

# Isle of Man Ship Registry Port State Control

## Information Notice 2-2019

Issued Jul 2019

**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.

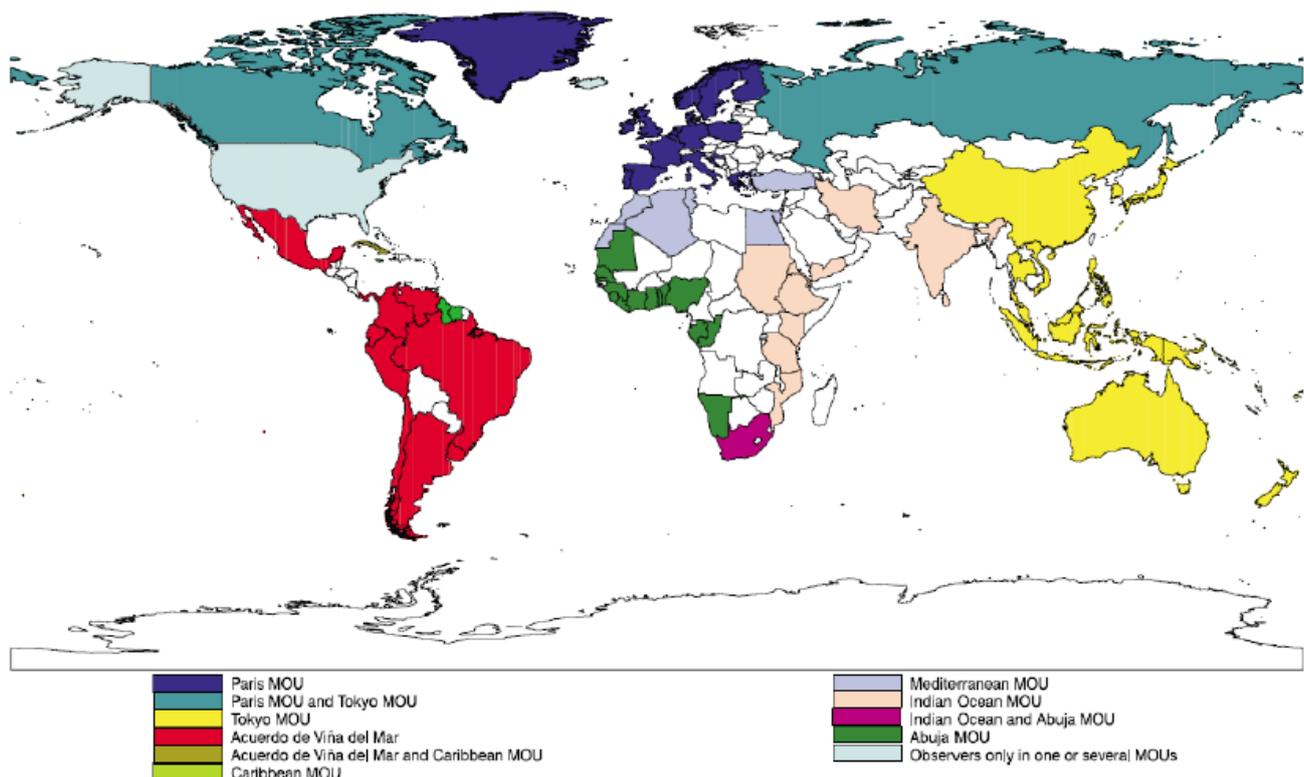
It is also highly recommended the Master inform Port State Control Officers of all defective equipment or documents at the opening meeting when PSC first board the ship for an inspection and demonstrate what action is being taken to rectify the situation.

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 MOU (Memorandum of Understanding) 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>

### Paris MoU:

- The Isle of Man has '**White List**' status as of the latest [2018 Paris MoU Performance List](#).
- Classification Societies recognised by Isle of Man (see MSN020) have a performance level of "High".
- At the 52<sup>nd</sup> Committee Meeting the committee approved the questionnaire for the Concentrated Inspection Campaign (CIC) on Emergency Systems and Procedures to be carried out jointly with the Tokyo Memorandum of Understanding on port state control. The CIC aims at ensuring compliance with the requirements for the preparation of emergency equipment and the crew's ability to respond to emergency situations. **The CIC will be carried out from September to November 2019 and the questionnaire will be published in August on the Paris MOU website.**
- The Paris MoU has published its results on the Concentrated Inspection Campaign (CIC) on MARPOL Annex VI conducted between 1 September and 30 November 2018 – [see Paris MOU website](#).

