

# Isle of Man Ship Registry Port State Control

## Information Notice 1-2020

Issued April 2020

**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.

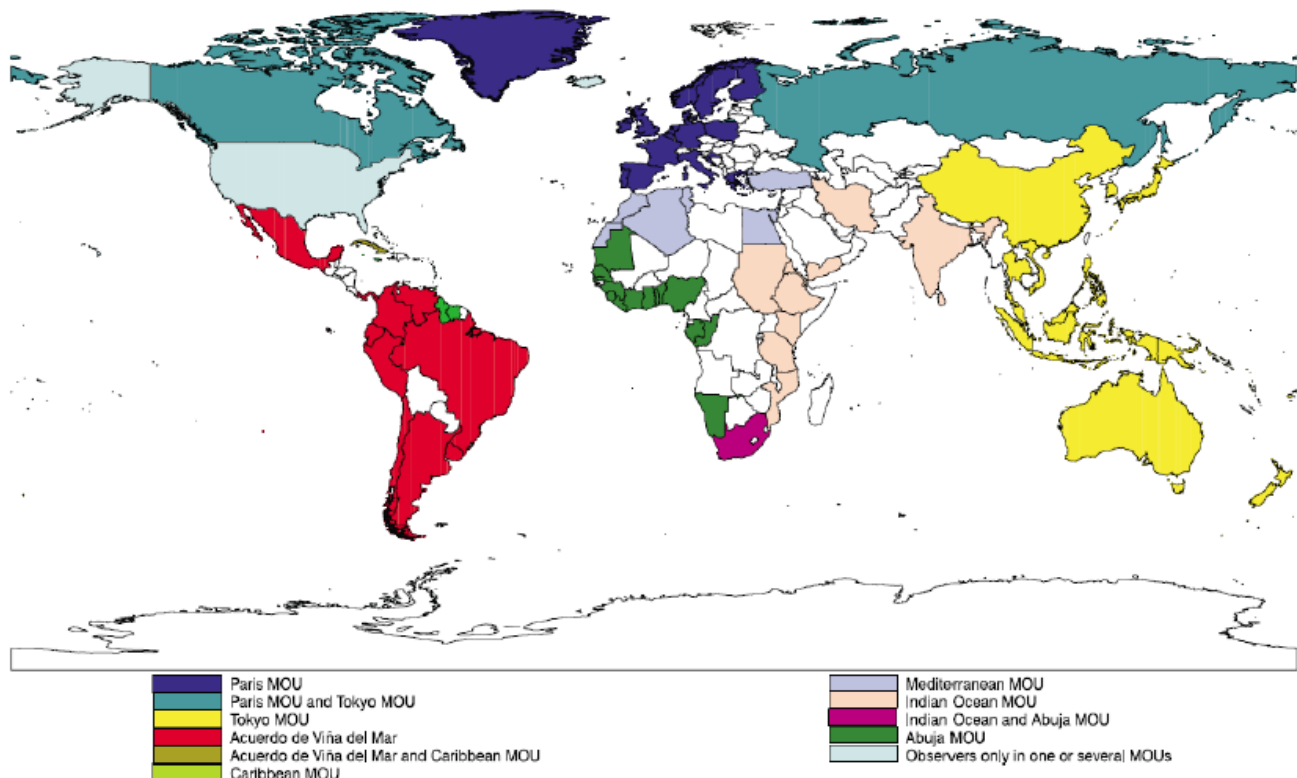
It is also highly recommended the Master inform Port State Control Officers of all defective equipment or documents at the opening meeting when PSC first board the ship for an inspection and demonstrate what action is being taken to rectify the situation.

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 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".

[Paris MOU guidance regarding the impact of COVID-19](#)

[Prohibition on the carriage of non-compliant fuel](#)

### 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.

[Prohibition on the Carriage of Non-Compliant Fuel](#)

[Safety Bulletins x2](#)

[Preliminary Results of the CIC on Emergency Systems and Procedures](#)

[Tokyo MOU issuing guidance for dealing with impact of the outbreak of the COVID-19](#)

### 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 [2019 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.

### Black Sea MoU:

[Preliminary results of the CIC on Emergency Systems and Procedures](#)

### Indian Ocean MoU:

[Prohibition on the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship](#)

### Caribbean MoU:

[Caribbean MOU guidance regarding the impact of covid-19](#)



## Isle of Man registered ships PSC Detentions (2020 Q1) – All PSC MOU Regions

None.

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.

