

The purpose of this notice is to advise Managers and Masters of information concerning Port State Control inspections and activities affecting Isle of Man ships worldwide.

A Port State Control (PSC) inspection is a right of a PSC authority to check visiting foreign ships in order to verify compliance with international rules on safety, pollution prevention and seafarer's living and working conditions.

PSC is a means of enforcing compliance in cases where the ship-owner and Flag State have failed in their responsibility to implement or ensure compliance. Thus, the aim of PSC is the elimination of "sub-standard" ships. The Port State authority can require defects to be put right, and if necessary, detain ships for this purpose. PSC is therefore a port state's defence against visiting substandard shipping.

Technical managers are encouraged to forward this notice to Masters of Isle of Man registered ships in their fleet.

Isle of Man Ship Registry – marine.survey@gov.im – happy to help.

For questions concerning statutory requirements relating to Isle of Man registered ships please email Isle of Man Ship Registry. This email is monitored continuously and the survey team will endeavour to respond as soon as possible.

Whenever a PSC inspection has been completed, we kindly ask you to email all PSC inspection reports to [Isle of Man Ship Registry](#) as soon as practicable.



COVID19 guidance – refer to [Technical Advisory Notice 02-2020](#)

As a result of a recent ship detention we remind technical managers and ship masters - if crew members have COVID19 or COVID19-like symptoms please report this to the port authorities prior to arrival in port.



Important note concerning Seafarer Employment Agreements (SEAs)

During the COVID19 pandemic seafarers are facing increasing difficulties with repatriation and as such may be asked to extend their period of service on board. As a result SEAs, as required by the Maritime Labour Convention, are coming under increased scrutiny by PSC.

Some PSC regions or authorities will not accept extension of the period of service on board beyond 11 months. Some countries will not accept at all and some countries will not accept unless authorized (*authorized by Isle of Man Ship Registry*) on a case-by-case basis when strictly necessary to face the emergency situation created by the pandemic, and only with the seafarer's consent.

Please refer to Isle of Man [Technical Advisory Notice 02-2020 Section 4.2](#) and applicable PSC regional COVID19 guidance notes (see web links in section 1 of this document).



Guidance for Masters should you receive a deficiency during a PSC inspection.

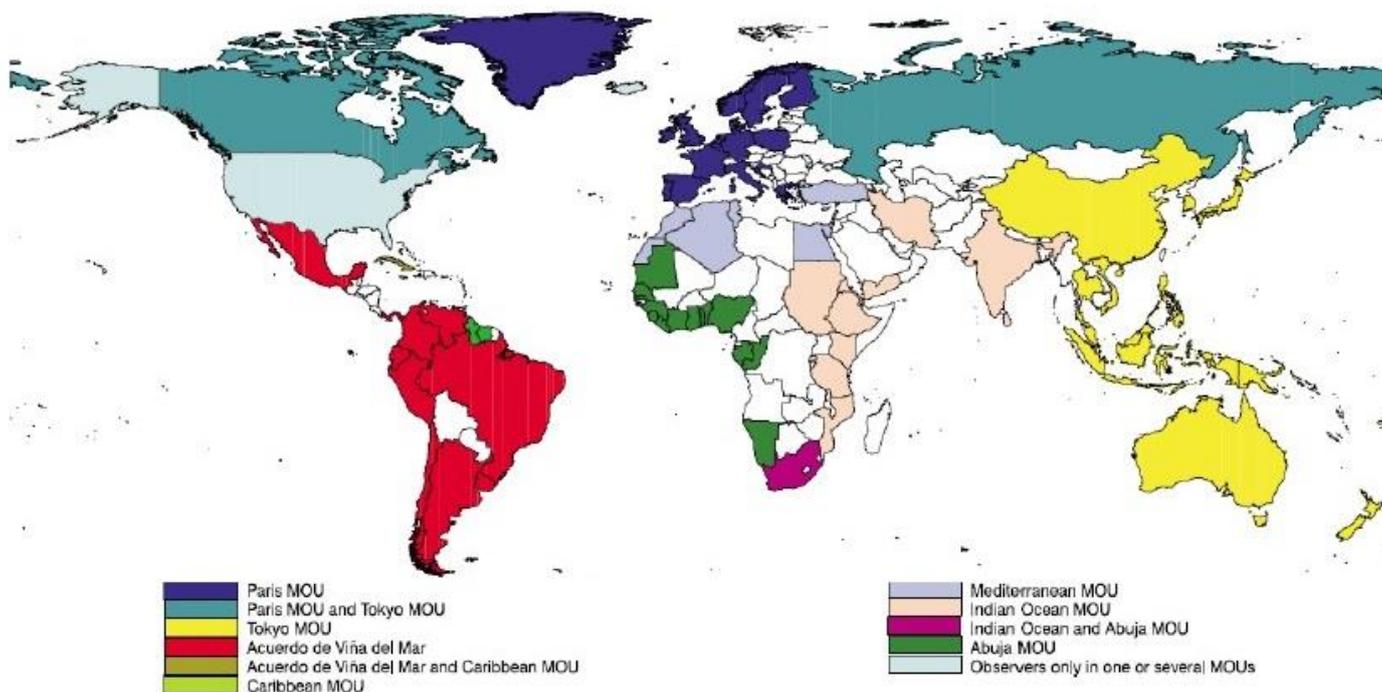
If you agree with the deficiency raised then agree a practical corrective action plan with the PSC Officer. This should be reflected in the deficiency's "action taken" coding stated on the Form B.

If you do not agree with the deficiency raised consider discussing the PSC officer before he/she leaves the vessel to clarify the statutory requirement and its implementation on board. Rectification later is usually much more difficult to achieve. Most PSC Officers expect to be challenged by the Master.

In addition to the above, if the PSC Officer wishes to **detain** the vessel;

- Call the technical management company or Isle of Man Ship Registry (+44 1624 688500 office hours or +44 7624 493467 out of hours) for assistance if required **before the PSC Officer leaves the vessel.**
- Ask the PSC Officer for a copy of the appeal procedure.

Port State Control Regions



Useful websites for PSC MoU (Memorandum of Understanding) Information:

Black Sea MOU	www.bsmou.org	Riyadh MOU	www.riyadh mou.org
Paris MOU	www.parismou.org	United States Coast Guard	cgmix.uscg.mil/PSIX
Indian MOU	www.iomou.org	Latin America MOU	www.acuerdolatino.int.ar
Mediterranean MOU	www.medmou.org	Caribbean MOU	www.caribbeanmou.org
Tokyo MOU	www.tokyo-mou.org	West and Central Africa MOU	www.abujamou.org

Remember...

- All statutory equipment on board must be maintained in full working order capable of being used and demonstrated at any time regardless if it is being used for operations or not.
- If you are aware of any defects or equipment failures concerning statutory equipment then address these through the ship's defect reporting system and inform the Isle of Man Ship Registry and the Classification Society as necessary. Temporary dispensation from Isle of Man Ship Registry may be required to allow for repairs.
- Should a Port State Control Officer board the vessel the Isle of Man Ship Registry advises informing the PSC Officer of any defects at the beginning of the inspection and demonstrate what steps have been taken to address the defects.
 - If this is not done the PSC Officer may incorrectly assume the ship staff are either not aware of the defect items or are lying about it – either way this is bad for the ship.
- If additional equipment has been fitted in excess of the statutory requirements the Isle of Man Ship Registry recommends this equipment is maintained in full working order or clearly signed the equipment is not to be used.



1. Isle of Man Performance

The International Chamber of Shipping has published its 2020/2021 Shipping Industry Flag State Performance Table. The Flag State Performance Table is based on the most up-to-date data available as of January 2021. The Table summarises factual information in the public domain that might be helpful in assessing the performance of flag States.

	Port State Control					Ratification of Conventions							RO Code	Age	Reports		IMO		
	Paris MOU White List	Not on Paris MOU Black List	Tokyo MOU White List	Not on Tokyo MOU Black List	USCG Qualship 21	USCG Target List (safety)	SOLAS 74 (and 88 Protocol)	MARPOL including Annexes I - II	MARPOL Annexes III - VI	LL 66 (and 88 Protocol)	STCW 78	ILO MLC	OLC/FUND 92	Recognized Organizations	Low Average Age (Ship Numbers)	On latest STCW 95 'white list'	Completed full ILO Reports	IMO Meetings Attendance	IMO Audit Scheme
- Isle of Man	■	■	■	■	■	■	UK	UK	UK	UK	UK	UK	UK	■	■	UK	UK	■	■

■ squares suggest positive performance indicators

UK – Indicates where a dependent territory's entry is based on the ratification, reporting or IMO meeting attendance of the UK 'mainland' flag.