### Tokyo MoU:

- The Isle of Man has '**White List**' status as of the latest [2018 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.
- **See CIC stated in Paris MOU above.**

### 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 latest [2018 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 2018 USCG 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.

**Indian Ocean MoU** - [2018 Indian Ocean MoU Annual report released](#).

**Abuja MoU** – [2018 Abuja MoU Annual report released](#).

### Black sea MoU

- Preliminary results of the CIC on MARPOL Annex VI – [see Black Sea MoU website](#)
- [2018 Black Sea MoU Annual report released](#).



## **PSC Detentions (2019 Q1-Q2) – 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 have resulted in the ship's 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.

### **011 Certificates and Documents - ship**

- The Safety Management Certificate was missing on board
- The Maritime Labour Convention certificate found expired on board.
- Initial Load line survey missing from vessel's documentation.

### **04 – Emergency Systems**

- A heavy fuel oil (HFO) quick closing valve was found not working.

### **05 – Radio Communication**

- The shore based maintenance contract was found expired.

### **07 – Fire Safety**

- The deck foam system could not be demonstrated by crew due to lack of familiarisation.

### **09 Working and Living Conditions - Living**

- The senior officer's hours of rest record indicate the minimum hours of rest are not being achieved on board.

### **10 – Safety of Navigation**

- Navigation side-light was found loose from mounting and the stern light was damaged.

### **141 – MARPOL Annex 1**

- The oily water separator three-way valve was found not closing properly.
- The oily water separator was found inoperable.

### **15 – ISM**

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

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.

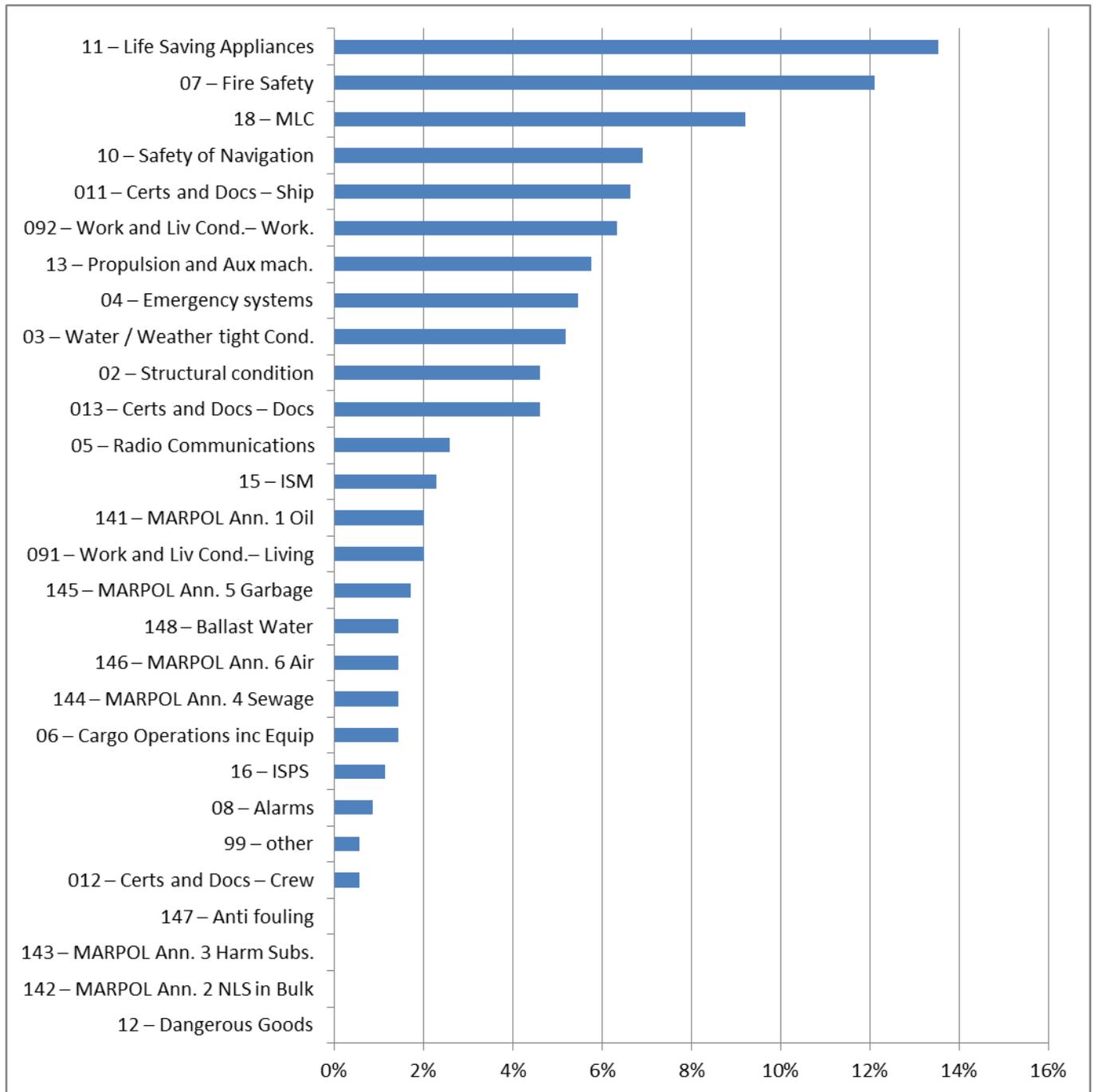
If you are aware of any statutory equipment failure then address through the vessel's defect reporting system, inform the Flag State, inform the Classification Society and inform the Port State Control Officer at the beginning of the inspection.

