



Kiribati Ship Registry

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MARINE CIRCULAR 40/2017

02 April 2024

TO : Ship Owners, Ship Managers, Ship Operators, Charterers, Ship Masters, Classification Societies and the Shipping Community

SUBJECT : PORT STATE CONTROL DETENTION

PURPOSE

This Circular serves to provide guidance on the prevention of PSC detentions, and the actions taken by the Administration in the event of a PSC detention.

APPLICATION

This Circular applies to all Kiribati registered vessels where PSC inspections apply.

CONTENT

CONTENTS:

1. Guidance for the Prevention of PSC Detention

- 1.1. A PSC generally determines a substandard ship when the following (non-exhaustive list) are found:
 - 1.1.1. the absence of principal equipment or arrangements required by the Conventions;
 - 1.1.2. non-compliance of equipment or arrangements with relevant specifications of the Conventions;
 - 1.1.3. substantial deterioration of the ship or its equipment;
 - 1.1.4. insufficiency of operational proficiency, or unfamiliarity with essential operational procedures by the crew; and
 - 1.1.5. insufficiency of manning or insufficiency of certification of seafarers.
- 1.2. The company and the crew should thoroughly study Section 5, Appendix 2 of IMO Circular A.1185(33) which groups detainable deficiencies under relevant conventions and/or codes.
- 1.3. Masters should prepare a PSC Pre-Arrival Checklist and carry out a pre-inspection prior to arrival port, particularly for ports where the PSC Regime are considered very strict in the enforcement of PSC matters. Master may use the Administration's [Form FSI](#) as a checklist.

2. Actions to be taken upon PSC Detention

- 2.1. The company / Master shall notify the following parties as soon as practicable in event of a detention:
 - 2.1.1. The Administration at: technical@kiribaship.com;
 - 2.1.2. RO issuing the affected Statutory Certificates;
 - 2.1.3. RO issuing the ISM DOC and SMC – for ISM Code related deficiencies;
 - 2.1.4. RSO issuing the ISSC – for security/ISPS Code related deficiencies;
 - 2.1.5. RO issuing the MLC Certificate – for MLC related deficiencies.

- 2.2. The following documents are to be provided to the Administration, at the earliest opportunity:
 - 2.2.1. PSC Report (Form A and B);
 - 2.2.2. PSC Detention Notice;
 - 2.2.3. Confirmation of notification to the parties listed in subsection 2.1, as applicable; and
 - 2.2.4. Corrective actions supported with photographs showing before and after (where applicable) and/or corrective action plans to rectify the deficiencies at the earliest opportunity.
- 2.3. The company shall arrange for all the relevant deficiencies and/or non-conformities to be rectified and request the RO and/or RSO to conduct an Occasional Survey / Additional Verification Audit (ISM and ISPS Code) / MLC Additional Inspection (as required) to verify that the deficiencies and/or non-conformities are rectified. In addition, the RO and/or RSO shall ensure that corrective actions and preventive measures are implemented to prevent recurrence. A copy of the RO and/or RSO verification report is to be submitted to the Administration and PSC authority for consideration of release of the vessel from detention.

3. Consequences of PSC Detention

- 3.1. A vessel detained by PSC shall be subjected to a chargeable mandatory FSI, which may include additional inspections, surveys, or audits of shipboard and shore-based safety management systems of a Company, and this shall be arranged no later than three (3) months from the date of the vessel's release from detention.
- 3.2. In addition to the charge of the mandatory FSI, the company will be responsible for all costs and logistical arrangement of the inspections mentioned in subsection 3.1 of this circular. The arrangement shall be communicated to the Administration at technical@kiribaship.com at the earliest opportunity.
- 3.3. The extent and scope of the inspections mentioned in subsection 3.1 above shall be determined by the Administration who may appoint approved inspectors, auditors and observers as considered appropriate, to participate in any of the surveys, audits or inspections.

4. Cancellation of Registry due to PSC Detention

- 4.1. If a vessel incurs two (2) PSC detentions within a 12-month period, the vessel's registration shall be closed within the notice period as stipulated by the Administration. However, if a vessel is not detained within the 12-month period after incurring a first PSC detention, the first PSC detention shall be not be considered for the 12-month period closure penalty, and subsequent PSC detention shall be considered as first detention again.
- 4.2. The Administration reserves the right to cancel the vessel's registration at any time after the occurrence of a PSC detention if the Administration, after reviewing the PSC deficiencies, is of the opinion that the vessel is unable to meet the standards required of a Kiribati registered vessel.
- 4.3. In the event that the Administration cancels a vessel's registration in accordance to subsection 4.1, then Section 3 of this circular shall not apply.

Please do not hesitate to contact this Administration for any assistance or clarification.

Yours sincerely,

Deputy Registrar
Kiribati Ship Registry