For more information - www.ics-shipping.org/wp-content/uploads/2021/01/Flag-State-Table-2021.pdf

2. MOU Regional Information

Paris MoU:

- The Isle of Man has '**White List**' status as of the latest [2020 Paris MoU Performance List](#).
- [Paris MOU 2020 Annual Report](#).
- Classification Societies recognised by Isle of Man (see MSN020) have [a low risk](#).
- [Paris MoU COVID19 Guidance](#)
- Concentrated Inspection Campaign – 01 Sep to 30 Nov 2021 – General Stability. Details to follow.

Tokyo MoU:

- The Isle of Man has '**White List**' status as of the latest [2020 Tokyo MoU Annual report](#).
- In accordance with the Tokyo MOU's Inspection Regime procedures the Isle of Man also has "Low Risk Ship" status as published on the Tokyo MOU website.
- Classification Societies recognised by Isle of Man have a performance level of "High" and have also attained "Low Risk" status as published on the Tokyo MOU website.
- Concentrated Inspection Campaign – 01 Sep to 30 Nov 2021 – General Stability. Details to follow.
- [Tokyo MoU COVID19 Guidance](#)

[Guidance on Remote PSC Inspections](#)

[Tokyo MOU Safety Bulletins](#)

United States Coast Guard (USCG):

- The Isle of Man Ship Registry has achieved the required Flag State standard for those ships wishing to enroll on the [USCG's Qualship 21 and E-Zero programs](#) subject to additional eligibility criterion being met as of the latest [2020 USCG Annual Report](#).
- The Isle of Man Ship Registry has also achieved the required Flag State status for a low target score on the USCG Security Compliance Matrix as of the 2019 USCG Annual Report.
- Classification Societies recognised by Isle of Man have a detention ratio of <2% and are therefore not targeted for Priority 1 PSC inspections.
- [USCG COVID19 Guidance](#)

[USCG Safety Alerts and Safety Advisories](#)



Black Sea MoU:

- [2020 Annual Report](#)

Mediterranean MoU:

- [2019 Annual Report](#)

Indian Ocean MoU:

- [Indian Ocean MoU COVID19 Guidance](#)
- [2020 Annual Report](#)

Caribbean MoU:

- [Caribbean MoU COVID19 Guidance](#)
- [2020 Annual Report](#)

Riyadh MoU:

- [2019 Annual Report](#)

Abuja MoU:

- [2020 Annual Report](#)



3. PSC Detention deficiencies (last 12 months) – All PSC MOU Regions

All statutory equipment on board must be maintained in full working order capable of being used and demonstrated at any time regardless if it is being used for ship operations or not.

The following inspection areas represent deficiencies that resulted in detention on Isle of Man registered ships in the last 12-month period Q3 2020 – Q2 2021 (inclusive) in all MOU regions. The below does not represent the number of ships detained, in some cases a single item and in other cases multiple items have resulted in the ship's detention.

012 - Certificates & Documentation - Crew Certificate

- Seafarers serving on board for longer than 14 months since they joined the vessel. Their initial SEA's are expired and extensions were signed, however these extensions were expired the day before the PSC inspection. Found at least one other crew member with both initial SEA and extension expired. No plan for repatriation could be shown during inspection.
- Vessel found under-manned and not in accordance with minimum manning document.

013 – Certificates & Documentation

- Vessel loaded with a cargo which may liquefy without being provided by the Shipper or representative with a document issued by the competent authority stating that the Shipper's procedures to ensure that moisture content is less than the TML as per IMSBC code requirements is approved.
- Shipper's declaration (for bulk cargo) issued with inaccurate BCSN name.

07 – Fire Safety

- Oil leaks found on auxiliary engines including oil leaks at injector pumps and cylinder heads.
- Oil accumulation of oil and oily rags in several parts of the engine room with special attention to generators, bilges, heavy fuel oil tank and diesel oil settling tank.
- Hypermist system set to manual mode while engine room operating as unmanned.
- Fire drill could be conducted because of lack of crew on board.

10 – Navigation

- OOW unable to demonstrate the route position fixing and route monitoring on the ECDIS.
- BNWAS found inoperative

15 – ISM

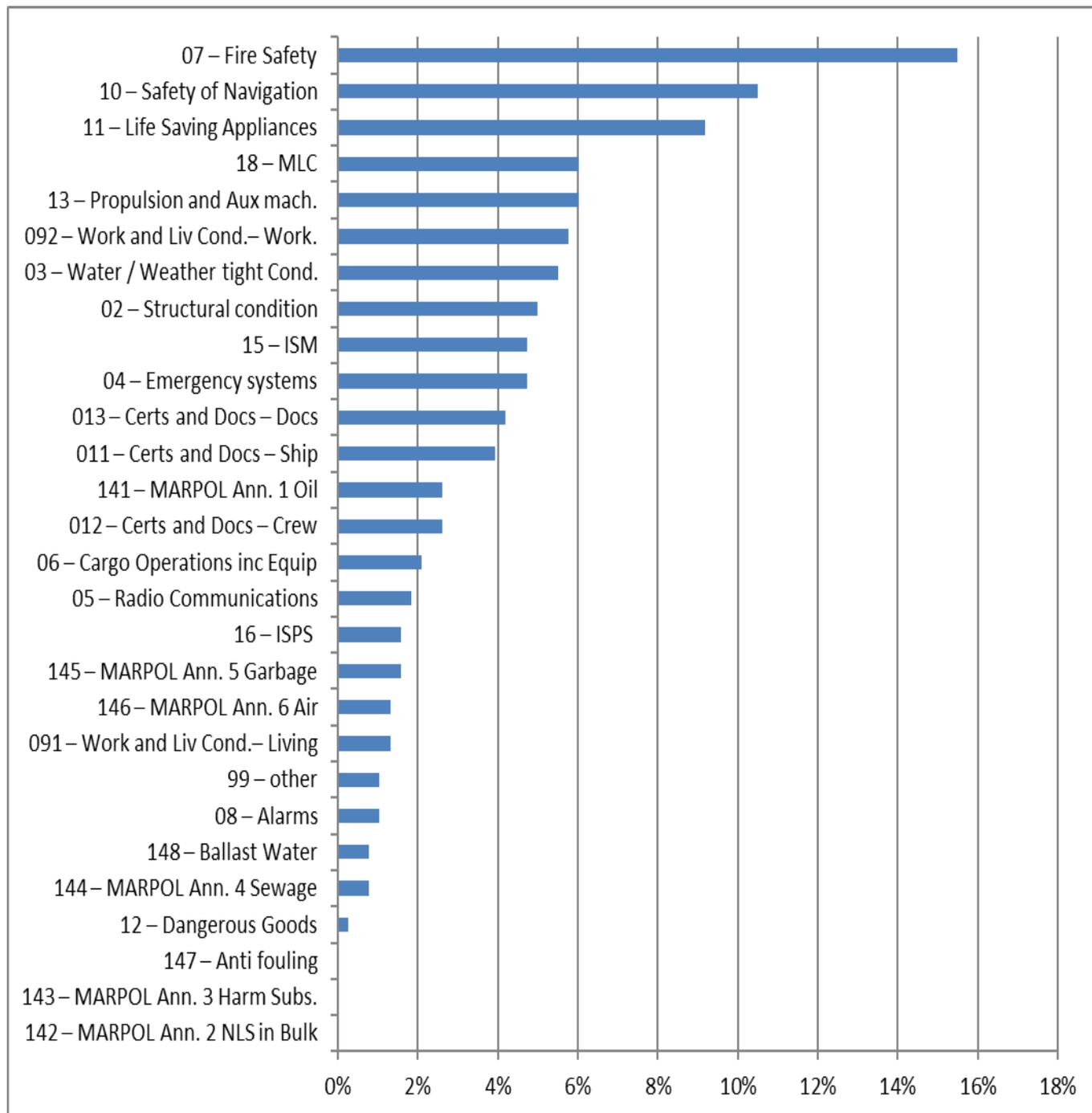
- The ISM system is not adequately implemented on board.
- The ISM system for effective maintenance and defect reporting is not effectively implemented on board.

In cases of detention the ship is not permitted to sail until an effective action plan has been agreed with the local PSC authority.



4. PSC Deficiencies (last 12 months) – All PSC MOU Regions

The following chart represents deficiencies requiring corrective action raised in all MOU Regions expressed as a percentage of the total deficiencies in the last 12-month period Q3 2020 – Q2 2021 (inclusive):



As part of the Isle of Man’s commitment to reducing Port State Control (PSC) deficiencies, the Isle of Man Ship Registry produces anonymous monthly statistics and information concerning PSC deficiencies issued per port in each of the different MOU Regions. The monthly statistics are emailed to companies in .XLS format. (If you have not received this email please contact the IOM Ship Registry.)

The Isle of Man Ship Registry hopes that by sharing this information companies and masters can benefit from other ship’s experiences and avoid similar deficiencies being issued.



5. PSC Deficiencies by Code (last 12 months) – All PSC MOU Regions

The following table represents the most common deficiency items raised by code (Paris MOU coding system) with examples of deficiencies raised (>1.3%) in the last 12-month period Q3 2020 – Q2 2021 (inclusive) in all MOU regions. It is recommended masters and technical managers pay special attention for any defects on board in the areas identified.