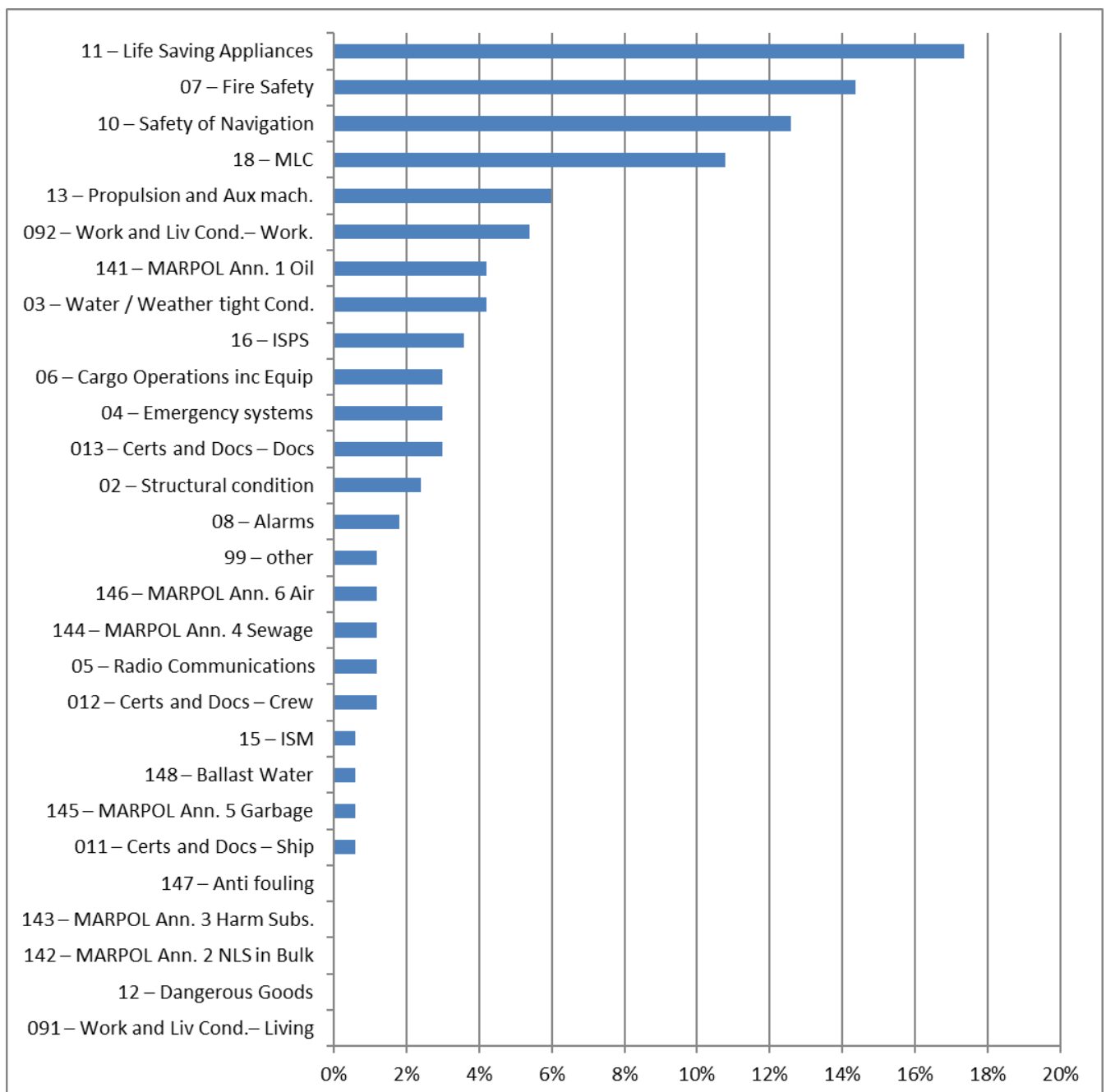
All statutory equipment on board must be maintained in full working order capable of being used and demonstrated at any time regardless if it is being used for ship operations or not.

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

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.

### PSC Deficiencies – All PSC MOU Regions

The following graph represents deficiencies requiring corrective action raised in all MOU Regions expressed as a percentage of the total deficiencies in the period 2020 Q1:



## Port State Control (PSC) Deficiencies

As part of the Isle of Man Ship Registry's commitment to reducing Port State Control (PSC) deficiencies Isle of Man Ship Registry produces monthly statistics concerning PSC deficiencies. These statistics are emailed to companies in an .xls format.

We hope that by sharing this information companies and masters can benefit from other ship's experiences and avoid similar deficiencies being issued.

