

Isle of Man Ship Registry Port State Control Notice

Q2 2026 PSC Analysis

Ref: 02-2026
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1. Introduction

This notice serves to highlight shipowners of recent trends identified following Port State Control Inspections performed from April – June 2026 across all Manx flagged vessels.

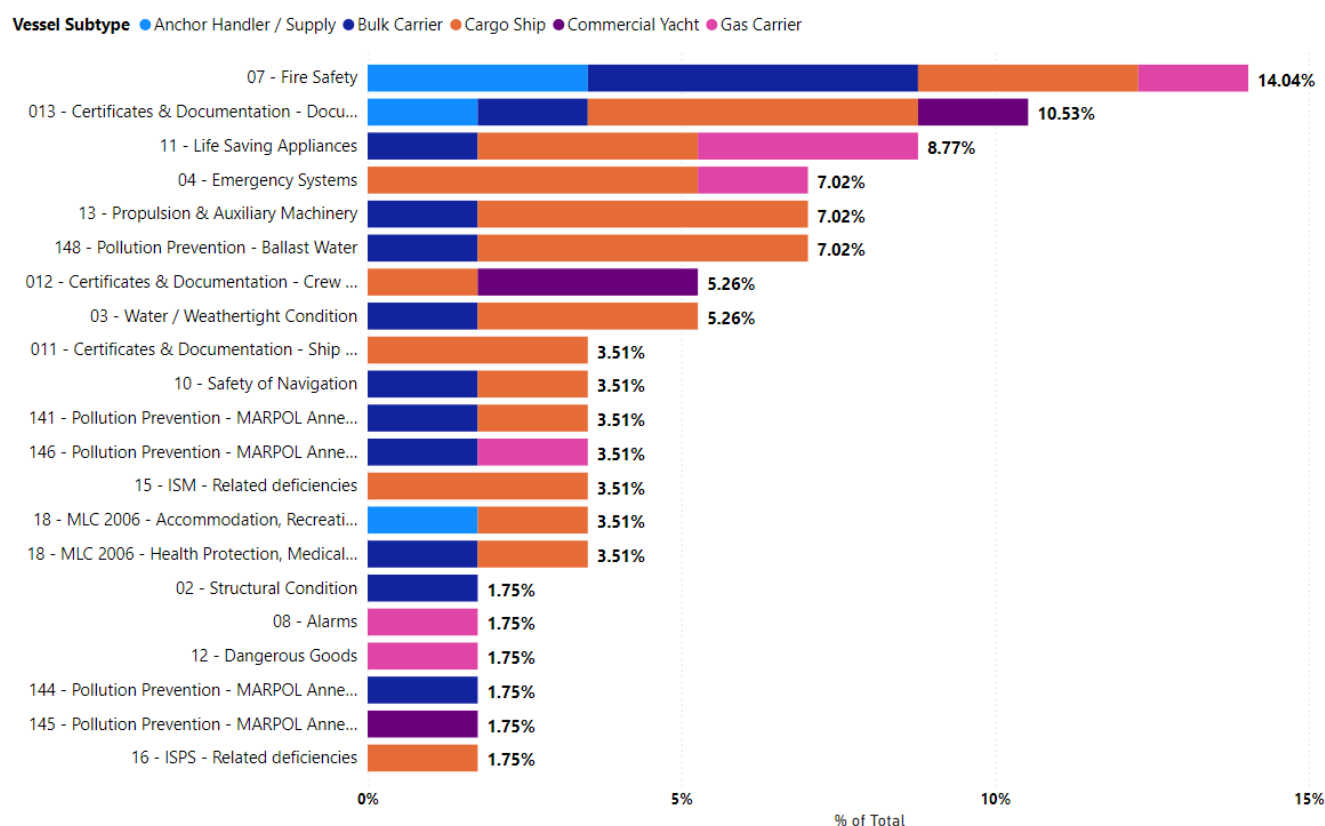
The top risk areas identified were:

- Fire Safety
- Certificates & Documentation
- Life Saving Appliances

The Ship Registry advises owners to place particular emphasis on these risk areas during their own inspections to minimise issues during Port State Control. Any concerns/issues following Port State Control should be highlighted to the Ship Registry as soon as possible.

2. PSC Deficiencies – All PSC MoU Regions

The following chart shows deficiency areas requiring corrective action raised in all MoU Regions as a percentage of total deficiencies recorded:



3. **PSC Deficiencies by Ship Type – All PSC MoU Regions**

The following table shows deficiency items raised by code (Paris MoU coding system) by ship type in all MoU regions.

