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To: DEPUTY REGISTRARS, SHIP OWNERS/ISM OPERATORS/RECOGNIZED ORGANIZATIONS/SHIPPING AGENTS/GENERAL SAFETY INSPECTORS

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Reference: Reporting on Port State Control Inspections and Detentions

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## INTRODUCTION

The Assembly of the International Maritime Organization (IMO) in its 32nd Session adopted on 15 December 2021 the Resolution A.1155(32) regarding the Procedures for Port State Control, 2021 with the intention to provide basic guidance on the conduct of port State control inspections in support of the control provisions of relevant conventions and parts of the IMO Instrument Implementation Code (III Code) (resolution A.1070(28) and afford consistency in the conduct of these inspections, the recognition of deficiencies of a ship, its equipment, or its crew, and the application of control procedures.

## PURPOSE

The purpose of this notice is to bring this procedure to the attention of Ship Owners, ISM Operators and Recognized Organizations; and to set new requirements for the reporting procedures of every Port State Control Inspection/Detention to IMMARBEL.



## APPLICATION

This notice is in compliance with the Procedures for Port State Control, 2021 and shall apply to ships falling under the provisions of:

1. The International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974);
2. The Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988);
3. The International Convention on Load Lines, 1966, as amended (LL 1966);
4. The Protocol of 1988 related to the International Convention on Load Lines, 1966, as amended (LL PROT 1988);
5. The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 and 1997 Protocols, as amended (MARPOL);
6. The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1978);
7. The International Convention on Tonnage Measurement of Ships, 1969, as amended (TONNAGE 1969);
8. The International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS 2001);
9. The Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972);
10. The International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC 1969);
11. The Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969, as amended (CLC PROT 1992);
12. The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (BUNKERS 2001);
13. The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, as amended (BWM 2004); and
14. The Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007).



## CONTENT

After a complete analysis of the performance of Belize's registered ships, we identified the following twenty (20) deficiencies considered as ground for detentions to be the most common deficiencies identified by PSC Officers onboard our fleet:

No.	Deficiencies Ground for Detention	Total Found
1	15 PPM Alarm arrangements.	3
2	Fire doors/openings in fire-resisting divisions	3
3	Steering gear alarm	3
4	Nautical publications	3
5	Electronic charts (ECDIS)	3
6	Seafarers' employment agreement (SEA)	3
7	Charts	4
8	Propulsion main engine	4
9	Ventilation	4
10	Other (fire safety)	4
11	Fire-dampers	4
12	Launching arrangements for survival craft	5
13	Emergency fire pump and its pipes	5
14	Lifeboats	5
15	Fire detection and alarm system	5
16	Covers (hatchway-, portable-, tarpaulins, etc.)	5
17	Rescue boats	6
18	Fire pumps and its pipes	6
19	Fixed fire extinguishing installation	7
20	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces	7



In view of that, the Belize Administration urge owners, and operators to take extra measures to avoid these deficiencies onboard in order to mitigate the possibility of detention.

In addition to the above request, IMMARBE has decided to recall and take the following actions with the ultimate intention to reduce detentions and improve Belize's Performance worldwide:

### **Preventive Actions**

1. Continue the enforcement of the Self-Inspection Program as per the latest revision of the MMN-19-006.
2. Submission of every PSC Inspection Report (Form A and B) regardless of the number of deficiencies found by a PSC Officer along with the rectification report using the form TDF-020 (Form for Monitoring and Correction of Deficiencies and evidence of the rectification of each deficiency imposed to IMMARBE's Technical Department ([technicalservices@immarbe.com](mailto:technicalservices@immarbe.com))).
3. Appointment of a General Safety Inspector for the performance of Flag State Inspection as per Technical Department requirements.

### **Corrective Actions**

1. All ships found with fifteen (15) or more deficiencies during a PSC Inspection not resulting in a detention will be subject to a General Examination by the Recognized Organization or a Flag State Inspection by a General Safety Inspector as per the Technical Department decision. All expenses resulting from this action will be absorbed by the owner/operator of the ship to be surveyed/inspected.
2. All ships detained during a PSC Inspection will be subject to a General Examination and/or Additional Audit/Survey by the Recognized Organization in compliance with our Merchant Shipping Notice 0010 – Instructions to ROs on PSC Detentions & Surveys. If the detention falls under the window period, relevant mandatory survey(s) shall be conducted at the detention port unless agreed with IMMARBE's Technical Department to extend this requirement for the next port of call.

### **Reactive Actions**

1. All ships found with multiple detentions will be subject to disciplinary actions that may lead to a fine and/or deregistration of the registry.
2. Any detained ship found with a deficiency as the ground for detention mentioned in this notice, will be immediately subject to disciplinary actions (fine) due to not complying with our Notice on the **CONTENT** with regards to the performance of Belize's registered ships.



Merchant Marine Notice MMN-23-001

## ACTIONS REQUESTED

This Administration would like to urge all Shipowners, Operators, Deputy Registrar and Recognized Organizations to take note of the contents of this Notice and to ensure its provisions are enforced on board vessels registered at IMMARBE.

## OFFENSE

Failure to comply with above actions will be considered an offense to this Administration and therefore, we will not have any other alternative than to recommend disciplinary actions as per the Statutory Instrument 56 of 1999, Registration of Merchant Ships Disciplinary Regulations 1999.

IMMARBE anticipates your cooperation and assistance.

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The Notice was issued in Belize city, Belize 22/6/2023

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Eng. Eduardo Simon  
Technical Manager  
IMMARBE



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Annette Garel (Mrs.)  
Senior Deputy  
Registrar IMMARBE