%	Def Code	Deficiency Description
3.4%	15150	ISM Maintenance system and defect reporting system not implemented effectively; numerous deficiencies are indicative ISM system is not effectively implemented. Additional external/internal audits to be undertaken.
2.9%	10109	Lights, shapes, sound signals. Masthead light defective, stern-light arc incorrect, signal lights inoperative, anchor ball missing, bell missing.
2.4%	7110	Fire fighting equipment and appliances Fire insulation found missing, foam applicators found not stowed as per fire plan, fire hoses found in poor condition, cargo area water spray nozzle found defective.
2.1%	3102	Freeboard marks Marking found missing or not distinct from hull colour
1.6%	4103	Emergency lighting, batteries and switches Emergency lights not working as required, deck lights with water ingress, electric cable layout found unsafe.
1.6%	6199	Other (cargo) Emergency shut down failed to activate satisfactorily, crane limit switches defective, stanchions found in poor condition.
1.6%	7105	Fire doors/openings in fire-resisting divisions Fire door not latching closed, fire door held open, fire door not closing fully, fire door fitted with hold back device instead of self-release device.
1.6%	7108	Ready availability of firefighting equipment Fire nozzle inoperative, fresh water tank for hypermist system found low, all portable extinguishers ashore for service, fire head detectors covered with bags, dry powder boxes found tied shut.
1.6%	7199	Other (fire safety) Fuel oil leak alarm fitted with a drain cock not to manufacturers specification, ME gauge gagged, several flammable materials for in storage are near thruster, explosion proof cover of light fitting found cracked, exposed hot surfaces on generator turbo charger.
1.6%	9209	Electrical Electrical bonding wire for the radar sounding equipment on tank #3 was broken, floodlights were found not working aft accommodation and in vicinity of lifeboats and liferafts, several electrical covers missing in the vicinity of the main engine.
1.6%	10127	Voyage of passage plan Plan inadequate, not berth to berth or found missing.



1.6%	11131	On board training and instructions Lack of familiarity with fire equipment during fire drill, key personnel not familiar with start arrangements for rescue boat, lifeboat/liferaft launching instructions not posted, lifeboat not manoeuvred in the water in the last 3 months.
1.6%	13101	Propulsion main engine Transformer out of service, air start system defective, oil sensor failures, ME governor defective, water leakage on main engine cylinders
1.3%	1123	Continuous synopsis record
1.3%	1220	Seafarer Employment Agreement SEA
1.3%	2108	Electric equipment in general
1.3%	7114	Means of control (opening/closure skylights, pumps, etc.) - Machinery Spaces
1.3%	11101	Lifeboats
1.3%	13102	Auxiliary engine
1.3%	13199	Other (machinery)
1.1%	2199	Other (structural condition)
1.1%	3103	Railing, gangway, walkway and means for safe passage
1.1%	7115	Fire-dampers
1.1%	7126	Oil accumulation in engine room
1.1%	9232	Cleanliness of engine room
1.1%	14501	Garbage
1.1%	16105	Access control to ship
0.8%	1214	Endorsement by Flag State
0.8%	1315	Oil record book
0.8%	2112	Hull - corrosion
0.8%	3107	Doors
0.8%	4114	Emergency source of power / Emergency generator
0.8%	7116	Ventilation
0.8%	10103	Radar
0.8%	10105	Magnetic compass
0.8%	10112	Electronic charts (ECDIS)
0.8%	11102	Lifeboat inventory
0.8%	11104	Rescue boats
0.8%	11117	Lifebuys including provision and disposition
0.8%	11124	Embarkation arrangements survival craft
0.8%	11199	Other (lifesaving)
0.8%	13108	Operation of machinery
0.8%	14108	15 PPM alarm arrangements
0.8%	15106	Shipboard operations
0.8%	99101	Other safety in general
0.5%	1117	Prevention of pollution by oil (IOPP)
0.5%	1309	Fire control plan - all
0.5%	1316	Cargo information
0.5%	1320	Garbage record book
0.5%	2107	Ballast, fuel and other tanks
0.5%	2117	Decks - corrosion
0.5%	3105	Covers (hatchway - portable - tarpaulins, etc.)
0.5%	4110	Abandon ship drills
0.5%	4117	Functionality of safety systems
0.5%	5116	Operation/maintenance
0.5%	7109	Fixed fire extinguishing installation



0.5%	7111	Personal equipment
0.5%	7120	Means of escape
0.5%	7123	Operation of Fire protection systems
0.5%	7125	Evaluation of crew performance (fire drills)
0.5%	8109	Boiler-alarm
0.5%	9109	Pipes, wires (insulation)
0.5%	9221	Entry dangerous spaces (instructions, warnings)
0.5%	10101	Pilot ladders and hoist / pilot transfer arrangements
0.5%	10138	Bridge Navigational Watch Alarm System (BNWAS)
0.5%	10199	Other (navigation)
0.5%	11113	Launching arrangements for rescue boats
0.5%	13103	Gauges, thermometers, etc.
0.5%	13104	Bilge pumping arrangements
0.5%	14105	Pumping, piping and discharge arrangements for oil tankers
0.5%	14199	Other (MARPOL - Annex -I)
0.5%	14402	Sewage treatment plant
0.5%	14608	Incinerator, including operations and operating manual
0.5%	14806	Crew Training & Familiarisation
0.5%	15109	Maintenance of ship and equipment
0.5%	18299	Other - (Conditions of employment)
0.5%	18321	Heating, Air Conditioning and Ventilation
0.5%	18324	Cold Room, Cold Room Cleanliness, Cold Room Temperature
0.5%	18408	Electrical
0.5%	18424	Steam pipes, pressure pipes, wires (insulation)

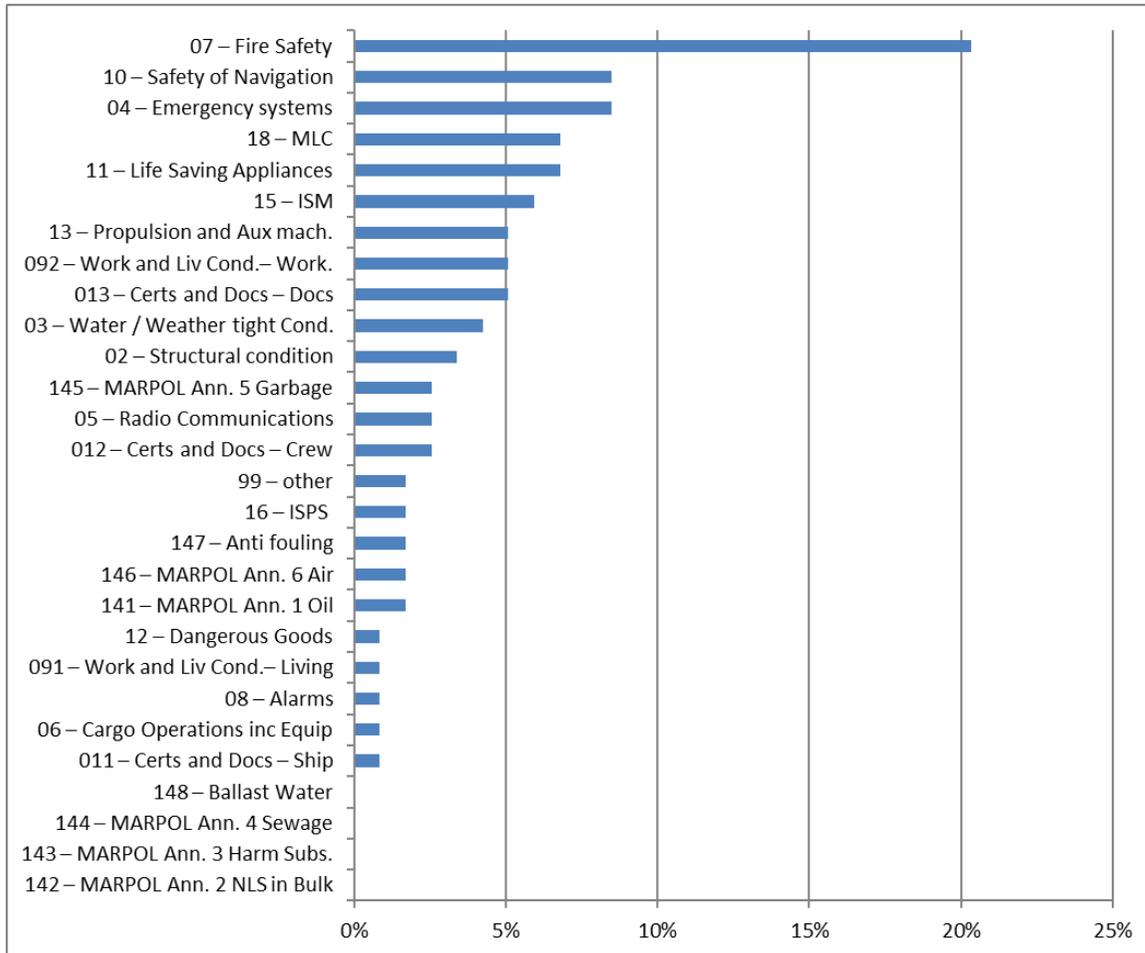


6. PSC Deficiencies by Ship Type (last 12 months) – All PSC MOU Regions

The following tables and charts represent the most common deficiency items raised by code (Paris MOU coding system) per ship type in the last 12-month period Q3 2020 – Q2 2021 (inclusive) in all MOU regions – Bulk carriers, Gas carriers, Oil tankers, Oil/Chemical tankers, Offshore vessels, Other ships, Yachts.