	Offshore	Bulk Carrier	Cargo Ship	Commercial Yacht	Gas Carrier
011 - Certificates & Documentation - Ship Certificate			2		
012 - Certificates & Documentation - Crew Certificate			1	2	
013 - Certificates & Documentation - Document	1	1	3	1	
02 - Structural Condition		1			
03 - Water / Weathertight Condition		1	2		
04 - Emergency Systems			3		1
07 - Fire Safety	2	3	2		1
08 - Alarms					1
10 - Safety of Navigation		1	1		
11 - Life Saving Appliances		1	2		2
12 - Dangerous Goods					1
13 - Propulsion & Auxiliary Machinery		1	3		
141 - Pollution Prevention - MARPOL Annex I		1	1		
144 - Pollution Prevention - MARPOL Annex IV		1			
145 - Pollution Prevention - MARPOL Annex V				1	
146 - Pollution Prevention - MARPOL Annex VI		1			1
148 - Pollution Prevention - Ballast Water		1	3		
15 - ISM - Related deficiencies			2		
16 - ISPS - Related deficiencies			1		
18 - MLC 2006 - Accommodation, Recreational Facilities, Food & Catering	1		1		
18 - MLC 2006 - Health Protection, Medical Care, Welfare and Social Security Protection		1	1		

4. Detail of Deficiencies

Heading	Code	Description	Comment
011 - Certificates & Documentation - Ship Certificate	01101	Cargo ship safety equipment (including exemption)	According to the supplement to the Cargo ship safety equipment certificate, certain non-mandatory equipment should be available on board: e.g. item 6.2 Speed and distance measuring device (over the ground in the forward and athwartship direction) direction)
	01139	Maritime Labour Certificate	As per the valid MLC-certificate, the certificate is valid only when the DMLC issued in DOUGLAS is attached. The available DMLC was issued in Hull (UK).
012 - Certificates & Documentation - Crew Certificate	01209	Manning specified by the minimum safe manning document	As per minimum safe manning document, a chief engineer with a STCW III/2 is required on board. At the moment, the onboard chief engineer has an STCW III/3.
	01201	Certificates for masters and officers	C/E Certificate of Competency presented onboard was issued with a validity period exceeding five years.
	01220	Seafarer Employment Agreement SEA	Seafarers' Employment Agreements were not maintained onboard in properly executed form. Available printed copies were generated from digital files and did not bear the original signatures of the seafarers. Evidence of duly signed original SEAs could not be verified onboard.
013 - Certificates & Documentation - Document	01323	Fire safety operational booklet	The fire safety operational booklet is not provided in each crew mess room and recreation room or in each crew cabin. Furthermore, the booklet contains an incorrect CO2 release procedure.
	01308	Records of rest - Records of seafarer's daily hours of work or rest	The records on working and resting hours are incomplete/missing entries for several officers and crew when the records were verified against e.g. entries in the official deck logbook.
	01323	Fire safety operational booklet	The required fire safety operational booklet, containing the necessary information and instructions for the safe operation of the ship and cargo handling operations in relation to fire safety, including information concerning the crew's responsibilities for the general fire safety of the ship while loading and discharging cargo and while underway (necessary fire safety precautions for handling general cargoes shall be explained) is not available on board.
	01313	Booklet for bulk cargo loading/unloading/stowage	Before a solid bulk cargo is loaded or unloaded, the master and the terminal representative shall agree on plan which shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading. No such agreed plan is available prior the loading sequence.

