

**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 seafarer's living and working conditions.

It 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 is the elimination of "sub-standard" ships. 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.

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.

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.

**Whenever a PSC inspection has been completed please email all PSC inspection reports as soon as practicable to [portstatecontrol@gov.im](mailto:portstatecontrol@gov.im).**

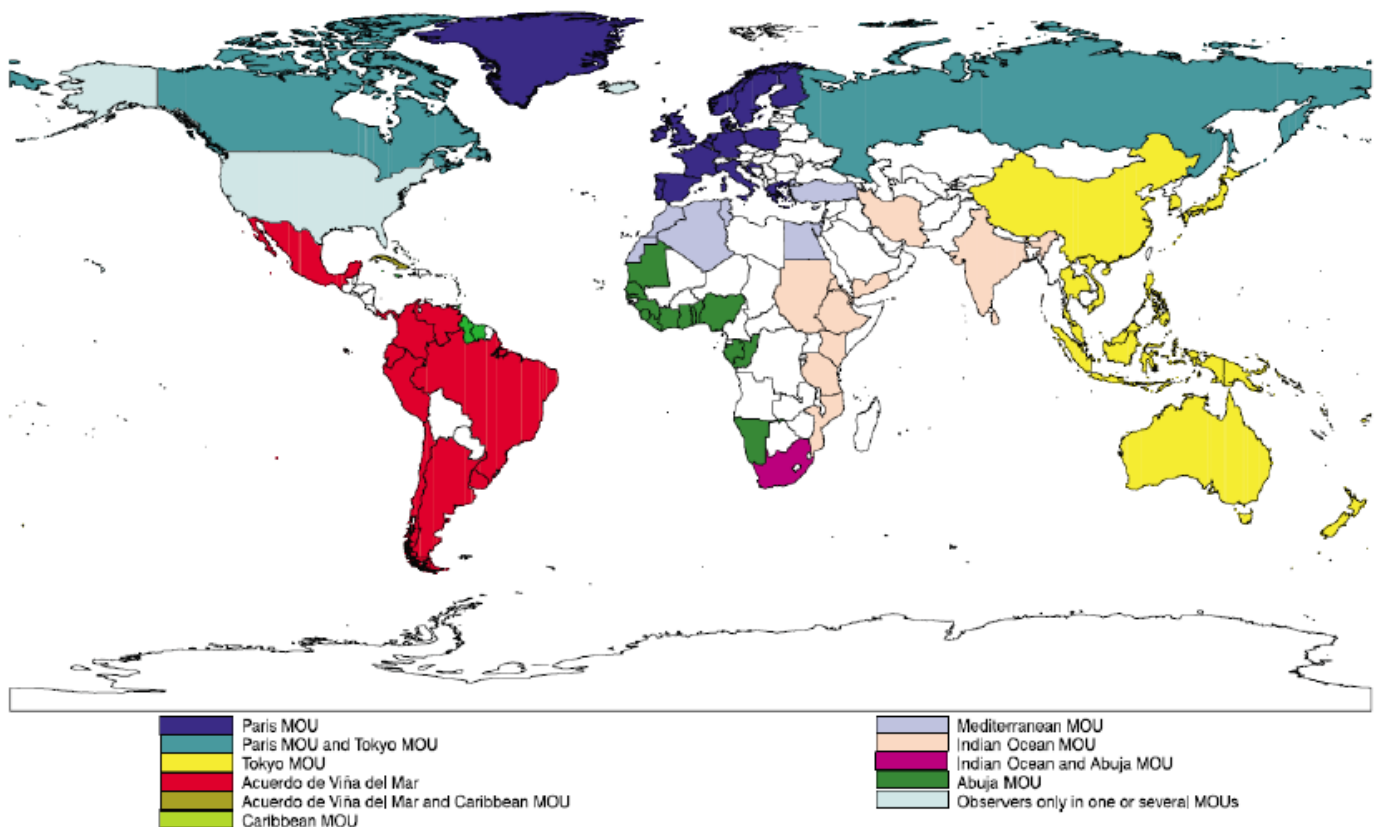
For general questions concerning PSC matters please email [marine.survey@gov.im](mailto:marine.survey@gov.im). This email is monitored continuously and we will endeavour to respond to you as soon as possible.

