Isle of Man Ship Registry
Port State Control Notice

Q3 2026 PSC Analysis	Ref: 03-2026 Issued: 4 November 2026

1. Introduction

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

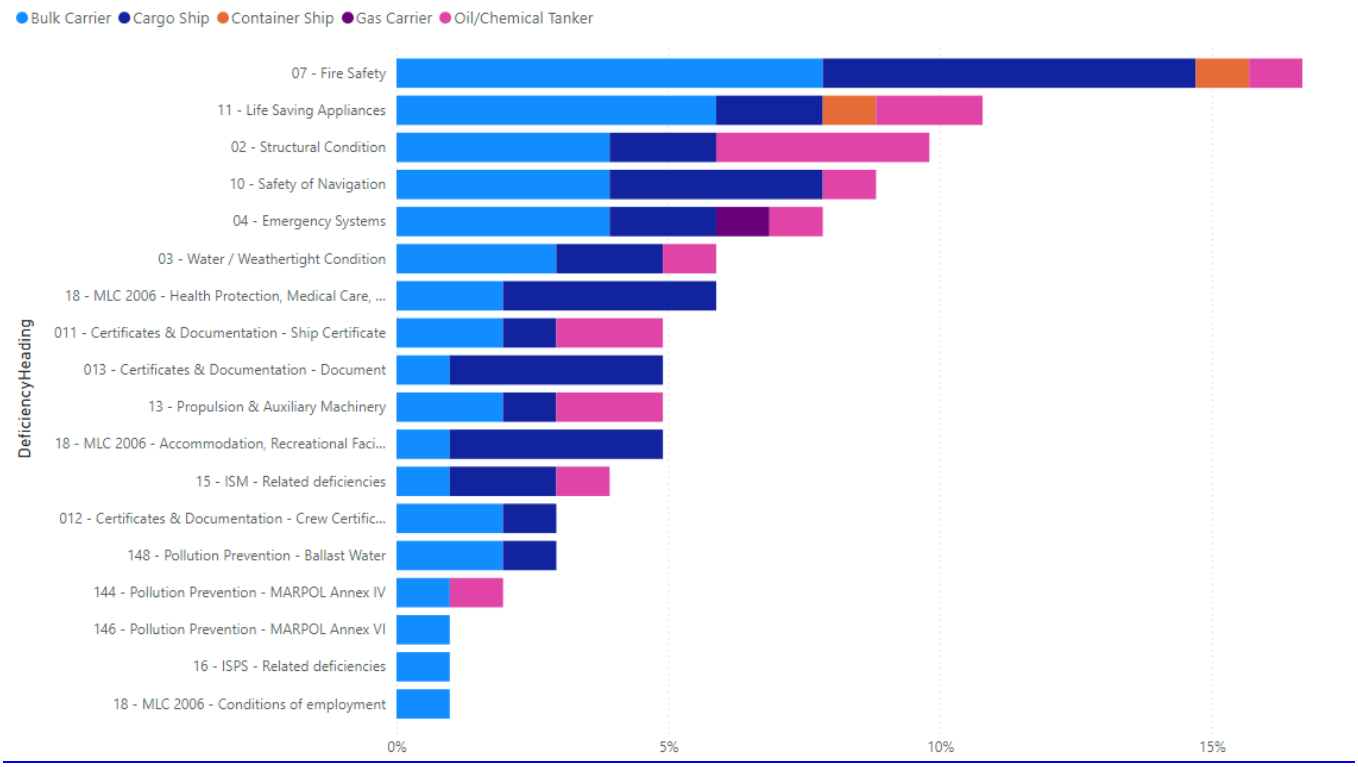
The top risk areas identified were:

- Fire Safety
- Life Saving Appliances
- Structural Condition

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.