	01330	Procedure for Complaint on MLC 2006	The seafarers are not given the on board complaint procedure. According to MLC, all seafarers shall be provided with a copy of the on board complaint procedures applicable on ship.
	01310	Signs, indications, WT door indicators	IMO standard safety symbol indicating the muster station is missing
02 - Structural Condition 03 - Water / Weathertight Condition	02113	Hull - cracking	During the berthing of the vessel, while the vessel was under the supervision of the maritime pilotage company, two pilot boats carried out the pilot's orders and pushed the vessel towards docking berth, when it struck the docking station causing: 1/ the collision to a hole in the starboard aft side of the hull, penetrating the hull plates and causing a rupture of ballast water tank No. 5. The damaged area is located between frames No. 46 and 47 at a height of approximately 7 meters above the deck beam and its estimated size is 10 cm x 10cm. 2/ two dents on the ship's hull (WBT n°1 stbd side about frame no 195 and frame 197) class report required.
	03199	Other (load lines)	Remote valve indication light for the duct keel dewatering system malfunctioned during inspection
	03104	Cargo and other hatchways	Hatchway on forecastle which leads to store is corroded and not sealing correctly. Channel for rubber seal showing signs of corrosion. Evidence of water ingress is present.
	03108	Ventilators, air pipes, casings	33 pcs rubber seal rings missing for ballast tank air pipe (3pcs for wbt(2)p, 6 pcs for wbt(1)p 4pcs for wbt(3)p, 4pcs for dbt(3)p, 3pcs for add tks), 1 pcs for fpt, 3pcs for wbt(1) s, 5pcs for wbt(2)s, 4pcs for wbt(3)s.)
04 - Emergency Systems	04103	Emergency lighting, batteries and switches	1pcs emergency light near the muster station unlight.
	04106	Emergency steering position communications/compass reading	The illumination of the gyro compass repeater in the steering gear room malfunction.
	04106	Emergency steering position communications/compass reading	Anti-slip floor to the emergency steering position inside steering gear room about 1.5m not provided
	04109	Fire drills	Fire drill was carried out on 6 May 2026, the record of checking the necessary arrangements for subsequent abandoning of the ship was not found.
07 - Fire Safety	07109	Fixed fire extinguishing installation	The wrong valves inside the CO2 release cabinets are labelled with "Open First". As per manufacturers instructions the screw down valves on top of the pilot cylinders must be operated before the operation of the pull down handles.

	07117	Jacketed piping system for HP fuel pipes	The fuel oil leakage alarm on the main engine is disconnected as the alarm, according to verbal statements, constantly reoccurs.
	07199	Other (fire safety)	In the engine room, several places were observed where oil absorbing mats containing oil were located.
	07105	Fire doors/openings in fire-resisting divisions	Fire door between staircase and cabins not closing.
	07111	Personal equipment	The sound of the low-pressure working alarm of SCBA for fireman's outfits found to be too weak.
	07109	Fixed fire extinguishing installation	2pcs sprinkle header in the paint store blocked when test no water mist is generated.
	07105	Fire doors/openings in fire-resisting divisions	The self-closing fire door located on the CCR held open by wedges.
	07120	Means of escape	Access way in accommodation area obstructed by laundry machines.
08 - Alarms	08108	UMS-alarms	UMS Alarm inoperative. Alarm column sounder in ER workshop disconnected
10 - Safety of Navigation	10127	Voyage of passage plan	The voyage plan does not take into account the marine environmental protection measures that apply and avoids as far as possible actions and activities which could cause damage to the environment. e.g. the vessel frequently goes to ports where there are issues with challenging water quality when ballasting the vessel, without taking into account the protection measures that apply.
10 - Safety of Navigation	10109	Lights, shapes, sound signals.	One green signal light on mast port side out of work.
11 - Life Saving Appliances	11131	On board training and instructions	Onboard training and instructions. No evidence found that the Lifeboats/rescue boats have been properly manoeuvred in the water for the last 6 months.
	11102	Lifeboat inventory	Port side Lifeboat air supply system - air leakage from its valve handle spindle on the air bottle manifold.
	11113	Launching arrangements for rescue boats	The manually operated hydraulic slewing system for the rescue boat crane is leaking hydraulic oil when operated. The moveable parts on the rescue boat cradle are stuck due to rust and paint. Radar reflector cannot be placed in the rescue boat as per manufacturer's instruction
	11131	On board training and instructions	Training manual complying with the requirements of paragraph 3 is not provided in the officers' mess room and recreation room or in each crew cabin. - The available training manual does not explain in detail, e.g. boarding, launching, clearing and recovery of the rescue boat, method of launching from within the survival craft, ... The same applies to the (fire) training manual as per Chapter II-2 / Reg. 15.
	11105	Rescue boat inventory	Magnetic Compass fitted on Rescue boat has excessive deviation.



