

Isle of Man Ship Registry Port State Control Notice

September & October PSC Analysis

Ref: 04-2022

Issued: 16 November 2022

1. Introduction

This notice serves to highlight shipowners of recent trends identified following Port State Control Inspections performed across all Manx flagged vessels for September & October.

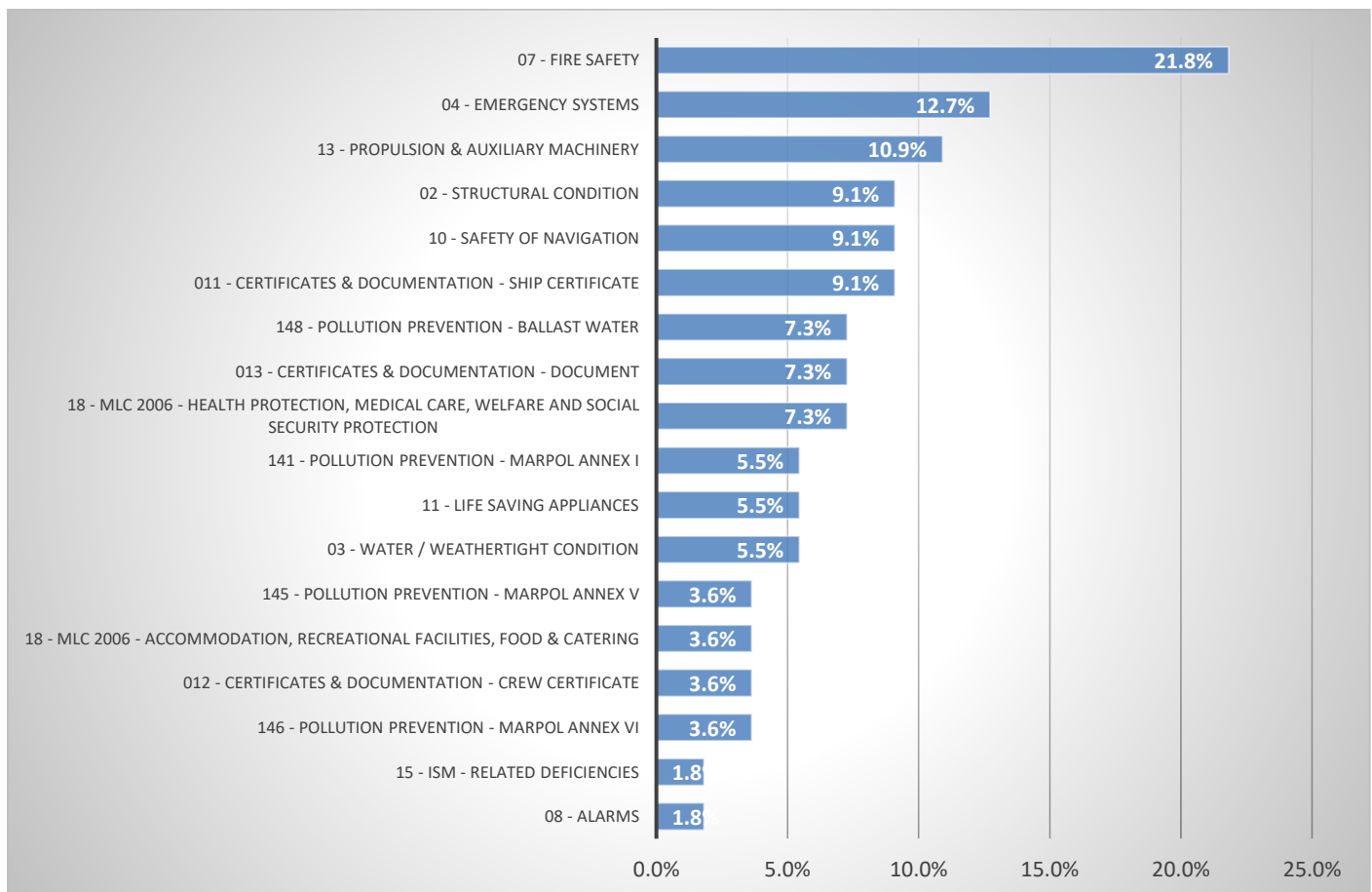
The top risk areas identified for this month were:

- Fire Safety
- Emergency Systems
- Propulsion & Auxiliary Machinery

The Ship Registry advises owners to place particular emphasis on these risk areas during their own inspections to minimise issues during Port State Control. Any concerns/issues following Port State Control should be highlighted to the Ship Registry as soon as possible.