Deficiency Heading	Bulk Carrier	Cargo Ship	Gas Carrier	Oil/Chemical Tanker
011 - Certificates & Documentation - Ship Certificate	2	1		2
012 - Certificates & Documentation - Crew Certificate	2	1		
013 - Certificates & Documentation - Document	1	3		
02 - Structural Condition	3	2		
03 - Water / Weathertight Condition	3			
04 - Emergency Systems	4	1	1	
07 - Fire Safety	3	2		
10 - Safety of Navigation	4	3		1
11 - Life Saving Appliances	3	1		
13 - Propulsion & Auxiliary Machinery	2			
141 - Pollution Prevention - MARPOL Annex I				1
146 - Pollution Prevention - MARPOL Annex VI	1			
148 - Pollution Prevention - Ballast Water	2	1		
15 - ISM - Related deficiencies	1	1		
18 - MLC 2006 - Accommodation, Recreational Facilities, Food & Catering	1	2		
18 - MLC 2006 - Conditions of employment	1			
18 - MLC 2006 - Health Protection, Medical Care, Welfare and Social Security Protection	2	1		

4. Detail of Deficiencies

Heading	Code	Description	Comment
011 - Certificates & Documentation - Ship Certificate	01102	Cargo ship safety construction (including exemption)	According to item 6 on the Cargo Ship Safety construction certificate, a document of an alternative design and arrangements for machinery and electrical installations/fire protection is appended to this certificate. No such document could be submitted.
	01102	Cargo ship safety construction (including exemption)	Bottom survey is overdue. As per Flag state administration communication an exemption for delayed dry docking has been agreed.
	01104	Cargo ship safety radio (including exemption)	Form R, paragraph 6.3 has been marked as provided whereas this vessel only carries one type of SARTs (and no AIS-SARTs).
	01119	International Sewage Pollution Prevention Certificate	The International Sewage Pollution Prevention Certificate states that the sewage treatment plant is certified by the Administration to meet the effluent standards as provided in resolution MEPC.2(VI), MEPC.159(55) and MEPC.227(64). The not applicable standards should be deleted.
	01139	Maritime Labour Certificate	The Maritime Labour Certificate is mentioning that the certificate is only valid when the DMLC. Issued at Douglas at 31st of January 2017 has been attached. Both DMLC part I and II have been issued on May 15th, 2026. Moreover, an intermediate verification has been done on June 2nd 2025 as per the MLC endorsement page.
012 - Certificates & Documentation - Crew Certificate	01220	Seafarer Employment Agreement SEA	On the seafarer employment agreements there are some missing particulars, such as:- The amount of the seafarers wages or whee applicable, the formula used for calculating them and;-the amount of paid annual leave or, where applicable, the formula used for calculating it. e.g. the masters SEA
	01220	Seafarer Employment Agreement SEA	According to the "Memorandum of agreement - ITF/PNO IBF CBA", forming part of the applicable CBA, the employment of Electrician Trainee and Fitter Trainee is for a maximum period of 6 months. Both Electrician Trainee and Fitter Trainee on board have an SEA with a duration of 9 months, in contravention with aforementioned Memorandum. Furthermore, the Shipowner as mentioned on the MLC Certificate is not mentioned on the Training Agreement of the Cadet.
	01220	Seafarer Employment Agreement SEA	Trainee Electrician signed on 05.02.2026. According to the Memorandum of Agreement forming part of the applicable CBA, the maximum duration of engagement on board is 6 months, effectively ending on 05.08.2026. Third officer signed on 21.10.2025, maximum duration of engagement on board according to the applicable CBA is 9 + 1 months, which was reached on 21.08.2026. Several convenient ports for repatriation were called during the +1 period.
013 - Certificates & Documentation - Document	01306	Schedule for watchkeeping personnel - Schedule for service at sea and service in port	The following has been noted on the table of shipboard working arrangements: total amount of daily rest hours is not correct (e.g. Master performing daily work hours at sea from 0800-1200 & 2000-2400, this equals to 16 hours of rest whereas the table is mentioning 12 hours; 2nd Officer is only performing watchkeeping duties as per the table whereas he is also in charge for the maintenance of LSA and FFA; AB2 is performing lookout duties