The following table represents deficiency codes (Paris MOU deficiency codes) with examples of deficiencies raised on 5 or more inspections in the period 2020 Q1 in all MOU regions:

<b>Code</b>	<b>Description</b>
<b>7199</b>	<b>Other (fire safety)</b> IMO symbols missing, safety signs not legible, waste receptacles not made from non-combustible materials
<b>10116</b>	<b>Nautical Publications</b> Required publications missing, publications not corrected
<b>11101</b>	<b>Lifeboats</b> Release cable defective, crack in rudder, engine not starting correctly,
<b>11104</b>	<b>Rescue boats</b> Electrics and lights defective, engine not starting correctly, water ejector found with a hole, safety belts found in defective condition
<b>16101</b>	<b>Security related defects</b> Crew not wearing ID, wrong security level set, visitor log book not correct, visitor ID check not completed

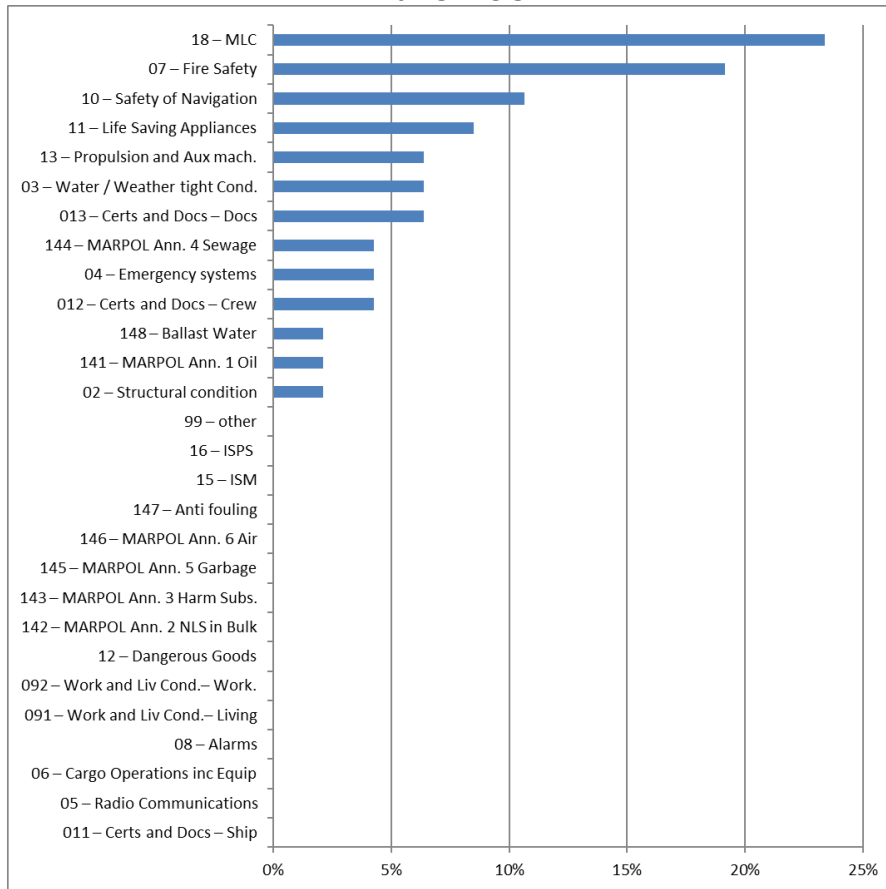
It is recommended masters and technical managers pay special attention for any defects in the inspection areas identified above.