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

### Useful websites for PSC Information:

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

MOU - Memorandum of Understanding



**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".

**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.

**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.



## **12 Months of PSC Detentions (2018 Q1 to 2018 Q4) – 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.

Crew demonstrated inadequate knowledge of firefighting when performing a fire drill.

Rescue boat not launched with crew within required times specified in SOLAS.

### **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.

Unmanned machinery space alarms found defective.

### **10 – Safety of Navigation**

X-Band radar found inoperative.

### **11 – Life Saving Appliances**

Rescue boat engine found inoperative.

Lifeboat engine failed to start.

### **15 – ISM**

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

### **16 – ISPS**

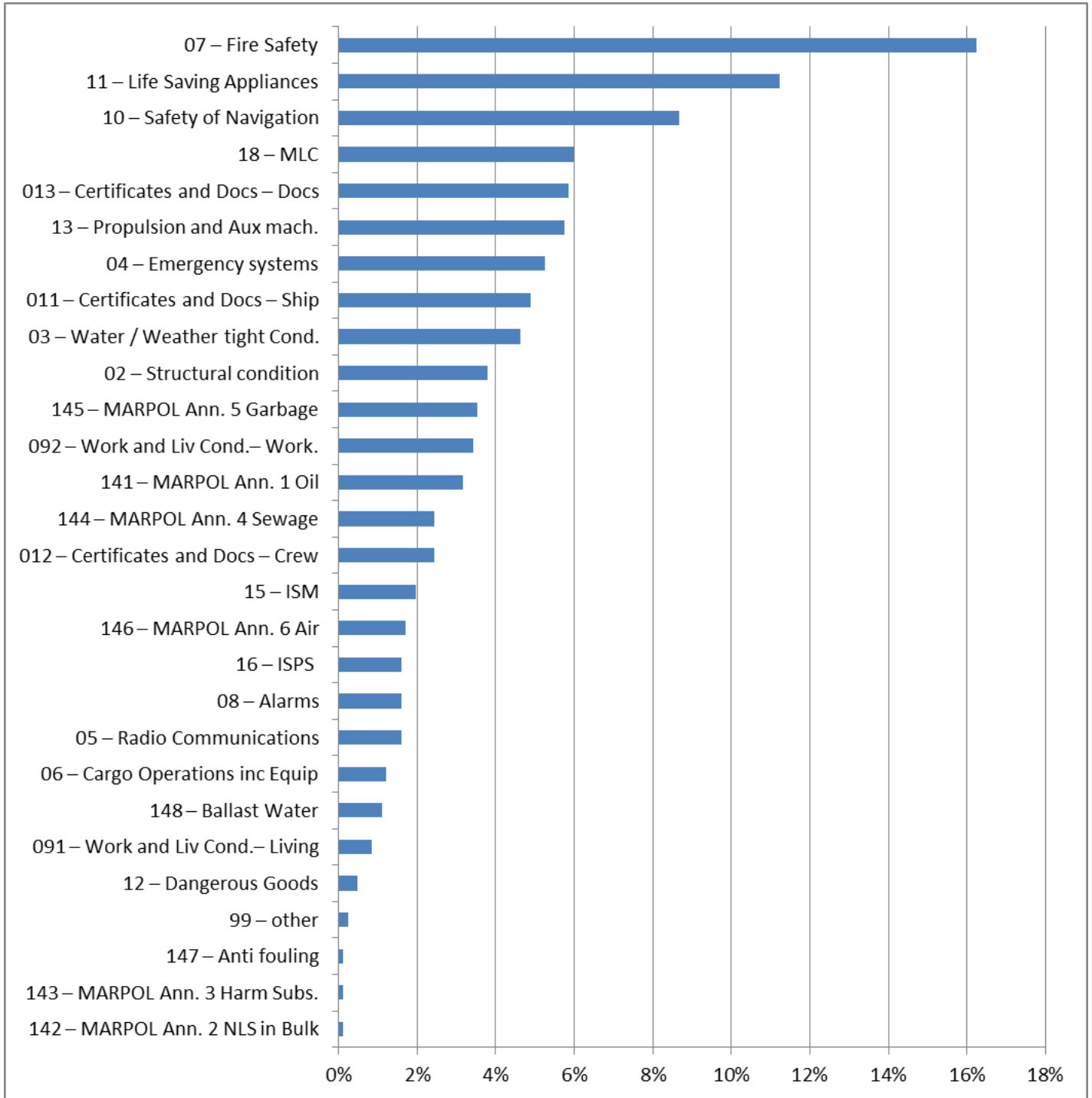
Ship searches failed to locate stowaways hidden on board.