**Statutory equipment failure usually results in vessel detention.**



## PSC Deficiencies – All PSC MOU Regions

The following graph represents deficiencies raised in all MOU Regions expressed as a percentage of the total deficiencies in the period 2019 Q1-Q2:



The table below represents deficiency codes (Paris MOU deficiency codes) with examples of deficiencies raised on 5 or more inspections in the period 2019 Q1-Q2 in all MOU regions:

<b>Code</b>	<b>Description</b>
<b>1108</b>	<b>Loadlines (including exemptions)</b> Load line not painted on hull properly, initial survey documentation missing, copy only of certificate, incorrect assigning authority painted on ship's hull.
<b>1315</b>	<b>Oil Record Book</b> Historical records within 3 years not available on board, incorrect tank capacities recorded, bilge transfer not properly recorded, incorrect codes used.
<b>3102</b>	<b>Freeboard marks</b> Inadequately painted on ship's hull
<b>3103</b>	<b>Railing, gangway, walkway and means for safe passage</b> Arrangements for safe access to the ship were found not in compliance. Refer to SOLAS II-1/3-9.
<b>7111</b>	<b>PPE</b> BA sets found defective
<b>7199</b>	<b>Other (fire safety)</b> Several earth bonding missing/broken on expansion pieces on cargo piping, Safety checklist for bunkering operation not made properly, Gas detection alarm for ballast pump room failed during test, Cargo hold aft smoke detection fan in CO2 room inoperative, Cargo hold forward smoke detection fan in CO2 room inoperative
<b>9112</b>	<b>Medical equipment</b> Medical oxygen bottles were found leaking or at an insufficient pressure. Refer to Isle of Man Maritime Labour Notice 4.1 Section 5 for compliance with the Maritime Labour Convention Title 4.1.
<b>9217</b>	<b>Warning notices</b> Not displayed appropriately
<b>10109</b>	<b>Lights, shapes, sound-signals</b> Sidelights and stern lights found damaged, navigation light visibility obscure by an obstruction, incorrect country flag displayed.
<b>11101</b>	<b>Lifeboats</b> Not ready for immediate use, reflective tape damaged, drain valve damaged, spray nozzles damaged, hull found cracked, air system found leaking, service agent is not approved.
<b>11102</b>	<b>Lifeboat inventory</b> Food storage area found inadequate, food found missing, water storage found inadequate.
<b>11104</b>	<b>Rescue boats</b> Rescue boats were found with either engine defects, steering defects, missing inventory or the general condition was not in compliance. Refer to SOLAS III/31.2 and LSA Code section 5.1.
<b>11129</b>	<b>Operational readiness of lifesaving appliances</b> Rescue boat engine failed to start, rescue boat navigation lights inoperative, embarkation ladders found in poor condition, launching procedure not found displayed
<b>13102</b>	<b>Auxiliary engine</b> Auxiliary engines were found either leaking, cracked or out of operation. Refer to SOLAS II-1/41.
<b>14402</b>	<b>Sewage treatment plant</b> Media pack dislodged and breaking up, chlorination used is wrong system, dosing pump failed, pipe system in poor condition.
<b>15150</b>	<b>ISM</b> The ship's ISM inspection and maintenance system was found not adequately implemented on board resulting in failure to identify, report and remedy defective items. Refer to ISM Code section 10 (Maintenance of the ship and equipment).