2. PSC Deficiencies – All PSC MoU Regions

The following chart shows deficiency areas requiring corrective action raised in all MoU Regions expressed as a percentage of total inspections performed (including inspections with no deficiencies) i.e. 21.8% of all inspections raised a deficiency relating to fire safety:



3. PSC Deficiencies by Ship Type – All PSC MoU Regions

The following table shows deficiency items raised by code (Paris MoU coding system) by ship type in all MoU regions.

Deficiency Heading	Bulk Carrier	Oil/Chem Tanker	Cargo Ship	Gas Carrier	Offshore	Pleasure Yacht
011 - Certificates & Documentation - Ship Certificate	1	1	3	0	0	0
012 - Certificates & Documentation - Crew Certificate	0	0	1	0	0	1
013 - Certificates & Documentation - Document	0	0	2	2	0	0
02 - Structural Condition	0	0	4	1	0	0
03 - Water / Weathertight Condition	0	2	1	0	0	0
04 - Emergency Systems	1	0	4	2	0	0
07 - Fire Safety	2	2	7	0	1	0
08 - Alarms	0	0	1	0	0	0
10 - Safety of Navigation	0	0	5	0	0	0
11 - Life Saving Appliances	0	0	3	0	0	0
13 - Propulsion & Auxiliary Machinery	0	0	6	0	0	0
141 - Pollution Prevention - MARPOL Annex I	0	0	3	0	0	0
145 - Pollution Prevention - MARPOL Annex V	0	0	2	0	0	0
146 - Pollution Prevention - MARPOL Annex VI	1	0	1	0	0	0
148 - Pollution Prevention - Ballast Water	0	0	4	0	0	0
15 - ISM - Related deficiencies	0	0	1	0	0	0
18 - MLC 2006 - Accommodation, Recreational Facilities, Food & Catering	0	0	2	0	0	0
18 - MLC 2006 - Health Protection, Medical Care, Welfare and Social Security Protection	1	0	2	1	0	0
Total	6	5	52	6	1	1

4. PSC Deficiencies – All

The following table shows all deficiencies that were raised to the IOM Ship Registry as a result of Port State Control.

Deficiency	Code	Deficiency Description	Deficiency Comment
011 - Certificates & Documentation - Ship Certificate	1107	Safety Management Certificate (SMC/ISM Code)	Company should develop, implement and maintain an SMS which includes: instructions and procedures to ensure safe operation of ships and protection of the environment. Vessel's SMS requires a deficiency log to be maintained in engine control room. The vessel's Chief Engineer did not maintain a log to record deficiencies.
	1125	Engine International Air Pollution Prevention Certificate	The original EIAPP certificate last page (page 2 of 2) missing.
	1140	Declaration of Maritime Labour Certificate (DMLC Part I or Part II)	MLC documents not as required.



	1199	Other (certificates)	Class statement related to hull condition above waterline after collision with barge while at anchorage
	1199	Other (certificates)	The vessel carries certificates digitally issued by the R.O's and Flag state administration, however no instructions for verifying (see FAL.5/Circ. 39/rev.2; paragraph 3.6) the information contained in the electronic certificate, including confirmation of periodic endorsements, when necessary, are available on board the ship.
012 - Certificates & Documentation - Crew Certificate	1220	Seafarer Employment Agreement SEA	The available Seafarer employment agreements between the company and non-Filipino crew are incomplete. e.g. some amendments are not made part of the agreement.
	1220	Seafarer Employment Agreement SEA	SEA shows rank for seafarer but seafarer is unqualified.
013 - Certificates & Documentation - Document	1305	Logbooks/compulsory entries	Log book entries missing for day to day activities
	1306	Schedule for watchkeeping personnel - Schedule for service at sea and service in port	The posted table of shipboard working arrangements: scheduled hours are not as per performed hours (resting/working hour records).
	1315	Oil record book	ORB entries missing or errors overwritten
	1315	Oil record book	ORB entries missing
02 - Structural Condition	2105	Steering gear	Steering gear test not as required during test
	2108	Electric equipment in general	Severe earth fault noted on the 380 V system in ECR and on the ESB. Electrical connections in e.g. engine room unsafe: main fire pump connection box, priming unit system on ballast pump, regulator on main engine
	2108	Electric equipment in general	Electrical installations not as required
	2109	Permanent means of access	Only access to the vessel provided by use of the pilot ladder.
	2133	Asbestos containing materials	Presence of asbestos has been identified on board on the date of 17-12-2020. When asbestos is detected on board, action should be taken to have it removed. Removal of asbestos should take place within a time frame of 3 years, in such cases an exemption certificate should be issued by the Flag state.
03 - Water / Weathertight Condition	3102	Freeboard marks	Load line mark (not specified in PSC form)
	3108	Ventilators, air pipes, casings	Cargo hold ventilation damper at fwd at SB: not all toggles have been provided with butterfly nuts.
	3110	Manholes/ flush scuttles	flush deck manhole covers not as required.
04 - Emergency Systems	4102	Emergency fire pumps	Priming unit on pump not properly functioning.
	4102	Emergency fire pumps	Emergency Fire Pump insufficient water pressure as required by SOLAS.
	4103	Emergency lighting, batteries and switches	Emergency lights not as required
	4106	Emergency steering position	Not possible to communicate from the steering stand, loose wires and disconnected electrical wiring noted.