Access control failed to identify unauthorised boarding of the vessel.



## 12 Months of PSC Deficiencies (2018 Q1 to 2018 Q4) – All PSC MOU Regions

The following graph represents deficiencies raised in all MOU Regions expressed as a percentage of the total deficiencies:



The table below represents deficiency codes (Paris MOU deficiency codes) raised over the last 12 months in all MOU regions on 5 or more inspections:

Code	Description
1123	Continuous Synopsis Record
1199	Other Certificates
1214	Endorsement by Flag State
1220	Seafarer Employment Agreement
1305	Log Books/Compulsory Entries
1308	Records of seafarers' daily hours of work or rest



1315	Oil Record Book
1320	Garbage Record Book
2108	Electric equipment in general
3102	Freeboard marks
3108	Ventilators, airpipes, casings
4103	Emergency lighting, batteries and switches
4109	Fire drills
4110	Abandon ship drills
4114	Emergency source of power / Emergency generator
7101	Fire prevention structural safety
7105	Fire doors/openings in fire-resisting divisions
7109	Fixed Fire extinguishing installation
7110	Fire Fighting Equipment and Appliances
7111	PPE
7115	Fire-dampers
7120	Means of Escape
7122	Fire Control Plan
7199	Other (fire safety)
8107	Machinery control Alarms
9209	Electrical
10109	Lights, shapes, sound-signals
10112	Electronic Charts (ECDIS)
10113	Automatic Identification System (AIS)
10114	Voyage Data Recorder (VDR) / Simplified Voyage Data Recorder (S-VDR)
10116	Nautical Publications
11101	Lifeboats
11102	Lifeboat inventory
11104	Rescue boats
11108	Inflatable Liferafts
11117	Lifebuoys
11131	Launching arrangements for rescue boats
13101	Propulsion main engine
13102	Auxiliary engine
13199	Other (machinery)
14199	Other (Marpol annex 1)
14402	Sewage treatment plant
14499	Other (MARPOL Annex IV)
14501	Garbage
14503	Garbage management Plan
14608	Incinerator incl operations and operating manual
15150	ISM
16105	Access control to ship
18408	Electrical
18425	Access / Structural features of ship