12 - Dangerous Goods	12107	Fire protection cargo deck areas	Protection screen of outside opening for Cargo Compressor room ventilation duct had a gap and 4 points broken.
13 - Propulsion & Auxiliary Machinery	13104	Bilge pumping arrangements	Found the spring operated drain valve from the emergency escape trunk at ER permanently kept open by a rope.
	13101	Propulsion main engine	(severe) oil leakage observed on the main shaft, at the inner seal. Crew has placed (now overflowing) drip rays and a 'protective cover' above the shaft to keep the area around as clean as possible. The bilge below the stern tube also contains oil.
	13104	Bilge pumping arrangements	Priming/vacuum unit on the bilge/ballast pump PS (connected to the engine room direct bilge suction line) is dismantled/removed.
	13102	Auxiliary engine	The fresh water pipe for injecting water into the boiler leaking seriously
141 - Pollution Prevention - MARPOL Annex I	14108	15 PPM alarm arrangements	The 15-ppm measuring device, installed on the ships' oily water separator, when tested as per manufacturers' instructions (zero calibration) gives a read-out of about 40 ppm when fresh water is supplied to the 15-ppm measuring unit instead of the 0 - 2 ppm, as per manufacturers' instruction manual.
	14104	Oil filtering equipment	There is no sample water in the sample water drain pipeline of the oil water separator.
144 - Pollution Prevention - MARPOL Annex IV	14402	Sewage treatment plant	The sterilizer unit of the sewage treatment plant defective and various of rust scale peeling off inside the Bio-filter tank.
145 - Pollution Prevention - MARPOL Annex V	14501	Garbage	Garbage handling procedures onboard were found not to be in compliance with the applicable categorization and segregation requirements. Various categories of garbage were not properly separated and stored in accordance with the established waste management procedures, including but not limited to plastics, food waste, domestic waste, and cooking oil. Furthermore, the required placards and signage indicating proper garbage segregation and disposal procedures were not displayed in the designated garbage handling and storage areas.
146 - Pollution Prevention - MARPOL Annex VI	14602	Record book for engine parameters	Record books of engine parameters for M/E, Aux/E, not recorded properly about IQ numbers, measurements.
	14614	Sulphur oxides	In use fuel sampling point not provided for emergency generator.
148 - Pollution Prevention - Ballast Water	14802	Ballast Water Record Book	Ballast water record book. Ballast water intake volume is not recorded properly. Ballast water intake operation for FP7 at last port is not recorded

	14802	Ballast Water Record Book	Ballast record book missing quite a number of entries, after (by verbal statements) it was established that the vessel bypasses the BWTS due to challenging water quality. No entries are made that the vessel subsequently exchange the non-treated water at sea by uptaking treated water. No information by the Flag state, port authority or port state authority could be submitted for any of the BWTS bypasses concurred in the ports with challenging water quality. Not each ballast operation is recorded (without delay) in the BW-Record book. On several occasions a consolidated entry is made, covering different ballast operations. Record book does not yet reflect the ballast operation conducted prior ongoing PSC inspection.
	14810	Ballast water discharge violation in port	Both bypass valves on the ballast water system found in open condition, while the sensor switches are kept, by a cable-tie, in closed position. The vessel is equipped with a UV/filter treatment system. According to verbal statements, the vessel has had issues in previous port with 'Challenging water quality' and water from the port was taken in without treatment. As per C/O's statement in current port, the forepeak tank has been pumped out in current port, about 34 m ³ without treatment (as per ballast logs on BWTS).
	14801	Ballast Water Management Plan (BWMP)	The Ballast Water Management plan does not contain or include any information or ship specific procedures (ref. RESOLUTION MEPC.387(81) in connection with uptake of ballast water when in areas with challenging ballast water, although the vessel has encountered issues in areas with challenging water.
15 - ISM - Related deficiencies	15150	ISM	Corrective action taken on the ISM system by the Company is required within 3 months. Deficiency(s) marked ISM is (are) objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for reinspection after 3 months from the final date of the report.
	15150	ISM	Corrective action taken on the ISM system by the Company is required within three months.
16 - ISPS - Related deficiencies	16105	Access control to ship	PSCO was allowed to gain access to the galley without being challenged on an initial boarding of the vessel.
18 - MLC 2006 - Accommodation , Recreational Facilities, Food & Catering	18308	Furnishings	Furniture in the accommodation, e.g. crew's mess and recreation room, found damaged and cracked.
	18302	Sanitary Facilities	Sink in galley did not have hot water and was missing paper towels

18 - MLC 2006 - Health Protection, Medical Care, Welfare and Social Security Protection	18499	Other - (Health and safety protection and accident prevention)	The provided safety pins on mooring winches are not being used at the time of inspection.
	18424	Steam pipes, pressure pipes, wires (insulation)	inspection hole of auxiliary boiler not insulated