Bulk Carriers

Overall Deficiency Trend



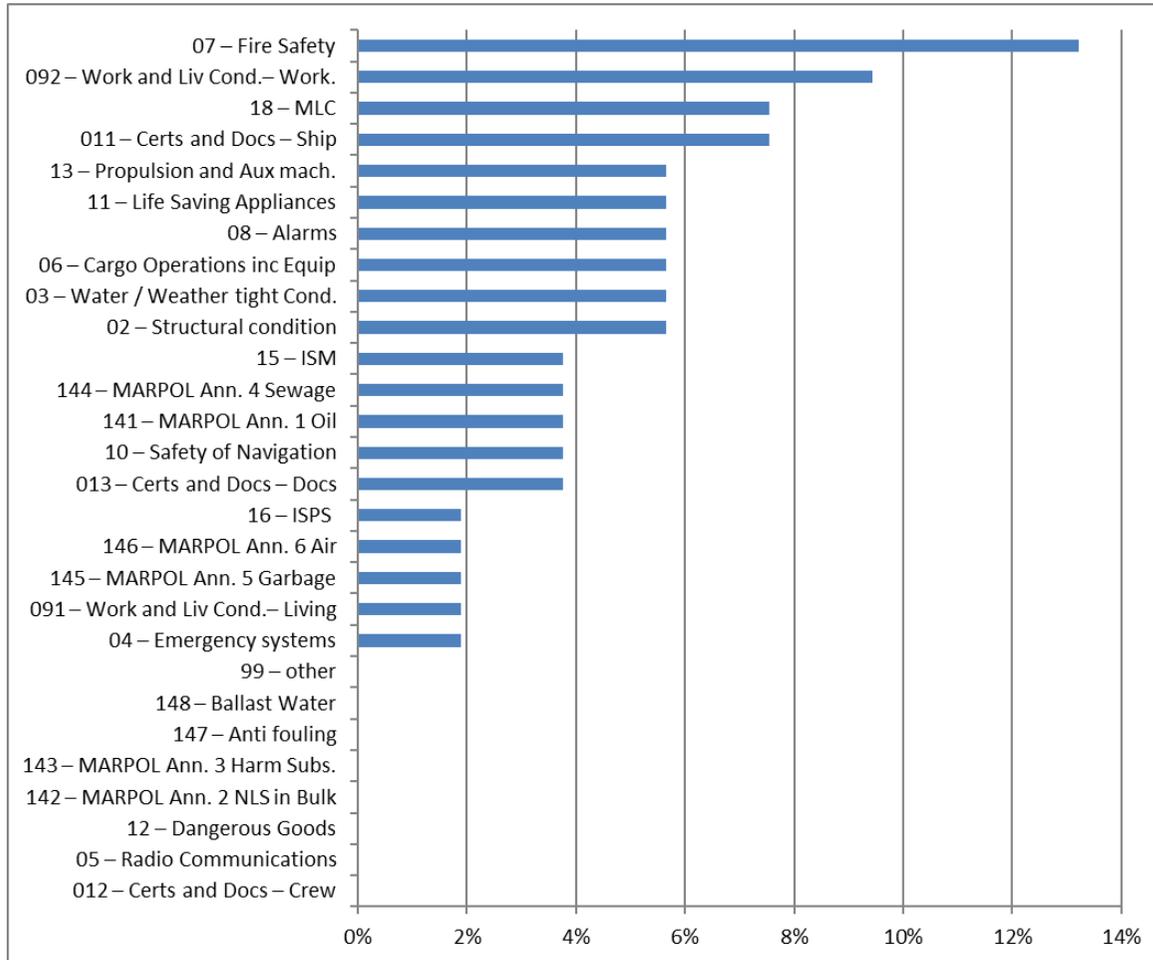
Bulk Inspections - most frequent def codes

%	Code	Deficiency Description
5.1%	7110	Firefighting equipment and appliances
5.1%	15150	ISM
3.4%	7108	Ready availability of firefighting equipment
2.5%	1220	Seafarer Employment Agreement SEA
2.5%	7105	Fire doors/openings in fire-resisting divisions
2.5%	9232	Cleanliness of engine room
2.5%	10109	Lights, shapes, sound signals.
2.5%	14501	Garbage



Gas Carriers

Overall Deficiency Trend



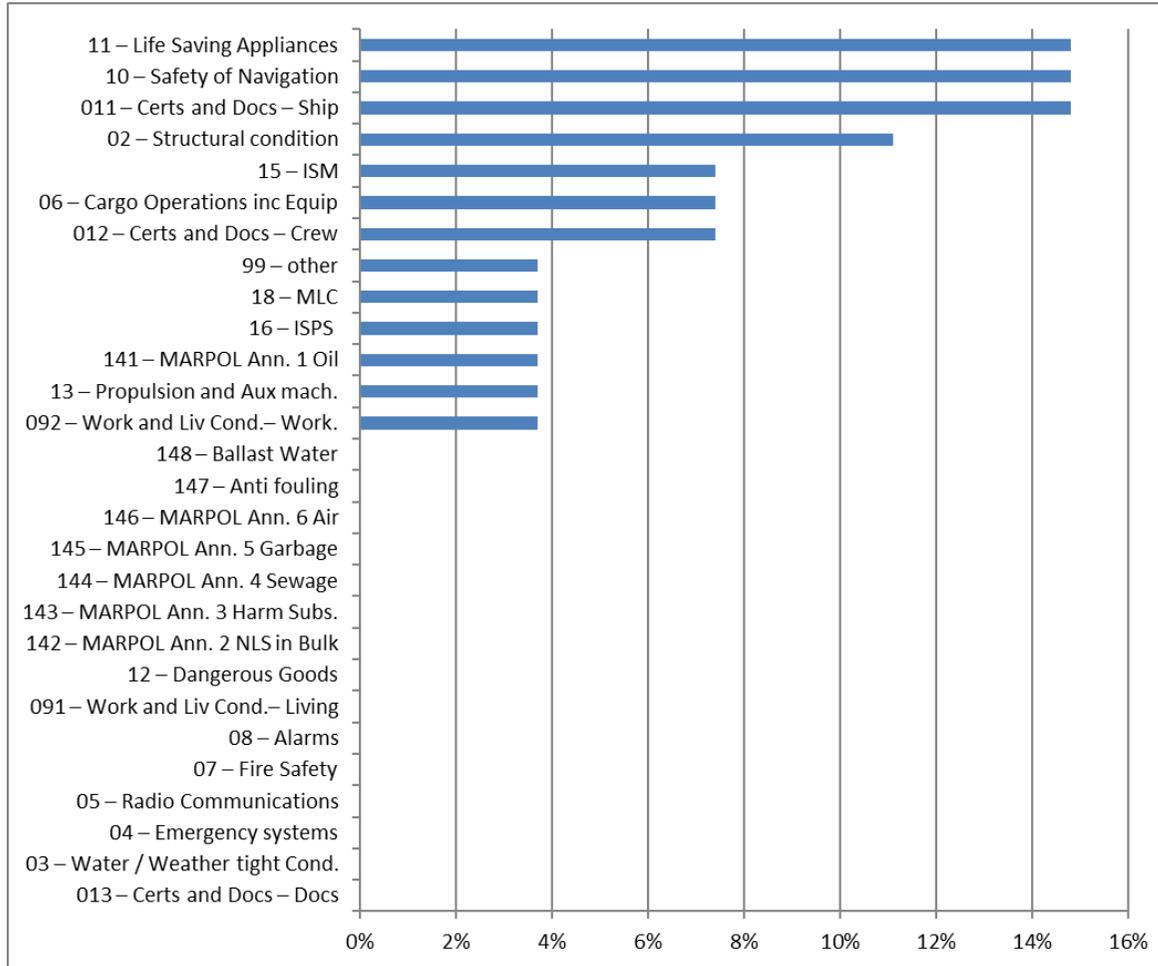
Gas Inspections - most frequent def codes

%	Code	Deficiency Description
3.6%	2108	Electric equipment in general
3.6%	6199	Other (cargo)
3.6%	8109	Boiler-alarm



