

# Isle of Man Ship Registry Port State Control

Information Notice 3-2021

Issued July 2021

**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.

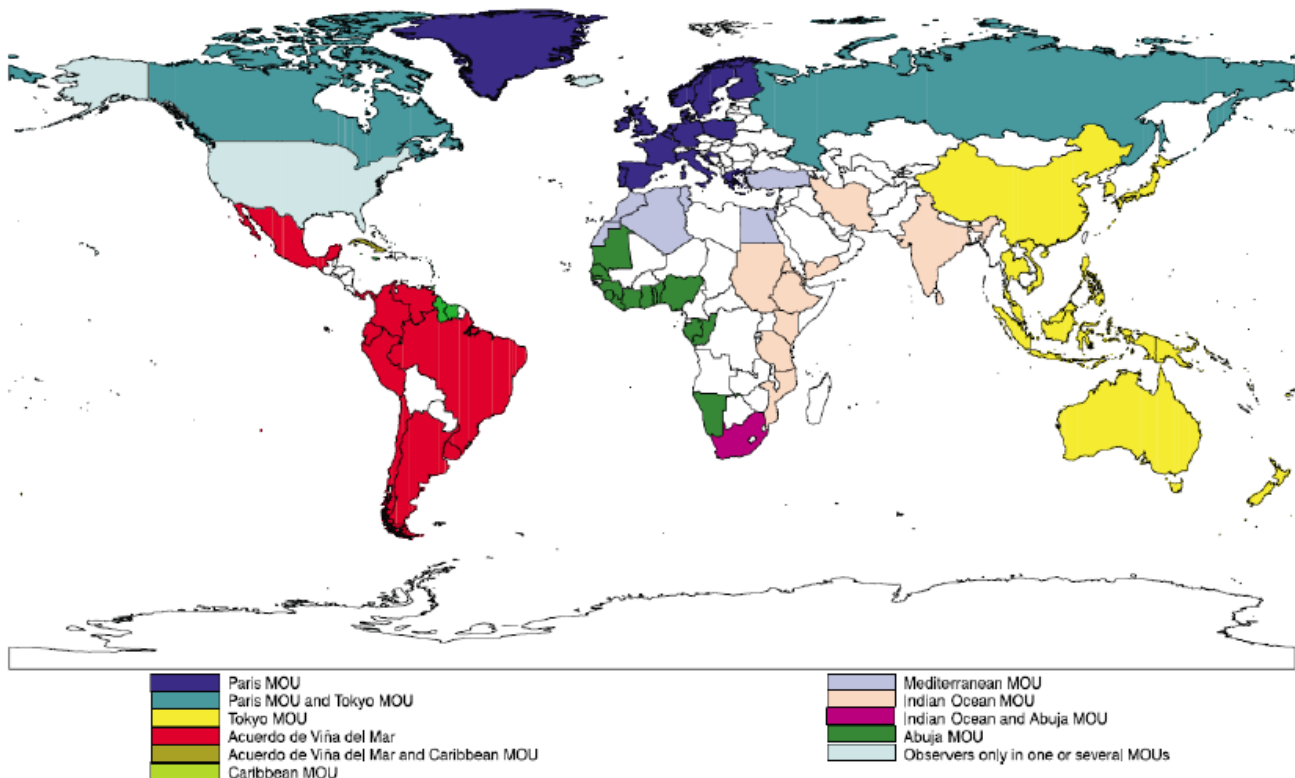
Technical managers are encouraged to forward this notice to Masters of Isle of Man registered ships in their fleet.

**Isle of Man Ship Registry – [marine.survey@gov.im](mailto: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.**

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



# “LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON STABILITY IN GENERAL

**The Member Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Stability (in general).**

The purpose of the campaign on ship’s stability in general is:

- to confirm that the ship’s crew are familiar with assessing the actual stability condition on completion of cargo operations before departure of the ship and on all stages of the voyage;
- to create awareness among the ship’s crew and owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;
- to verify that the ship complies with intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments;

This inspection campaign will be held for three months, commencing from **1 September 2021 and ending 30 November 2021**. It will examine specific areas related to the campaign in conjunction with the regular Port State Control inspection.

A ship will be subject to only one inspection under this CIC during the period of the campaign.

Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that information and equipment provided on board complies with the relevant conventions, that the master and officers are familiar with operations relating to stability (in general) and that equipment is properly maintained and functioning.

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC, but this is subject to any developments during the current COVID-19 pandemic. All inspections carried out will be subject to ongoing health and safety requirements in individual port States

The results of the campaign will be analysed and findings will be presented to the governing bodies of the both MoUs for submission to the IMO.”

*Paris / Tokyo MoU Press release 23<sup>rd</sup> July 2021*



CIC on Ship's Stability in General			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

**QUESTIONS 1 - 6 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION**

No.	Questions	Yes	No	N/A	Detention
1*	Has the ship been provided with approved stability information which can be understood and easily used by the Master and loading officer?				
2*	Is the data used in the stability check for departure complete and correct?				
3*	Does the ship comply with the stability criteria as applicable to the ship type?				
4*	Is there evidence to show that the Master or responsible officer can determine the stability of the ship under varying conditions of service using the approved stability information provided on board?				
5*	If the ship is provided with a Stability Instrument, is it approved by the Administration?				
6	If the ship is provided with a Stability Instrument, does the type of stability software in use meet the requirements for the relevant ship type?				

No.	Questions	Yes	No	N/A
7 Note 1	[Is there evidence on board to show that the master/loading officer confirms that the "calculated" displacement and trim corresponds with the "observed" draughts?]			
8 Note 1	[If the ship is provided with a Stability Instrument, has the accuracy of the stability instrument been verified periodically by applying at least one approved test condition?]			

**If "No" is ticked for questions marked with an asterisk "\*", the ship may be considered for detention**

**Note 1: Questions 7 and 8 are for information purposes only.**

Further information:

**Paris MoU**

E-mail: [secretariat@parismou.org](mailto:secretariat@parismou.org)  
 Web-site: [www.parismou.org](http://www.parismou.org)

**Tokyo MoU**

E-mail: [secretariat@tokyo-mou.org](mailto:secretariat@tokyo-mou.org)  
 Web-site: [www.tokyo-mou.org](http://www.tokyo-mou.org)