		communications/compass reading	
	4110	Abandon ship drills	Abandon ship drills to be improved
	4121	Crew familiarisation with Emergency Systems	Familiarization insufficient regarding, but not limited to: testing/functioning of oily water separator, rescue boat operation (launching), Radar/ARPA (speed through water), local fire fighting (water mist) etc.
	4121	Crew familiarisation with Emergency Systems	Crew familiarisation to be improved for emergency systems
07 - Fire Safety	7102	Inert gas system	The inert gas system is inoperable. No Cargo OPS are to be conducted until IGS is operational and witnessed by RO.
	7105	Fire doors/openings in fire-resisting divisions	The A60 self-closing door to the Master office on the bridge was held open using a hook.
	7106	Fire detection and alarm system	The cargo hold smoke detection is giving a 'fault' (no-flow) when running. When running on ventilator no 2, ventilator no 1 starts automatically for no parent reason.
	7109	Fixed fire extinguishing installation	The local fire fighting system (local mist) didn't start up when trying to test.
	7110	Fire fighting equipment and appliances	Fire appliance's: Fire hose/nozzle spray were not as required
	7110	Fire fighting equipment and appliances	FFA not as required
	7111	Personal equipment	One BA bottle for SCBA Fire fighters is depleted (empty) and no bottles have been marked for 'training'.
	7114	Means of control (opening/closure skylights, pumps, etc.) - Machinery Spaces	Engine room funnel flaps: not closing fully when operated from the outside.
	7120	Means of escape	Emergency exit in the engine room (lower platform) is used as a storage room.
	7122	Fire control plan	Fire plan not updated with fire man outfit radio
	7199	Other (fire safety)	(Diesel) oil leaks observed in the purifier room, drip trays below contain diesel oil. e.g. Quick closing valve diesel oil tank to main engine.
	7199	Other (fire safety)	The sounding in engine are, in several places not closed automatically or the closing cap does not fit on the sounding pipe (closing cap cannot be secured in place)
08 - Alarms	8108	UMS-alarms	Alarms on the ECR alarm panel are available since 24/07/2022, however, no reason from C/E could be given why it remains in alarm (e.g. F.O. drain tank Level alarm). An alarm sensor, connected to a tank in the engine room (according to C/E) the engine room bilge tank, has been electrically bypassed or disconnected.
10 - Safety of Navigation	10101	Pilot ladders and hoist / pilot transfer arrangements	Pilot ladder was the only point of access while the vessel is alongside. The pilot ladder is improperly rigged.
	10111	Charts	Charts for upcoming (and previous) voyage are not up to date



