Isle of Man Ship Registry
Port State Control Notice

Q1 2026 PSC Analysis	Ref: 01-2026 Issued: 24-04-26

1. Introduction

This notice serves to highlight shipowners of recent trends identified following Port State Control (PSC) inspections conducted between January and March 2026 across Manx-flagged vessels. The analysis is based on inspection outcomes recorded during the period, including both deficiency-free inspections and those resulting in deficiencies or detentions.

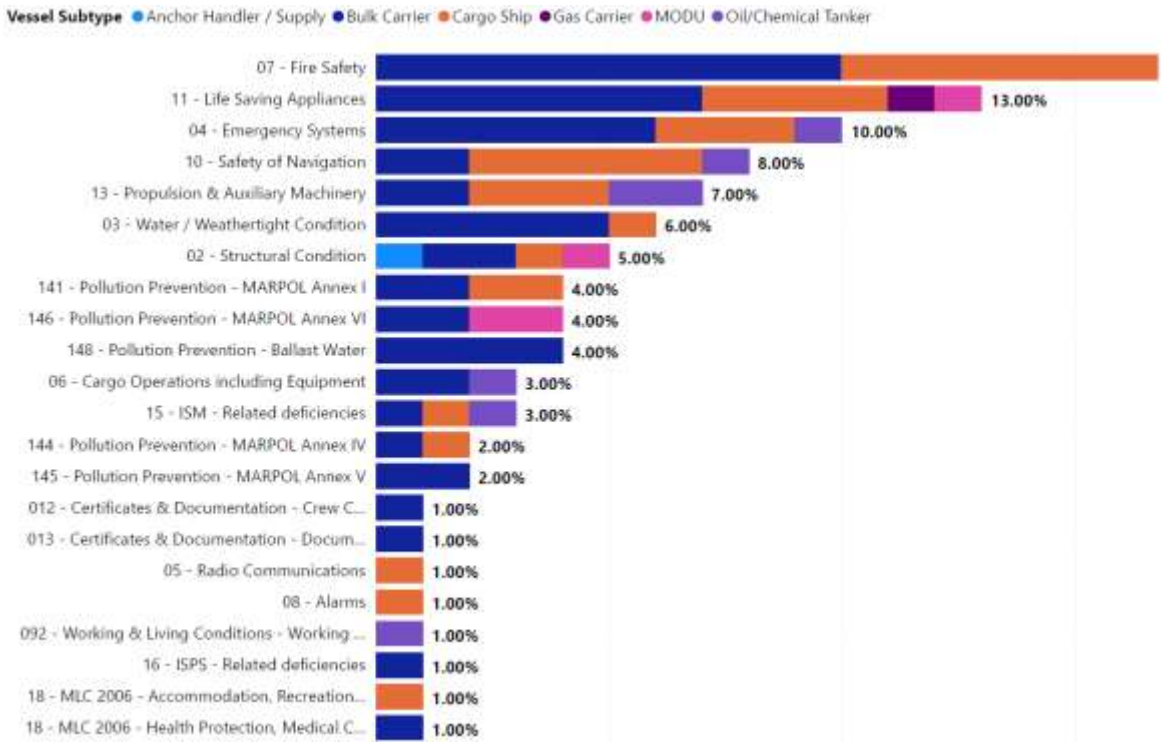
The key risk areas identified during Q1 2026 were:

- Fire Safety
- Emergency Systems
- Life Saving Appliances

The Isle of Man Ship Registry advises owners and managers to place particular emphasis on these areas during internal audits, maintenance planning, and crew training to minimise the risk of deficiencies and potential detention at PSC inspection.

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.