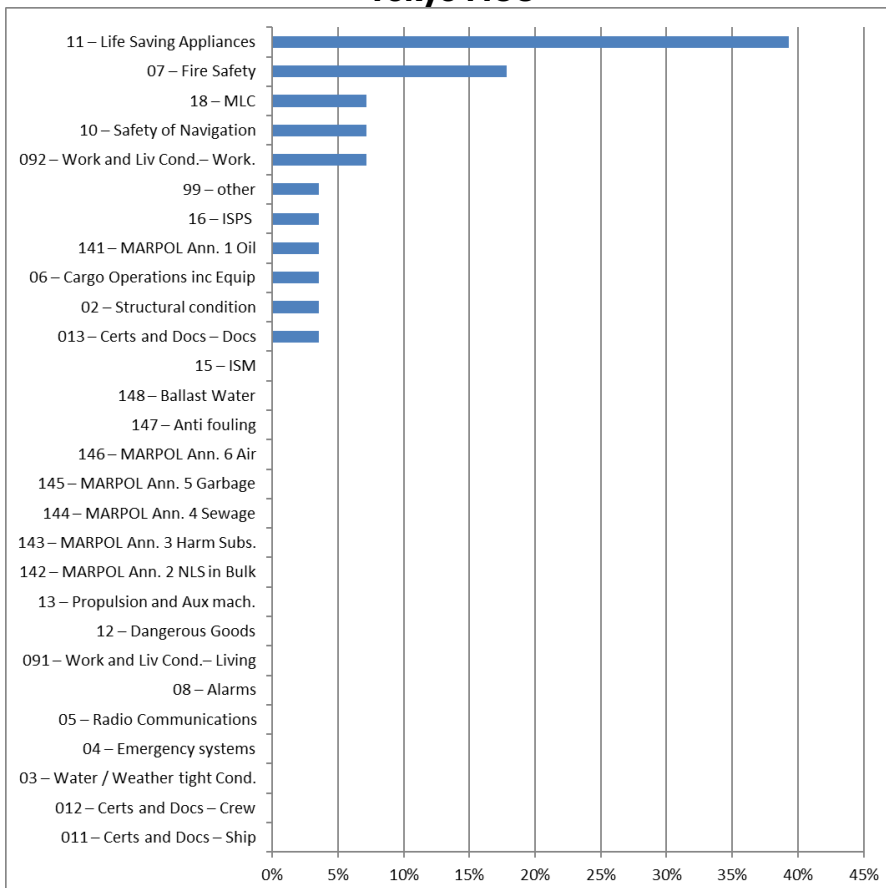
## PSC Regional Deficiencies

The following graphs represent deficiencies raised in an MOU Region expressed as a percentage of the total deficiencies in the period 2020 Q1:

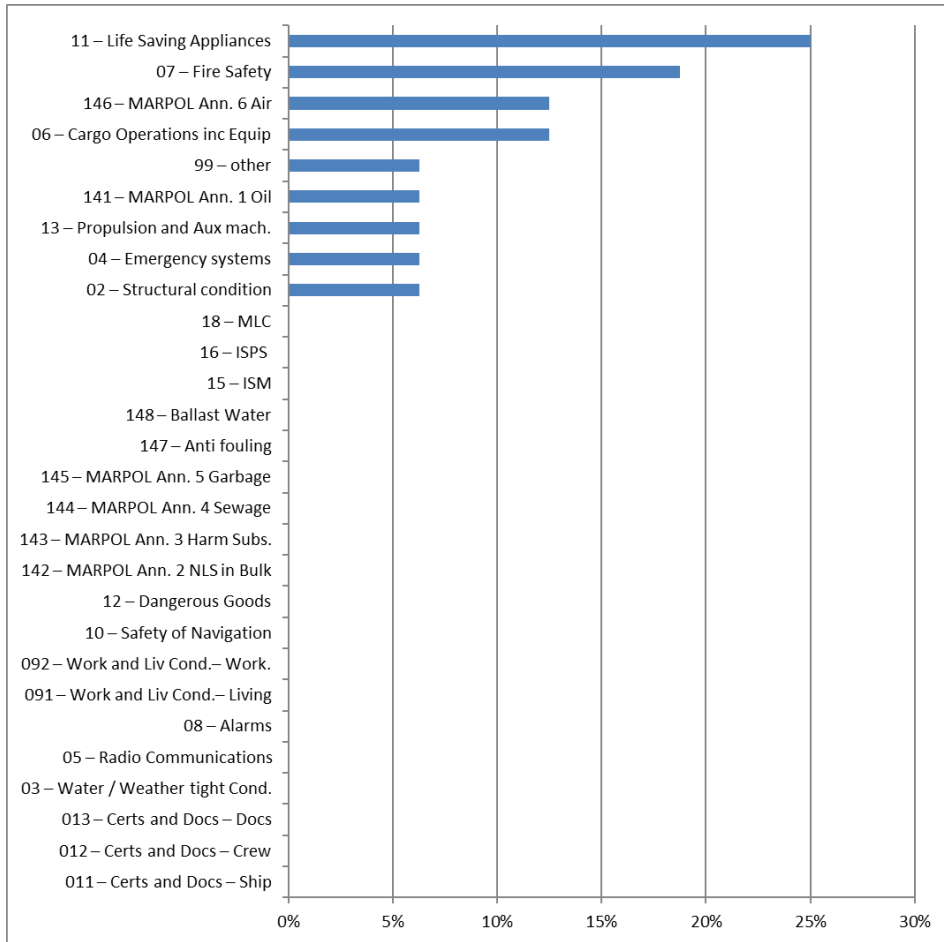
**Paris MOU**



**Tokyo MOU**



## United States Coast Guard



## Latin America MOU

