



**Gibraltar Maritime
Administration**

HM Government of Gibraltar

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Shipping Information Notice – 092
Port State Control - Revised & Consolidated
Repeals SIN 013, 016, 036 & 037

To: Ship Owners, Operators, Master's, Certifying Authorities, and Recognised Organisations

Introduction

This shipping information notice (SIN) revises and consolidates information on Port State Control (PSC).

Gibraltar Maritime Administration's standing within the various Memorandums of Understanding (MOU) on Port State Control, is directly impacted by our fleet's overall performance. This overall standing features with the variables considered/incorporated within algorithms used to calculate ships eligibility for inspection. As such, the Administration implements methods to both maintain an overview of PSC inspections and related deficiencies, as well as to encourage methods for avoidance of potential PSC related deficiencies, and in extreme cases, PSC detentions.

This Administration has found, that in most cases, deficiencies and detentions recorded against its registered vessels are easily avoidable by better on board management.

Reporting of PSC inspections

Gibraltar Maritime Administration requires all Owners/Operators/Masters to report the results of all PSC inspections to the Administration.

All PSC inspection reports should be sent to the Survey Division, email: maritime.survey@gibraltar.gov.gi

Furthermore actions taken or intended to be taken by Owners/Operators/Masters to correct the deficiencies (including appropriate corrective action to avoid a recurrence) found during PSC inspections, should additionally be forwarded to the GMA Survey Division.

The GMA recommends that the above is procedurally implemented within the operators' International Safety Management (ISM) Safety Management System (SMS).

Reporting of PSC Detentions

It is a requirement for all Port State Control (PSC) detentions to be reported to both this Administration and the applicable classification (Class) society.

Whenever a Gibraltar registered ship has been detained under PSC, a report of the detention must be submitted without delay.

In the first instance, owners and operators are required to inform this Administration and the applicable classification society acting on behalf of the Administration for Statutory matters, immediately by telephone followed-up via e-mail (maritime.survey@gibraltar.gov.gi) as to the nature of, and port of detention, as well as requesting a classification society surveyor to attend the vessel.

PSC follow-up actions by the Administration

- A vessel with an increased number of port state control deficiencies recorded against it, will result in notification being sent from this Administration, to the owners/operators expressing concern, the fact that the vessel is being monitored by flag, and a request for what action is being taken to address and improve the situation.
- In the case of a vessel, which continues to record an increased number of deficiencies after notification has been sent, or where the vessel has been detained and the port state control performance of the operators has been consistently poor, the owners/operators at the discretion of the Administration may be requested to present the vessel for a flag state inspection so appropriate remedial measures can be implemented. Such measures may include an enhanced (6-monthly) Flag State Inspection regime.
- Failure to present the vessel for a flag state inspection as soon as practically possible, or comply with an enhanced inspection regime, may lead to proceedings to have the vessel removed from the Gibraltar Ship Register.

Review of individually submitted PSC inspections will be undertaken by surveyors from the Administration inclusive of any additional follow-up actions required. PSC performance will form part of the scope related to ISM Document of Compliance verifications, and will include the review of the PSC performance of ships under management.

PSC Preventative Guidance

Owners and operators are also reminded that deficiencies relating to Statutory requirements and Certification, must be reported to both the Administration, and Class acting on behalf of the Administration for relevant Statutory requirements.

If essential items of equipment are during the course of a PSC inspection found to be available or not maintained in the correct condition, this may lead to PSC deficiencies, and potential detentions by port state control authorities. By informing the Administration prior to any potential PSC attendance of any such defective equipment, if appropriate, a Flag State Dispensation in most cases supported by applicable short-term Statutory Certification acknowledging the situation and incorporating suitable conditions as deemed necessary by the Administration and/or Class may be issued. Such Dispensations will often satisfy port state control officers at the time of attendance and may therefore avoid potential deficiencies and/or PSC detentions.

** In cases where vessels are detained because such a Dispensation was not on available, The Administration will treat such incidents as a serious failing on behalf of the operators, and will take appropriate measures.*

Notwithstanding that the ship's overall condition must at all times be in compliance with applicable requirements, the Administration strongly encourages the implementation of suitable measures within ISM SMS for internal inspections of the ship and equipment to be undertaken prior to entering a port where a potential PSC inspection may take place. Such measures may include but not limited to:

- Internal safety, security, and environmental audits/inspections of the ship;
- Review of ship's Statutory and Class Certification to ensure all are present, available for inspection, and valid;
- Internal Maritime Labour Convention (MLC) inspections of the ship inclusive of required crew related documentation/certification (competency, medical certification, Employment agreements, etc).

The Administration is additionally aware of the availability of Class produced pre-PSC inspection guidance and checklists, and encourages the use of same in addition to the actions suggested above.

Reporting to the Port State of the intended port of call

In respect to the above, Masters, Owners, Operators should note the obligatory reporting requirements of SOLAS, Chapter I, Regulation 11 (as amended):

"Whenever an accident occurs to a ship or a defect is discovered, either of which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment, the master or owner of the ship shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the relevant certificate, who shall cause investigations to be initiated to determine whether a survey, as required by regulations 7, 8, 9 or 10, is necessary. If the ship is in a port of another Contracting Government, the master or owner shall also report immediately to the appropriate authorities of the port state and the nominated surveyor or recognized organization shall ascertain that such a report has been made."

In cases of any doubt over reporting requirements or actions required, the Administration should be consulted via maritime.survey@gibraltar.gov.gi

Steve Gomez – Chief Surveyor (Ag)
For & on behalf of the Maritime Administrator

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All notices are available through www.gibraltarship.com

This copy of the Administrative Instruction has been sent electronically and does not carry a signature or official stamp. A sign and stamped copy will be available upon enquiry