	Bulk Carrier	Cargo Ship	Gas Carrier	Oil/Chem Tanker	Off – Shore Supply Vessel	Self – Elevating Unit
012 - Certificates & Documentation - Crew Certificate	1					
02 - Structural Condition	2	1			2	1
03 - Water / Weathertight Condition	7	1				
04 - Emergency Systems	5	3		1		
05 - Radio Communications		1				
07 - Fire Safety	9	8		1		2
08 - Alarms		1				
092 - Working & Living Conditions				1		
10 - Safety of Navigation	2	4		1		
11 - Life Saving Appliances	6	4	1			1
13 - Propulsion & Auxiliary Machinery	4	4		2		
141 - Pollution Prevention - MARPOL Annex I	2	2				
144 - Pollution Prevention - MARPOL Annex IV		1				
145 - Pollution Prevention - MARPOL Annex V	2					
146 - Pollution Prevention - MARPOL Annex VI	2					2
148 - Pollution Prevention - Ballast Water	4					
15 - ISM - Related deficiencies	1	1		1		
16 - ISPS – Related deficiencies	1					
18 - MLC 2006 - Health Protection, Medical Care, Welfare and Social Security Protection	1	1				

4. Detail of Deficiencies.

Heading	Code	Deficiency	Comment
011 - Certificates & Documentation - Ship Certificate	01113	Minimum safe manning document	The vessel has no valid MSMD.
	01123	Continuous synopsis record	CSR no. 4 found not valid by use of QR code and date of issue. The Isle of Man Ship Registry turns up with: Certificate has not been found. Master instructed to clarify with Flag and get hold on correct CSR.
012 - Certificates & Documentation - Crew Certificate	01214	Endorsement by Flag State	The Chief Engineer did not hold a CEC or CRA issued by the flag state of the vessel.
013 - Certificates & Documentation - Document	01306	Schedule for watchkeeping personnel - Schedule for service at sea and service in port	The posted table of shipboard working arrangements did not reflect the situation on board of the vessel. The 2nd and 3rd mate were doing 6 hour watches instead of the 4 hours watches mentioned in the shipboard working arrangement & the chief mate who has disembarked in the last port of call was still mentioned on the shipboard working arrangement
	01308	Records of rest - Records of seafarer's daily hours of work or rest	In the hours of rest the chief cook was still mentioned despite the chief cook disembarked in the previous port of call.
	01326	Stability information booklet	The Approved stability information did not indicate number, location or type of down flooding points, and if they were included in the stability calculations.
	01315	Oil record book	ORB item (number) of bilge water transfer operation did not recorded correctly. LO unit of LO bunkering recorded by mistake.
02 - Structural Condition	02122	Openings to cargo area, doors, scuttles	Numerous drain covers on vehicle decks were not properly secured in place.
	02106	Hull damage impairing seaworthiness	In Double Bottom Tank (DBT) 3P: One girder plate, two bottom longitudinal and one bottom plate must be replaced. In DBT / Starboard side 3S: One girder plate and two bottom longitudinal must be replaced.
	02108	Electric equipment in general	Main switch board and emergency switchboard, 220v low insulation.
03 - Water / Weathertight Condition	03110	Manholes/ flush scuttles	The manhole DB tank (DBT) SB main engine was found with hose inside. Manhole not closed.
04 - Emergency Systems	04101	Public address systems	The mechanism of the self-closing door of the airlock leading to the emergency fire pump (side steering gear) was not working properly. The door was forced open with a rope.
	04117	Functionality of safety systems	The Emergency Diesel Generator (EDG) showed difficulties in the automatic activation phase due to a faulty electrical component of the local control panel.
	04103	Emergency lighting,	GMDSS radio battery terminals were found loose.