	10118	Speed and distance indicator	<p>"If during a voyage any equipment required by this part stops operating properly, the person detecting the movement of the vessel may continue to the next port of call, subject to the directions of the District Commander or the Captain of the port, as provided by part 160 of this chapter."</p> <p>Vessel received a flag state letter of dispensation for a their broken speedlog and had failed to notify the COTP of the defective speedlog prior to arrival; as required by this part and the flag state letter of dispensation.</p>
	10127	Voyage of passage plan	As per submitted voyage of previous passage, the calculation of squat and the UKC policy are wrong. e.g. the squat during open sea passage is not calculated.
	10129	Navigation records	As per records on working/resting hours no lookout is available during hours of darkness. The vessel is sailing mainly in and around the North Sea area (dense traffic), however, look out is not always available on the bridge.
11 - Life Saving Appliances	11113	Launching arrangements for rescue boats	Slewing out of the rescue boat was not possible by means of stored power only and by electrical means. The break for lowering found doubtful as this only falls to its end without friction/resistance.
	11117	Lifebuoys including provision and disposition	Lifebuoys not marked correctly
	11124	Embarkation arrangements survival craft	Embarkation lights seized due to rust/excessive paint
13 - Propulsion & Auxiliary Machinery	13101	Propulsion main engine	Propulsion engine and diesel generating engine leaking (fuel-) oil when running).
	13101	Propulsion main engine	At the local manoeuvring stand propulsion engine, several rubbers and plastic tie wraps were installed, no explanation could be given by the C/E
	13104	Bilge pumping arrangements	Ballast pump priming/vacuum unit (emergency suction valve) out of order
	13105	UMS - ship	Sounding pipe of oil tank: the valve is blocked to keep the (glass) sounding pipe always in open condition.
	13105	UMS - ship	UMS alarm not as required and to be rectified before departure
	13199	Other (machinery)	Numerous valves in engine room cannot be opened or closed as the handwheels or operating levers are missing.
141 - Pollution Prevention - MARPOL Annex I	14108	15 PPM alarm arrangements	On board is installed type FOCAS 2000, manual and type approval on board are for the FOCAS 1800. During the inspection the correct manual was found and system tested
	14199	Other (MARPOL - Annex I)	Every company should develop, implement and maintain a SMS which includes the following functional requirements: safety and environmental protection policy. Vessel did not



			implement environmental policy: discharged oily water over the side and did not conduct required ORB entries with discharge discovered.
	14199	Other (MARPOL - Annex I)	In the event of such discharge of oil or oil mixture as is referred to in regulation 4 of this annex or in the event of accidental or other exceptional discharge of oil not excepted by that regulation, a statement shall be made in the oil record book Part I of the circumstances of, and the reason for, discharges. Vessel failed to add statement to their oil record book Part I after an internal investigation had identified the second engineer had, on 3 occasions, bypassed the OWS.
145 - Pollution Prevention - MARPOL Annex V	14599	Other (MARPOL annex V)	Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 or more persons, and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. Ship's Master admitted to incinerating paper and oily rags on fantail on at least 3 times; violating vessel garbage management plan.
	14599	Other (MARPOL annex V)	The entry for each discharge or incineration shall include date and time, position of the ship, category of the garbage and the estimated amount discharge or incinerated. Vessel's Master admitted to incinerating paper and oily rags on fantail 3 times. Incineration operations not entered in garbage record book.
146 - Pollution Prevention - MARPOL Annex VI	14617	Sulphur content of fuel used	Sulphur content of FO not as required for SECA area
	14699	Other (MARPOL ANNEX VI)	Except as provided in paragraph 4 of this regulation, shipboard incineration shall be allowed only in a shipboard incinerator. Vessel's Master admitted that paper and oily rags were burned in a barrel on the fan tail on at least 3 times.
148 - Pollution Prevention - Ballast Water	14802	Ballast Water Record Book	Entries in the ballast water record book are not as required: e.g.: only one entry per port, upon completion of all operations.
	14806	Crew Training & Familiarisation	Crew not familiar with operation of the ballast water system, maintenance (cleaning filters) of equipment, retrieving data from the BWTS, proper recording of ballast operations in record book.
	14810	Ballast water discharge violation in port	BWTS not being used since April 2022, it was requested to demonstrate the proper functioning of the treatment plant. No proper functioning BWTS could be demonstrated.
	14811	Ballast Water Management System	Ballast water treatment system is never being used since April 2022 (start from the last and only available ballast record book). The reason given by Master and C/E is that the filter is clogged due to muddy water.



15 - ISM - Related deficiencies	15150	ISM	Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
18 - MLC 2006 - Accommodation , Recreational Facilities, Food & Catering	18302	Sanitary Facilities	When washing hands, it was noted that the temperature of the hot water was not more than an estimated 37 deg.
	18328	Record of Inspection - (accommodation)	Freezers and fridges are almost empty. Insufficient fresh and frozen food on board for at least next voyage. Previously PSC report indicated 2 broken freezers, which been removed from the vessel, however these have not been replaced.
18 - MLC 2006 - Health Protection, Medical Care, Welfare and Social Security Protection	18409	Dangerous areas	Engine room floor plates are in several areas loose, the opening in the floorplates, for opening/closing valves, have been removed permanently (tripping hazard).
	18409	Dangerous areas	Hydraulic equipment installed in the focsle leaking oil. Oil and rags (soaked with oil)
	18418	Winches and Capstans	Capstan/winches wear on plate for release pins
	18499	Other - (Health and safety protection and accident prevention)	Medical care advice at SEA to be amended