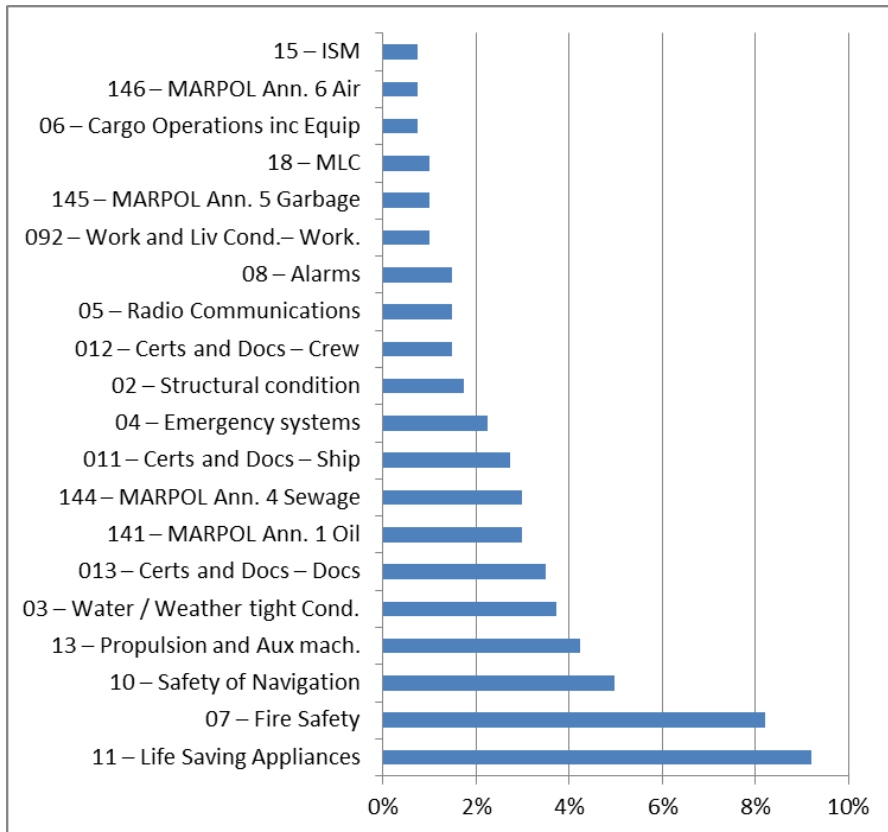
It is recommended masters and technical managers pay special attention for any defects in the inspection areas identified above.