		batteries and switches	
	04108	Muster list	The Muster list does not indicate crew duties for damage control.
	04108	Muster list	The two aft (rear of vessel) passenger spaces did not have the correct signage to direct passengers to the muster station in the event of an emergency.
	04114	Emergency source of power / Emergency generator	Coolant of Emergency Generator (E/G) engine was insufficient.
	04118	Enclosed space entry and rescue drills	Rescue from enclosed space. A) Two rescue men did not use the following items: Lifeline, portable lights, communication radios; B) Ventilation fan used is damaged; C) Few crew members are not familiarised with their duties.
	04107	Emergency towing arrangements	Emergency towing procedure was not in accordance with MSC.1/Circ.1255.
05 - Radio Communications	05199	Other (Radio)	Officer designated for GMDSS communication during fire drill was also assigned additional duties during the fire drill.
07 - Fire Safety	07109	Fixed fire extinguishing installation	Fixed CO2 system relief valve blowing indicator missing.
	07116	Ventilation	The ventilation duct closure of the pain (sic.) room (co2 protected space) was damaged.
	07120	Means of escape	At the time of inspection, a door on the exit route from the fire pump room did not open from the inside due to improper placement of the security lock.
	07109	Fixed fire extinguishing installation	A fire nozzle missing in firebox on starboard side at stern of main deck.
	07110	Firefighting equipment and appliances	There was water leakage on output of fire main pipe of fire pump no1.
	07199	Other (fire safety)	Line mains, engine room isolation valve spindle was defective (bent).
08 - Alarms	08107	Machinery controls alarm	The main engine (M/E) safety panel in the engine control room ECR- There was an undefined display of numbers and letters shown all of numbers the time. The viscosimeter display was partly unreadable.
10 - Safety of Navigation	10109	Lights, shapes, sound signals.	The forward anchor light (main) was defective.
	10199	Other (navigation)	The bridge wing doors (port and starboard) self-closing mechanism was defective.
	10135	Monitoring of voyage or passage plan	NAVTEX was without selected station for receiving nautical/ warning messages in the current sea area Missing Pinneberg [S], 518kHz.
	10101	Pilot ladders and hoist /	The pilot ladder arrangement on board was such that the ladder is secured to lashing strap that was hooked between two elephants' feet.

		pilot transfer arrangements	
	10127	Voyage of passage plan	The shifting passage plan from berth no76 to berth no87 at Quindao port was not provided. The crew needed training.
	10109	Lights, shapes, sound signals.	Nav light (mast head) was defective.
11 - Life Saving Appliances	11105	Rescue boat inventory	The base of the manual drainage pump for rescue boat was cracked.
	11135	Maintenance of Life Saving Appliances	Port and starboard lifeboat release hook confirmation of reset (set points marking alignments) before lifting lifeboat not complying with maker instruction.
	11131	On board training and instructions	Training manuals ere without instructions / handling of compressed BA (Air cylinders) onboard.
	11102	Lifeboat inventory	The lifeboat equipment was not properly stowed/ secured.
	11112	Launching arrangements for survival craft	The wire for remote release of winch brake for starboard lifeboat was damaged/ frayed.
	11101	Lifeboats	Means of holding both sides L/B (access to lifeboat) entrances access in open position was missing.
	11103	Stowage and provision of Lifeboats	Key personnel were not familiar with shipboard alarms and the operation of the daylight signalling lamp.
	11134	Operation of Life Saving Appliances	The device for precluding boarding the LB (lifeboat) first without releasing was not provided.
13 - Propulsion & Auxiliary Machinery	13101	Propulsion main engine	The insulation material on fuel oil (F.O) return pipes of M/E cylinder no 5 and 6 engine room was partly lost.
	13102	Auxiliary engine	No 6-cylinder head cover of generator No1 was slightly leaking.
	13104	Bilge pumping arrangements	The Priming vacuum unit (engage/disengage mechanism with rotary discs), installed on the Fire/General Service (GS) pump was found inoperative during testing of the bilge pumping arrangements (direct suction of engine room bilges) Also, priming vacuum unit (engage/disengage mechanism with rotary discs), installed on the cooling sea water pump 1 was found inoperative during testing of the bilge pumping arrangements (emergency suction of engine room bilges).
	13101	Propulsion main engine	The FO pumps of cylinders 1 and 4 of the Main Engine (ME) showed evidence (sic) of reduced maintenance in the injection part (significant traces of leaks).
	13103	Gauges, thermometers, etc.	Running generators, (Auxiliary Engine) A/E number 1 and 3, turbo charger exhaust gas temperature sensors were defective.
	13104	Bilge pumping arrangements	The priming/vacuum unit (air ejector type), installed on MSW cooling pump No1 found inoperative when functionally tested. The mentioned pump is connected to the emergency bilge suction. The priming/vacuum units (air ejector type), installed on Fire/GS/Bilge pump No 1 + No 2 were found inoperative when functionally tested.