Oil Tankers

Overall Deficiency Trend



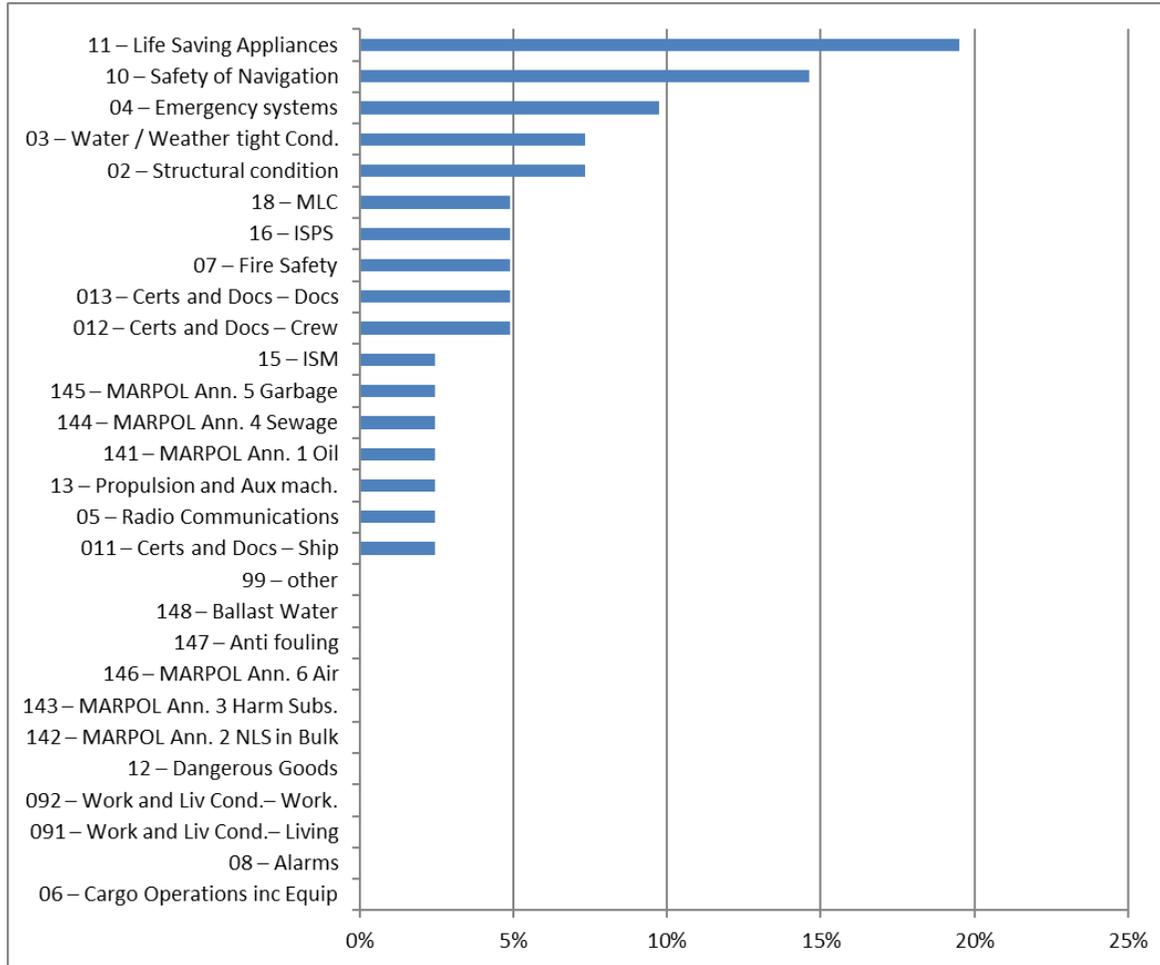
Oil Inspections - most frequent def codes

%	Code	Deficiency Description
7.4%	1123	Continuous synopsis record
7.4%	10109	Lights, shapes, sound signals.
7.4%	11101	Lifeboats



Oil/Chemical Tankers

Overall Deficiency Trend



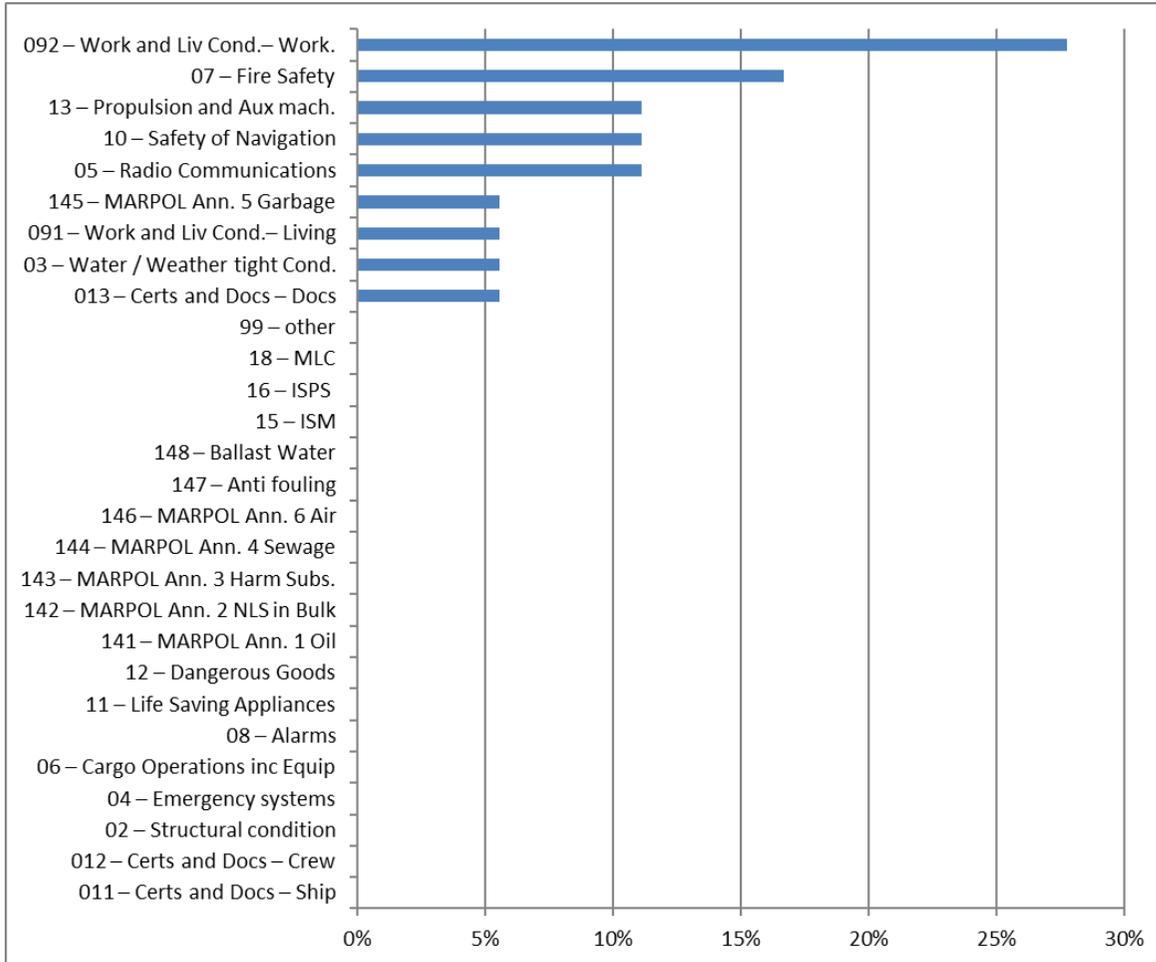
Oil/Chemical Inspections - most frequent def codes

%	Code	Deficiency Description
9.8%	11131	On board training and instructions
7.3%	4103	Emergency lighting, batteries and switches
7.3%	10109	Lights, shapes, sound signals.
4.9%	2112	Hull - corrosion
4.9%	3102	Freeboard marks
4.9%	16105	Access control to ship



