, pumps, etc.)	the quick closing control valve for the emergency generator fuel oil tank are not in a separate location from other quick closing valves.
16106	Security drills	ship security drill not carried out within one week after more than 25% of ship's personnel have been changed.
14104	Oil filtering equipment	15ppm alarm unit was not operating correctly at the time of inspection.
14402	Sewage Treatment Plant	high level alarm was not operating correctly at the time of inspection.
02128	Bulk carrier additional safety measures	remote operation of Fore Peak tank de-watering valve failure and local control cannot be confirmed due to indicator of hydraulic pump damaged.
07117	Jacketed piping system for HP fuel pipes	high pressure fuel oil leakage alarm for No.2 auxiliary generator was not operating correctly at the time of inspection.
14104	Oil filtering equipment	when sampling valve shut down, the system was found to be still running normally, thus the bilge sampling line was not as per installation.

Meanwhile other detainable deficiencies resulting from Australian Maritime Safety Agency (AMSA) port state control inspections were as follows;

<b>Deficiency Code</b>	<b>Deficiency Description</b>	<b>Deficiency</b>
07106	Fire detection and alarm system	fire detection panel indicating system fault.
13199	Other machinery space	440v main electrical switchboard showing fault(s).
10111	Charts	largest scale charts for inbound and outbound voyage not available on board; and use of inappropriate chart for inbound voyage.
10127	Voyage / passage plan	passage plan not effective to ensure appropriate largest scale chart(s) to be available for inbound passage.

The last two deficiencies resulted in ISM related detainable deficiencies being issued to the two respective ships by the Inspectors on the grounds that "there is objective evidence that Company safety management system as implemented on board is not effective in ensuring safe operation of ship".

The following deficiencies have been recorded in on Isle of Man registered vessels in other jurisdictions, all of these resulted in the detention of the vessel;

<b>Deficiency Code</b>	<b>Deficiency Description</b>	<b>Deficiency</b>
07108	Ready availability of fire-fighting equipment	the ER primary fixed fire-fighting hyper-mist system main water supply valve was found in the closed position contrary to operating instructions and rendering the entire system inoperable.
07108	Ready availability of fire-fighting equipment	the crew had placed the water mist system main supply valve in the closed position and the automatic / manual selector switch on the main control panel located in the fire control room in the manual mode position, contrary to manufacturer's instructions and rendering the system incapable of automatic operation in the event of ER fire.
12107	Fire protection cargo deck areas	50% of the deck water spray system nozzles were defective, the system could not provide adequate coverage of the ship's manifold area, under deck, cargo domes etc.....
12106	Instrumentation	the fixed gas sampling system for the cargo hold spaces was stopped, a review of the cargo alarms showed the system had tripped two days previous
12106	Instrumentation	both upper and lower gas detectors failed to read LEL levels when a span gas containing (0.76 propane) 35% LEL was applied.
151016	Shipboard Operations	vessel failed to fully implement safety management procedures. Pre-arrival checklist states gas detection and water spray system had tripped on 10 June according to cargo alarms.

## **General Information.**

AMSA have, in recent, months toughened their stance on voyage/passage planning, and the use of large scale charts being used by ships navigating the coast of Australia.

AMSA is looking for pre-existing deficiencies that have not been reported prior to a vessel's arrival in port or to the PSC inspector at the time of their initial port State boarding. This increased scrutiny is resulting in a significant increase in detentions in Australia. If an inspector finds any pre-existing deficiencies without first being notified by the Master, if appropriate corrective action has not been initiated, the inspector will assume the Master intends to sail with the deficiencies un-addressed and will therefore issue a detention notice.

Detentions are avoidable, provided pre-existing deficiencies are reported and there is evidence that corrective action has been initiated. The Ship Registry receive many pre-arrival check lists indicating that all is in order, yet during the subsequent PSC inspection equipment is reported as being defective. In most cases these problems were pre-existing and known by the crew, but there is no evidence that any corrective action was taken or planned.

The following are examples of some pre-existing deficiencies that resulted in detentions in Australia, all of which could have been avoided, had they been reported in advance *and* corrective action initiated by the ship's crew:

- Existing inoperable cargo hold ventilator covers, and/or gooseneck vents;
- existing defective fire detection sensor;
- existing defective lifeboat, rescue boat and/or the on load release arrangement;
- existing problems related to emergency generator;
- existing defective radio and communication equipment;
- existing defective Emergency fire pump; and
- action on existing defective OWS.

*It should be noted that this is not something that is restricted to Australia; any PSC inspector in any jurisdiction may raise the same deficiencies and choose to detain a vessel.*

Other areas that are an easy target for PSC inspectors are:

- Provisions are not adequate;
- Rest hours are not as required;
- Vessel operator is behind in monthly payment to the crew; and
- The crew was not able to successfully demonstrate the operation of the;
  - ECDIS;
  - Oily Water Separator.

The above deficiencies provide an insight into the extent of the detainable deficiencies discovered both on Isle of Man registered vessels and others so far this year. Many of which could have been avoid by ships' crews during their respective inspection and maintenance regimes required by the ISM Code.

Even when there are defects on board a vessel it is still possible to prevent an unnecessary detention, however, both the vessels' crews and the Company have a duty to be pro-active and to show they have identified a defect and have or are taking appropriate corrective action. This includes informing the vessel's flag State and Classification Society

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