141 - Pollution Prevention - MARPOL Annex I	14199	Other (MARPOL - Annex -I)	Each operation described in para 2 of this regulation shall be recorded without delay in the ORB I. A bunkering operation was not logged in the ORB I.
144 - Pollution Prevention - MARPOL Annex IV	14402	Sewage treatment plant	Sewage treatment plant. Final stage disinfection system was not working.
148 - Pollution Prevention - Ballast Water	14802	Ballast Water Record Book	A loose leaflet system was used to record the ballast water operations. A paper BWR book complying with the new Convention requirements was on board at the time of inspection, however this BWR book was not being used.
	14806	Crew Training & Familiarisation	Due to being unable to use the Ballast Water Treatment System (BWTS) for ballasting in port the master is instructed to conduct a ballast exchange according to the Ballast Water Management Convention (BWMC) prior to arrival in the next port.
	14801	Ballast Water Management Plan (BWMP)	The designated officer on board in charge of ensuring that the ballast water management plan is properly implemented on board of the vessel is the chief officer. However, as the chief officer left in the previous port of call the vessel has no dedicated ballast water management officer.
	14802	Ballast Water Record Book	Ballast water records were recorded on loose pages which are not tamper proof. The Master instructed to record all ballast water operations in a record book or an electronic format approved by the administration.
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 effectiveness, of the implementation of the ISM Code The ship will be eligible for ISM Code. The ship will be eligible for reinspection after 3 months from the final date of the report.
	15150	ISM	Corrective action by the Company on the ISM system is required within three months. Deficiencies marked as ISM constitute objective evidence of a failure or lack of effectiveness in the implementation of the ISM Code. The ship will be eligible for reinspection under the ISM Code three months after the final date of the report.
	15150	ISM	Corrective action taken on the ISM system by the company is required within 3 months. Deficiencies marked ISM 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.
	15106	Shipboard operations	Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations which may be established by the company. The Oil Discharge Monitoring Equipment (ODME) could not be tested.
18 - MLC 2006 - Accommodation, Recreational Facilities, Food & Catering	18302	Sanitary Facilities	Toilet in hospital was without flush (no water flow). Toilet was found taped shut (adhesive tape).
	18326	Laundry, adequate locker	Laundry room was extensively flooded with washing water (water-soap mixture).

	18324	Cold Room, Cold Room Cleanliness, Cold Room Temperature	Temperature records of the provisions fridges had not been recorded.
18 - MLC 2006 - Health Protection, Medical Care, Welfare and Social Security Protection	18425	Access / Structural features of ship	A suspended grid of the inner deck (boiler room), for the walkway was severely deformed.
	18499	Other - (Health and safety protection and accident prevention)	The passageway in funnel next to crankshaft ventilation was tank found covered by oil.
	18414	Protection machines / parts	Several portable ladders found in the engine room were worn out, with missing stoppers and other defects. Additionally, the mobile access ladder to the solenoid valves of the main engine is too short to allow safe access. A large amount of stored wood and ropes must be removed from engine room locations to ensure safety and compliance.
	18425	Access / Structural features of ship	Unsafe storage of large spare steel plates, secured by a chain block, large materials to be stored and secured safely.
	18409	Dangerous areas	A large number of chemicals were loose in the for'd part of deck 5. Junction boxes and a light on the for'd mooring deck were taped up/ covered with plastic. PA speakers on deck 5 for'd port were covered in plastic.
99 - Other	99102	Other (SOLAS operational)	The full described structure repairing needed on DBT 3P and DBT/STBD 3S was notified to Harbour Master Office only as a hot welding permission for maintenance tasks.