

The purpose of this notice is to advise ship-owners, operators, managers and masters of Isle of Man registered ships of information in respect of Port State Control activities.

Port State Control (PSC) is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions.

It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port state can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port state's defence against visiting substandard shipping.

Where statutory equipment or documents on board has been identified as defective or not meeting statutory requirements it is necessary for the master or technical manager to inform Isle of Man Ship Registry. It is also highly recommended the Master inform Port State Control Officers of all defective equipment or documents at the opening meeting when PSC first board the ship for an inspection and demonstrate what action is being taken to rectify the situation.

Whenever a PSC inspection has been completed please email all PSC inspection reports as soon as practicable to portstatecontrol@gov.im.

For general questions concerning PSC matters please email marine.survey@gov.im. This email is monitored continuously and we will endeavour to respond to you as soon as possible.

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

Paris MoU:

- The Isle of Man has 'White List' status as of the 2017 Annual Report.
- Classification Societies recognised by Isle of Man (see MSN020) have a performance level of "High".

The Paris MoU on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on MARPOL Annex VI. This inspection campaign will be held for three months, commencing from 1 September 2018 and ending 30 November 2018. A ship will be subject to one inspection under this CIC during the period of the campaign. Further information including the inspection questionnaire can be obtained from the Paris MOU website.

Tokyo MoU:

- The Isle of Man has 'White List' status as of the 2017 Annual report.
- In accordance with the Tokyo MOU's New 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.

The Tokyo MoU on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on MARPOL Annex VI. This inspection campaign will be held for three months, commencing from 1 September 2018 and ending 30 November 2018. A ship will be subject to one inspection under this CIC during the period of the campaign. Further information including the inspection questionnaire can be obtained from the Tokyo MOU website.

It has been reported that China MSA has started conducting ISPS Security Inspections. Areas of inspection include security certification and records concerning security levels, security drills, last 10 port calls and the ability of ship's staff to communicate effectively with each other.

United States Coast Guard (USCG):

The Isle of Man Ship Registry has achieved the required Flag State status 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 2017 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 2017 Annual Report.

Classification Societies recognised by Isle of Man have a 0 point score (ie detention ratio of <0.5%) on the USCG safety compliance targeting matrix.

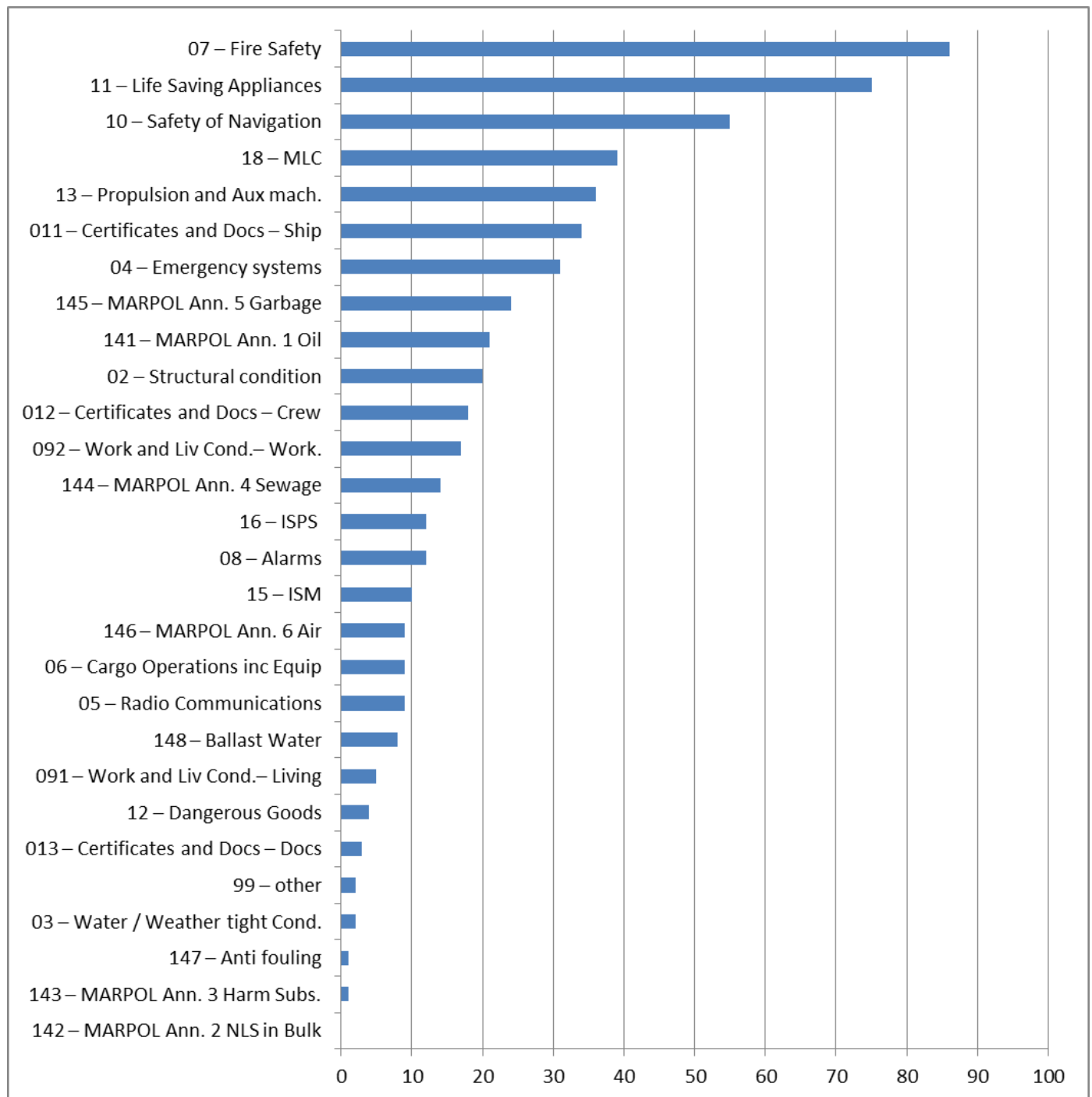
Useful websites for PSC Information:

Black Sea MOU	http://www.bsmou.org
Paris MOU	https://www.parismou.org/
Indian MOU	http://www.iomou.org
Mediterranean MOU	http://www.medmouic.org/
Tokyo MOU	http://www.tokyo-mou.org/
Riyadh MOU	https://www.riyadh-mou.org/
USCG	https://cgmix.uscg.mil/PSIX
Latin American MOU	http://www.acuerdolatino.int.ar
Caribbean MOU	http://www.caribbeanmou.org/
West and Central Africa MOU	http://www.abujamou.org



2018 Q1 to Q3 Cumulative Summary of PSC Deficiencies raised

The below chart represents inspection areas where PSC raise deficiency items most frequently.



2018 Deficiencies – All PSC MOU Regions

It is recommended masters and technical managers pay special attention for any defects in the inspection areas identified below. The codes are Paris MOU deficiency codes.

2018 Cumulative Deficiency codes recorded on 5 or more inspections:

Code	Description
1123	Continuous Synopsis Record
1199	Other certificates
1214	Endorsement by Flag State
1220	Seafarer Employment Agreement SEA
1315	Oil Record Book
1320	Garbage Record Book
3102	Freeboard marks
3108	Ventilators, airpipes, casings
4103	Emergency Lighting
4114	Emergency Source of Power
7101	Fire Prevention and Structural Integrity
7105	Fire Doors/Opening in Fire Resisting Divisions
7109	Fixed Fire extinguishing installation
7110	Fire Fighting Equipment and appliances
7111	Personal equipment
7115	Fire-dampers
7120	Means of escape
7199	Other (fire safety)
8107	Machinery Controls Alarms
10109	Lights, shapes, sound signals.
10112	ECDIS
10114	Voyage data Recorder
10116	Nautical publications
11101	Lifeboats
11104	Rescue boats
11108	Inflatable liferafts
11117	Lifebuoys
11131	On board training and instructions
13101	Propulsion main engine
13102	Auxiliary engine
13199	Other Machinery
14199	Other MARPOL Annex 1
14402	Sewage Treatment Plant
14501	Garbage
14503	Garbage Management Plan
14608	Incinerator, inc operations and operating manual
16105	Access control to ship



2018 Detentions – All PSC MOU Regions

The following inspection areas represent deficiencies that resulted in detention. The below does not represent the number of ships detained, in some cases a single item and in other cases multiple items resulted in detention.

In cases of detention the ship is not permitted to sail until an effective action plan has been agreed with the PSC Officer and put into action.

04 – Emergency systems

Emergency generator inoperative.
Emergency generator failed during a black-out test.

05 – Radio Communications

NAVTEX not working.

07 – Fire Safety

Fire detection system malfunction.
Fire doors found in unsatisfactory condition.

08 – Alarms

Bilge alarm system found inoperative.

10 – Safety of Navigation

X-Band radar found inoperative.

11 – Life Saving Appliances

Rescue boat engine found inoperative.

15 – ISM

Failure of the Safety Management System procedures to identify and rectify on-board deficiencies.

16 – ISPS

Ship searches failed to locate stowaways hidden on board.
Access control failed to identify unauthorised boarding of the vessel.

It is recommended masters and technical managers pay special attention for any defects in the inspection areas identified above.