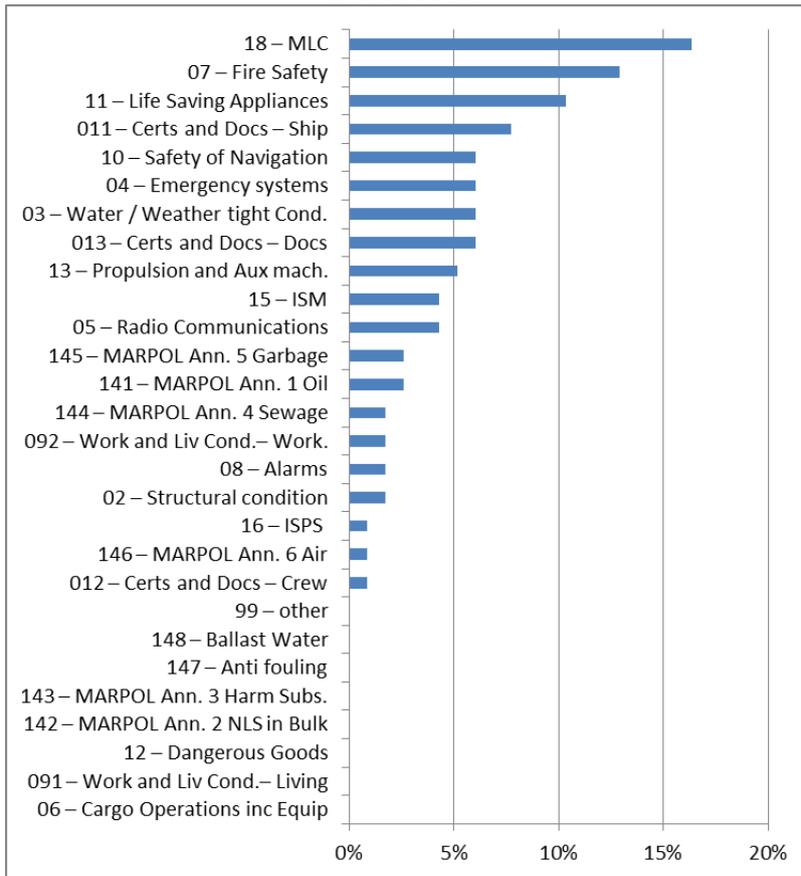
It is recommended masters and technical managers pay special attention for any defects in the inspection areas identified above.