Offshore vessels

Overall Deficiency Trend



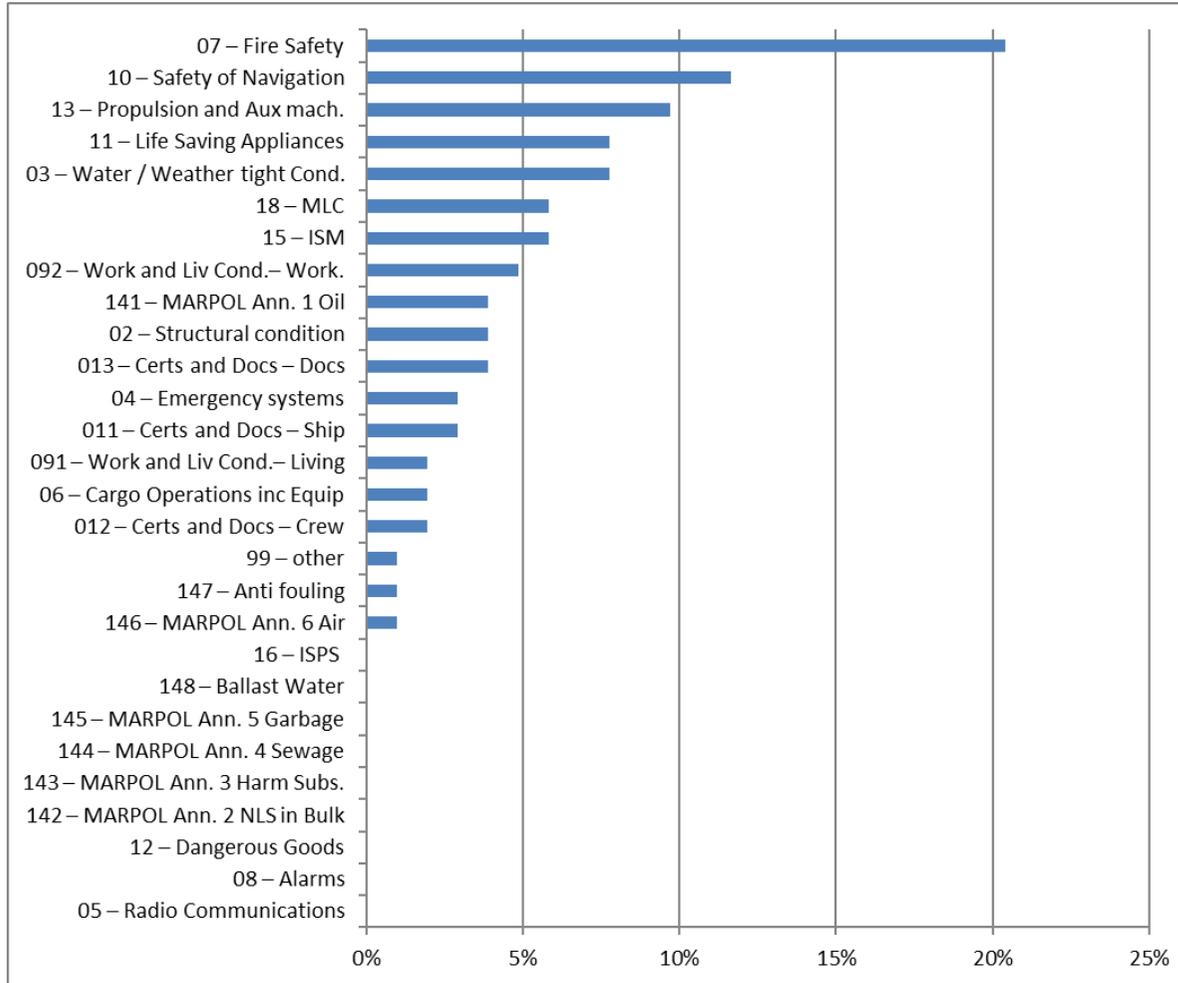
Offshore Inspections - most frequent def codes

%	Code	Deficiency Description
16.7%	9209	Electrical
11.1%	10105	Magnetic compass
11.1%	13101	Propulsion main engine



Other Cargo ships

Overall Deficiency Trend



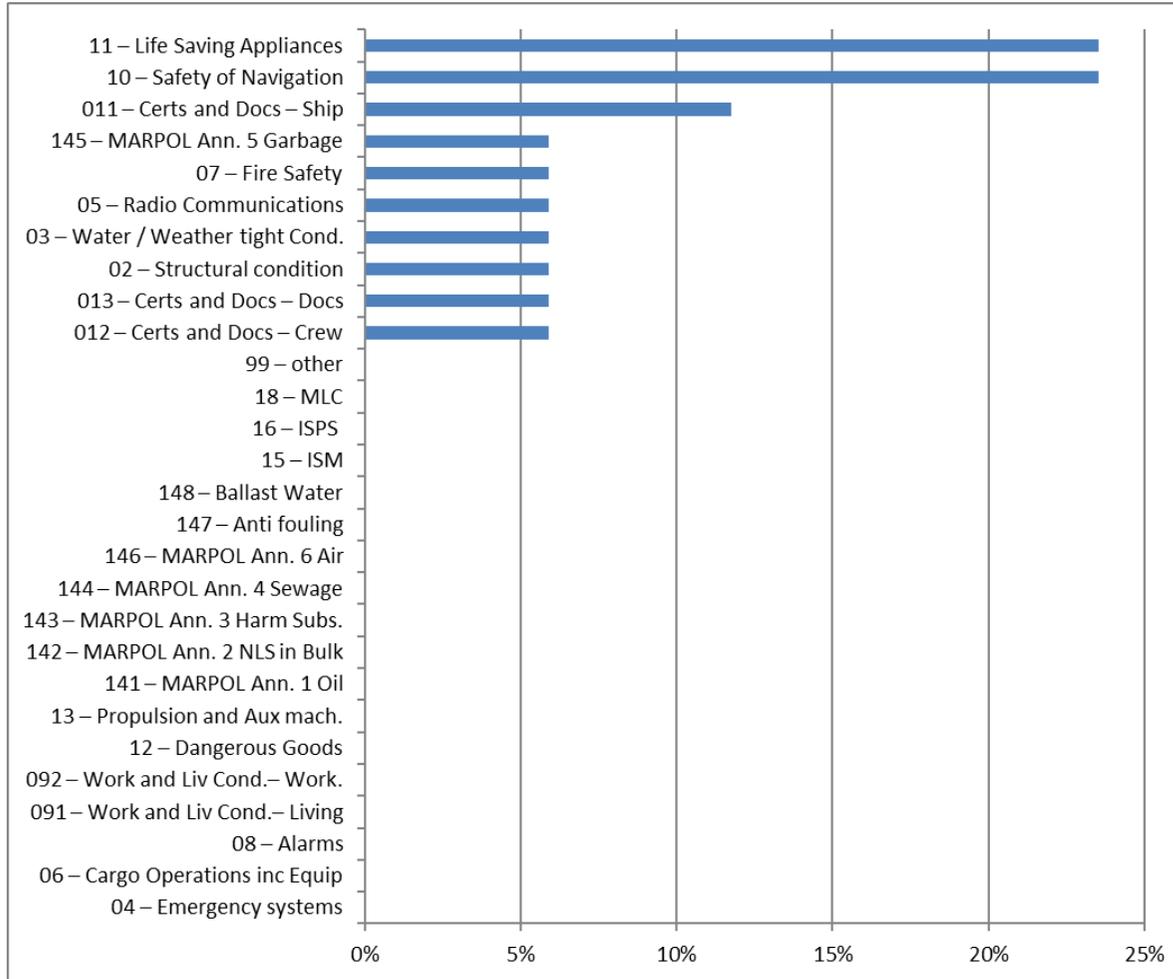
Other Cargo Inspections - most frequent def codes

%	Code	Deficiency Description
3.9%	3102	Freeboard marks
3.9%	7126	Oil accumulation in engine room
3.9%	10127	Voyage of passage plan
3.9%	15150	ISM
2.9%	7199	Other (fire safety)
2.9%	11102	Lifeboat inventory
2.9%	13102	Auxiliary engine
1.9%	1309	Fire control plan - all
1.9%	2108	Electric equipment in general
1.9%	6199	Other (cargo)
1.9%	7114	Means of control (opening/closure skylights, pumps, etc.) - Machinery Spaces
1.9%	7115	Fire-dampers
1.9%	7123	Operation of Fire protection systems
1.9%	9209	Electrical
1.9%	10109	Lights, shapes, sound signals.
1.9%	11124	Embarkation arrangements survival craft
1.9%	13101	Propulsion main engine
1.9%	13104	Bilge pumping arrangements
1.9%	13199	Other (machinery)
1.9%	14105	Pumping, piping and discharge arrangements for oil tankers