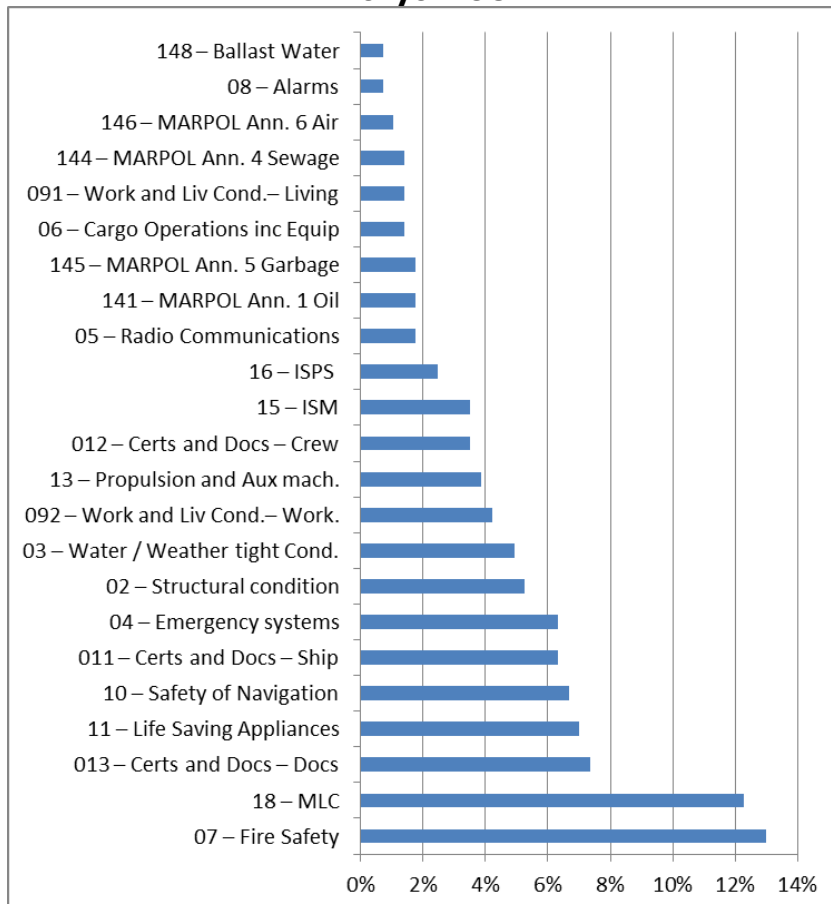
## PSC Regional Deficiencies

The following graphs represent deficiencies raised in an MOU Region expressed as a percentage of the total deficiencies over the last 12 months (2018 Q1 to 2018 Q4):