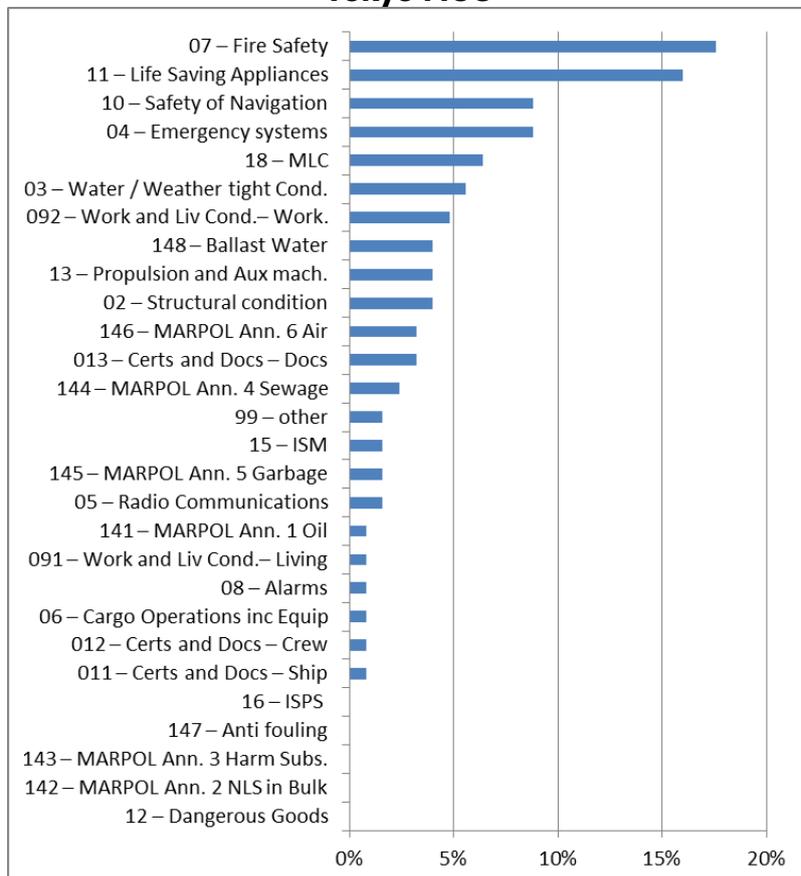
## PSC Regional Deficiencies

The following graphs represent deficiencies raised in an MOU Region expressed as a percentage of the total deficiencies in the period 2019 Q1-Q2:

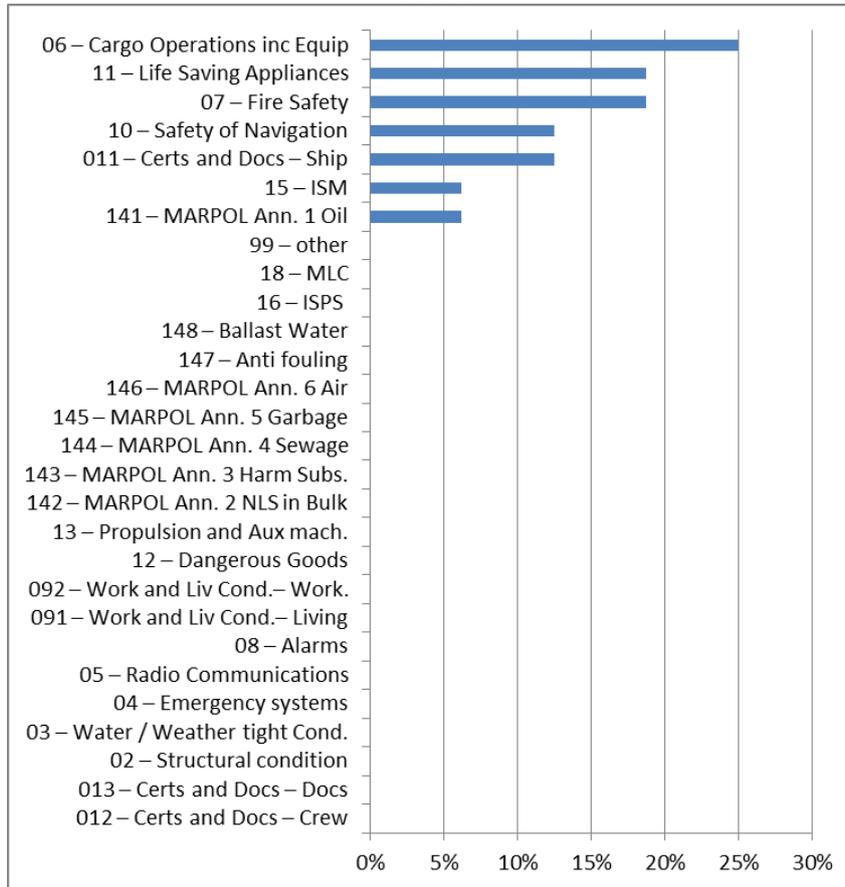
### Paris MOU



### Tokyo MOU



## USCG



## Latin America MOU