Yachts

Overall Deficiency Trend

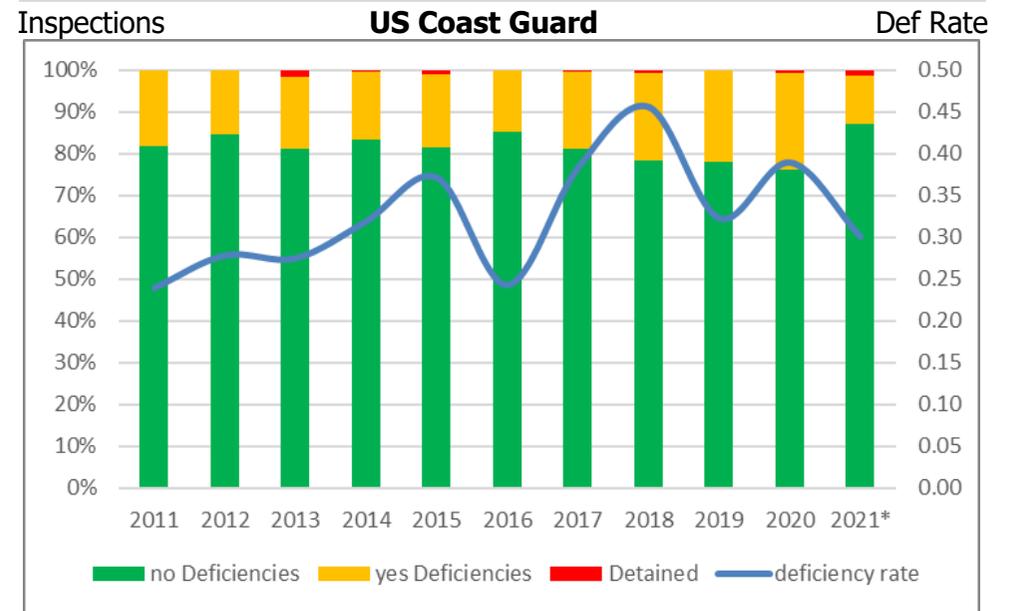
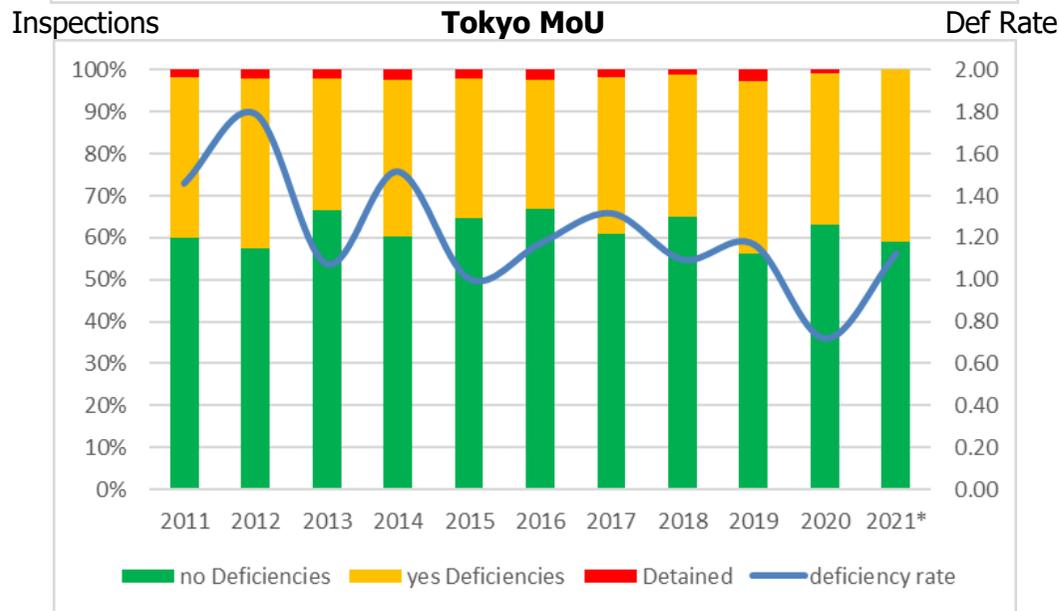
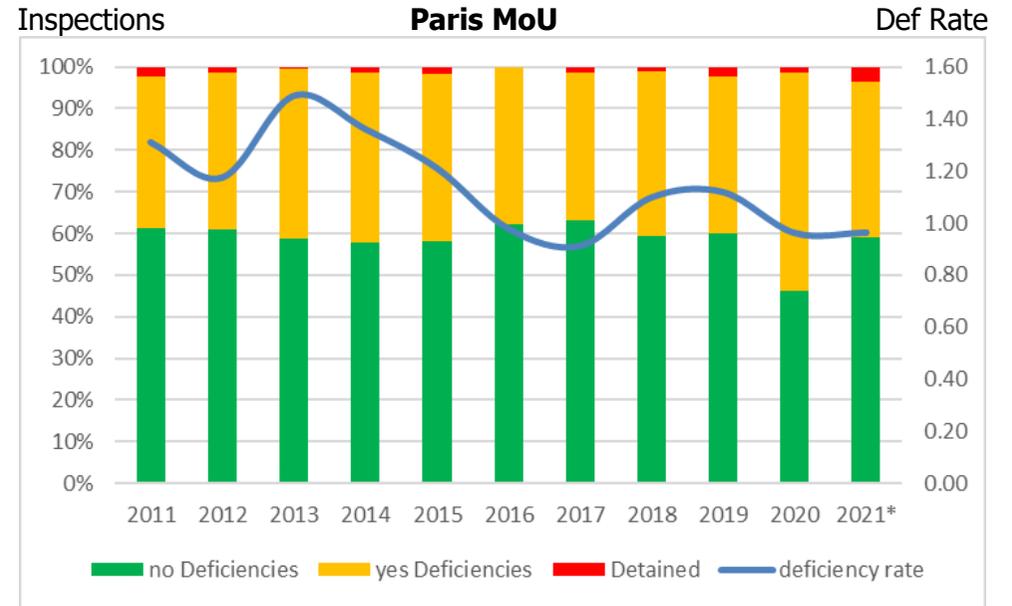
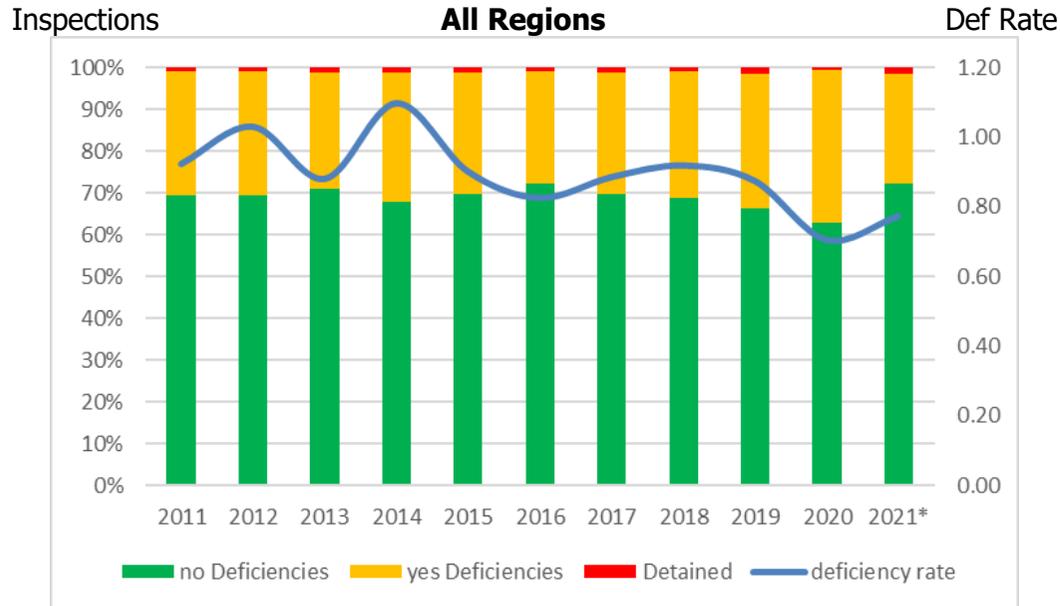


Yacht Inspections - most frequent def codes

%	Code	Deficiency Description
5.9%	1113	Minimum safe manning document
5.9%	1117	Prevention of pollution by oil (IOPP)
5.9%	1209	Manning specified by the minimum safe manning document
5.9%	1320	Garbage record book
5.9%	2199	Other (structural condition)
5.9%	3102	Freeboard marks
5.9%	5107	Maintenance/duplication of equipment
5.9%	7125	Evaluation of crew performance (fire drills)
5.9%	10111	Charts
5.9%	10112	Electronic charts (ECDIS)
5.9%	10127	Voyage of passage plan
5.9%	10138	Bridge Navigational Watch Alarm System (BNWAS)
5.9%	11110	Stowage of liferafts
5.9%	11123	Emergency equipment for 2-way communication
5.9%	11128	Line throwing appliance
5.9%	11199	Other (life saving)
5.9%	14502	Placards



7. Overall PSC Regional Inspections and Deficiency Rate per Year



Deficiency Rate = (total number of deficiencies) / (total inspections)