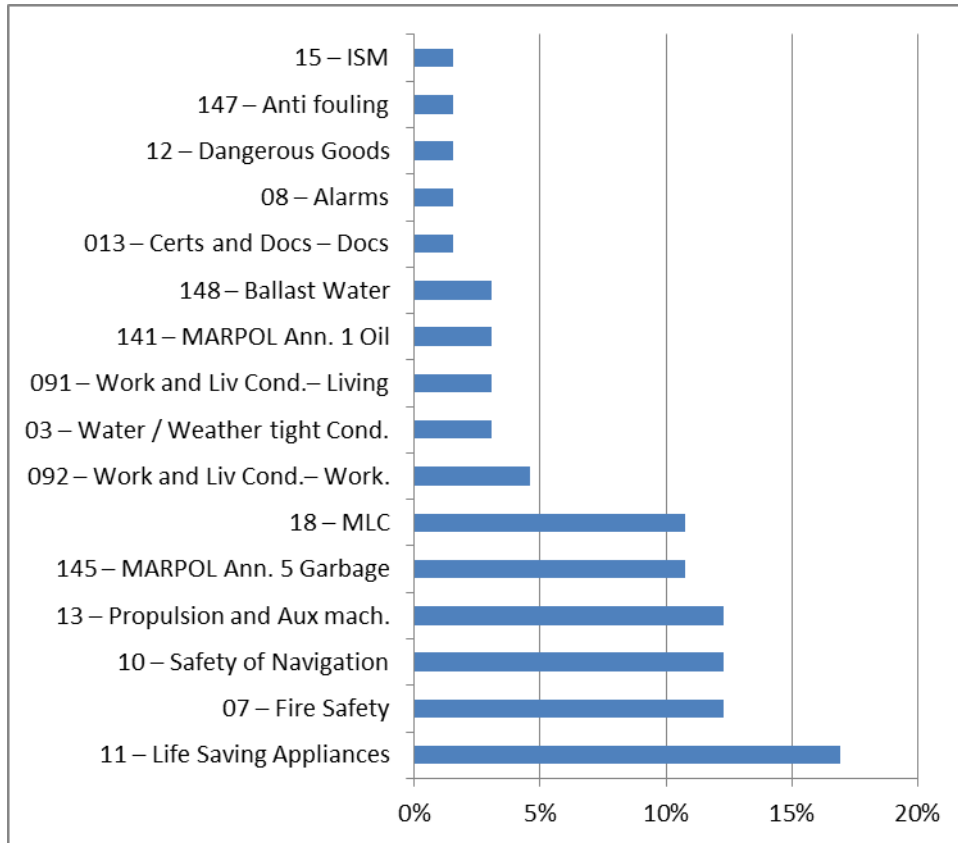
### Paris MOU



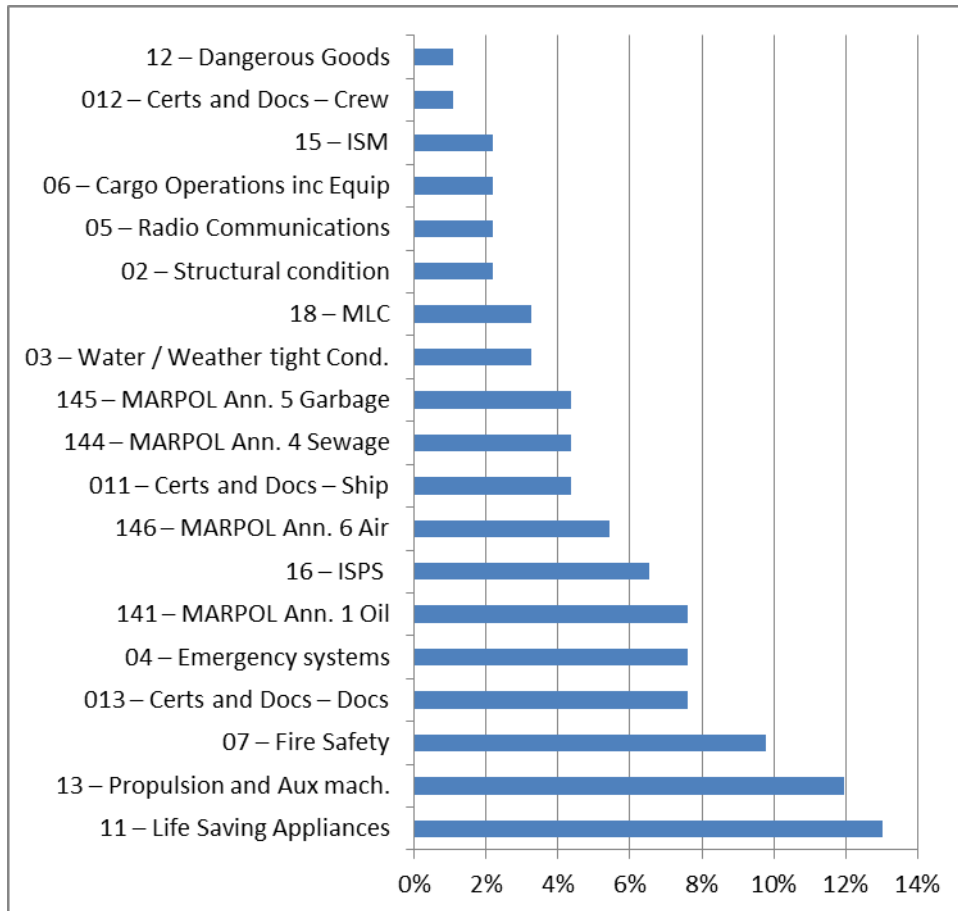
### Tokyo MOU



## USCG



## Latin America MOU



**PSC – Particular Areas of Concern:**

1. 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.
2. We are noticing a significant increase, particularly in China, in PSC deficiencies regarding the sign for the “Location of the Fire Control Plan” as required by SOLAS II-2/15.2.4.2.

20 No.	21 code	nature of deficiency ④	convention reference ⑤	22 action taken ⑥	23 responsible RO ⑤
1	07122	LOCATION SIGN FOR FIRE CONTROL PLAN NOT COMPLY WITH THE REQUIREMENT.		17	

The sign for the “Location of the Fire Control Plan” is;



Reference:-

IMO MSC/Circ. 451

Guidance Concerning the Location of Fire Control Plans for the Assistance of Shoreside Fire-Fighting Personnel

Ship Masters and Technical Managers are urged to check this on board and replace the correct symbol if necessary.

3. Following deficiencies raised we would like to stress the importance to ships, subject to the Enhanced Survey Program as required by SOLAS XI-1/2, of maintaining the required ESP records on board for inspection at any time by any PSC authority.

4	02119	NO EVIDENCE TO PROVE TWO CLASS SURVEYORS ATTENDING ON BOARD FOR NOV,2016 ESP.		17	
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Masters and technical managers are urged to frequently inspect the ESP file for its correctness as part of the on-board inspections.