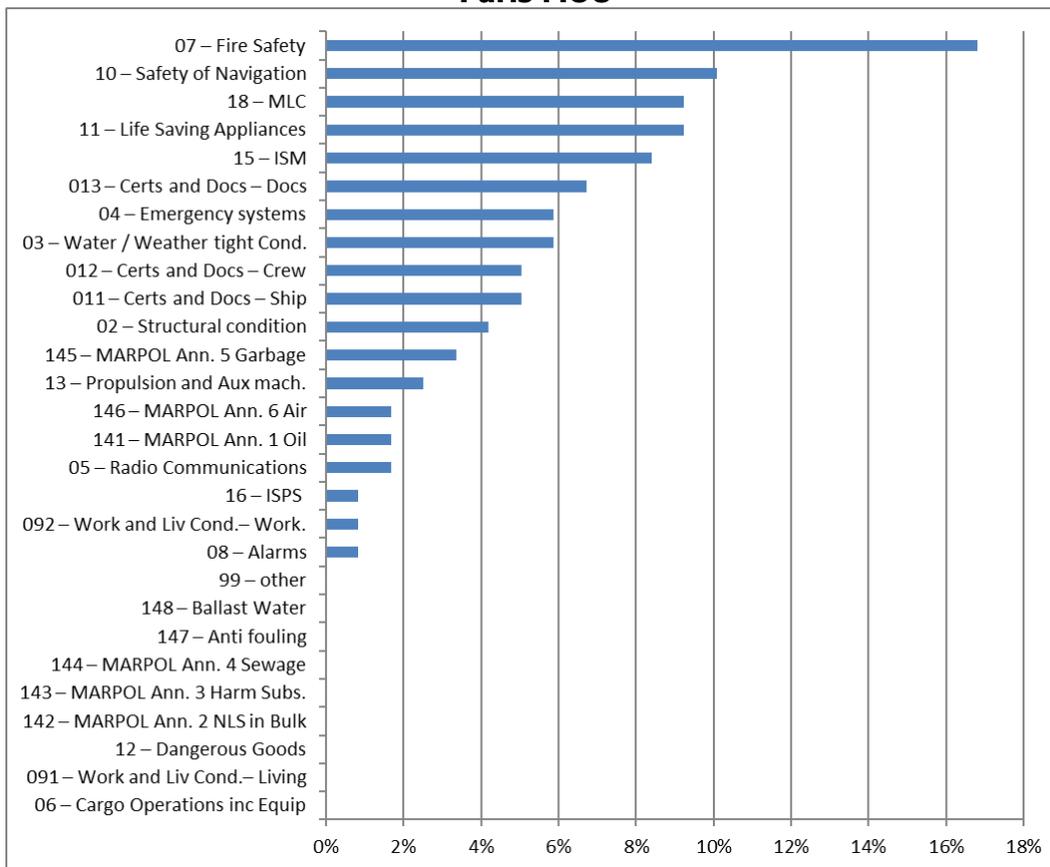
*cumulative in the year so far



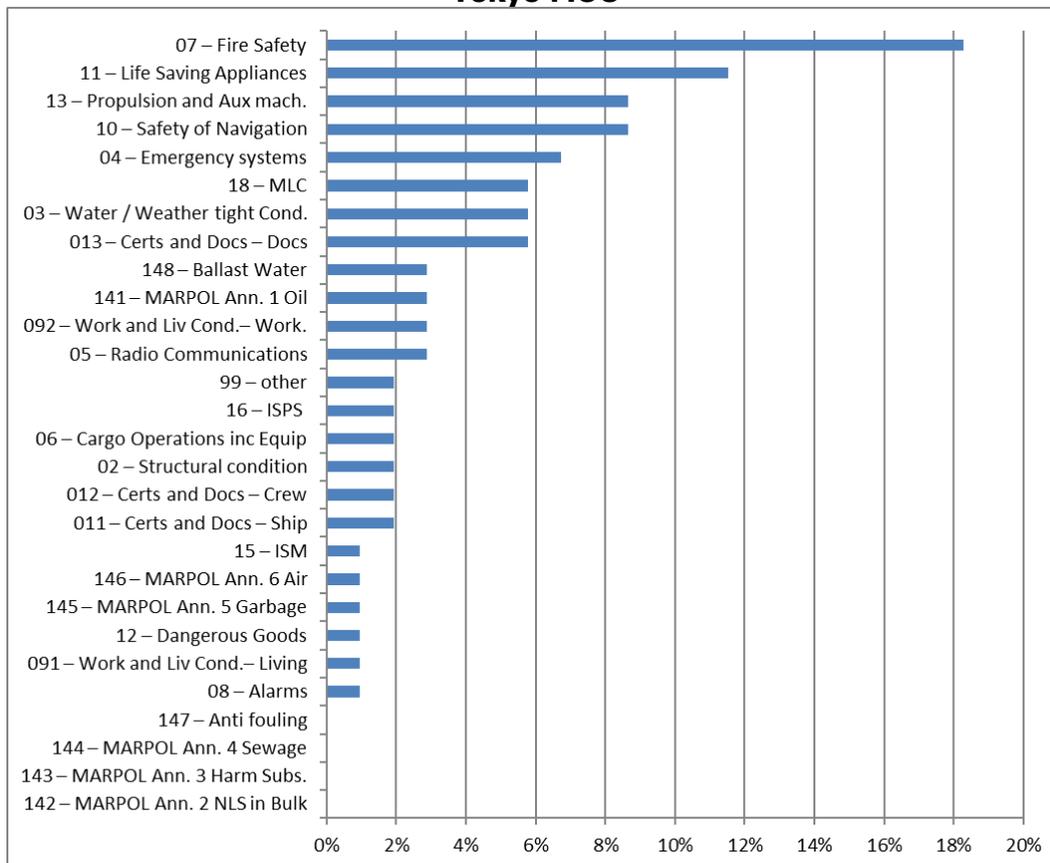
8. PSC Regional Deficiencies (last 12 months)

The following charts represent deficiencies raised in an MOU Region expressed as a percentage of the total deficiencies in the last 12-month period Q3 2020 – Q2 2021 (inclusive):

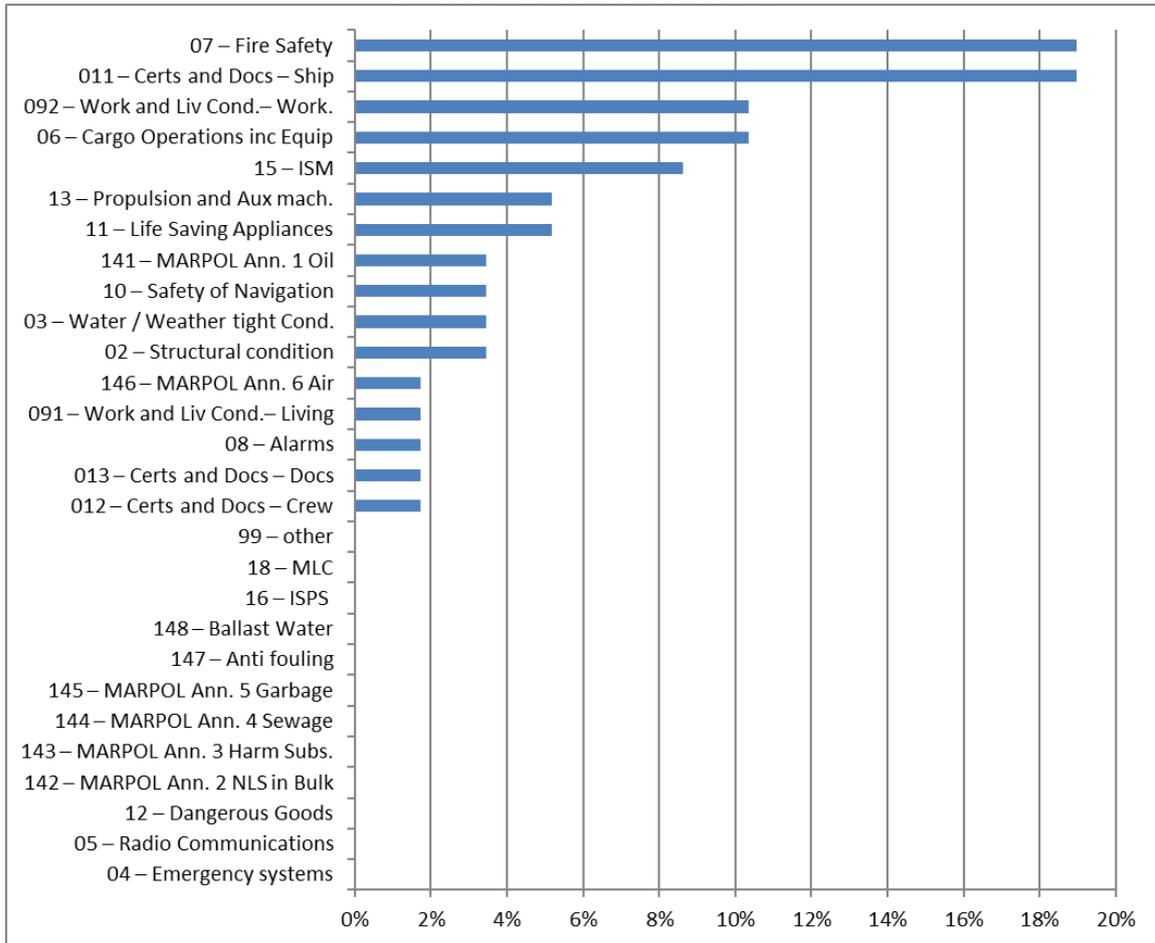
Paris MOU



Tokyo MOU



United States Coast Guard



Latin America MOU