			from 0000-0700 and 1200-1700 and the same cannot be reflected in the work and rest hours time sheets.
	01308	Records of rest - Records of seafarer's daily hours of work or rest	During cross referencing the records on the crewmembers resting hours and entries in logbook and/or weekly/monthly inspections, several crewmembers record the hours they are performing the inspections as resting hours. The Master is instructed to comply with the requirements as from today, 2026-08-27, onwards.
	01323	Fire safety operational booklet	Fire training manual is not vessel specific. Ship specific section F.1 is still missing vessel specific details, e.g. ship's alarms not correct, portable extinguisher locations, hoses, couplings and nozzles locations and quantities, etc.
	01329	Record of Inspection on MLC 2006	Last MLC audit report is not posted for seafarer information.
	01331	Collective Bargaining Agreement CBA	While consulting the SEA of the 2/O, the applicable CBA was mentioned as "Nautilus International Model TCC". Only a memorandum of agreement dated January 8th, 2026 could be presented on board. The same memorandum is referring to the "Nautilus International Model TCC 2026-2027" but this cannot be provided at the time of the inspection.
02 - Structural Condition	02101	Closing devices/watertight doors	Clamping device / dog on the weathertight door leading to the forward boatswain store on the top deck does not properly latch and cannot be made properly tight.
	02108	Electric equipment in general	Some electrical installations found on board are unsafe, have open wiring or have electrical connection boxes that are not in line with ingress protection e.g rescue boat davit, ventilation next to emergency fire pump, priming unit of M/E seawater pump no 1.
	02108	Electric equipment in general	Auxiliary engine no 2 : starting of the engine is not possible without help from the crew by manipulating on the fuel oil pumps during the start up.
	02108	Electric equipment in general	Electrical installations shall be such that the safety of passengers, crew and ship from electrical hazards will be ensured. PSCO observed duct tape preventing the emergency switchboard breaker in the engine control room from tripping.
	02109	Permanent means of access	The access to the vessel was unsafe: the gangway was resting on the railing of the vessel which is not constructed to carry the load of the gangway.
	02119	Enhanced survey programme (ESP)	The ESP survey report file consisting of: .1 reports of structural surveys; .2 condition evaluation report (executive hull summary report); and .3 thickness measurement reports. is not a part of the documentation on board and not available for our perusal.
	02119	Enhanced survey programme (ESP)	Not all required ESP documentation could be shown or is available on board, e.g. no executive hull summary for the year 2018.
	02199	Other (structural condition)	Hydraulic oil hose of provision davit found leakage.
	02199	Other (structural condition)	Both horizontal fairlead rollers on the bow (headlines) are seized.
	02199	Other (structural condition)	Seawater cooling pump no 1: outlet valve, water leakage noted at a temporary repair on the valve body.
03 - Water / Weathertight Condition	03102	Freeboard marks	Port side freeboard marks are not properly painted.
	03103	Railing, gangway, walkway and	Removable chains at pilot stations do not provide adequate protection of the crew(two chains only, loose and inadequately positioned).

		means for safe passage	
	03105	Covers (hatchway - portable - tarpaulins, etc.)	Hinges on some of the booby hatches (e.g. CH2) and emergency escape hatches (e.g. steering gear room) severely thinned down. Booby hatch to CH2 cannot be closed weathertight.
	03107	Doors	Bosun store door PS not closing weathertight. Limit switches for transmitting open/close position of door to control panel on bridge either bypassed by tie wrap (Bosun store door PS) or not moving freely (Bosun store door SB).
	03108	Ventilators, air pipes, casings	Following air vent heads have been observed to be defective due to the fact that the wire mesh inside has been permanently deformed. Therefore, the plastic ball does not fit any longer. On most locations the deformation cannot reversed due to the permanent nature of the damage. E.g. 4 DB PS, 3 DB PS, 2 DB PS, etc.
	03108	Ventilators, air pipes, casings	Several air vent heads noted with floater disks seized in upper or lower positions, not fully travelling upward, loose on spindle (top retaining nut missing). E.g. but not limited to: APT, 4 WBT SB. Body of air vent head 4 WBT SB cracked. Closing flaps for gooseneck ventilators bosun store (fwd and SB): not closing due to severely deteriorated hinge, frozen toggles.
04 - Emergency Systems	04101	Public address systems	Public address system not audible at the muster stations (no speakers present).
	04102	Emergency fire pumps	When testing the emergency fire pump, the priming/vacuum unit was not properly or fully functioning.
	04102	Emergency fire pumps	priming system (rotating disc system) for emergency fire pump inoperative.
	04109	Fire drills	During fire drill the dedicated fireman VHF were not working properly.
	04118	Enclosed space entry and rescue drills	The procedures for entry into enclosed spaces have not been revised in accordance with Resolution MSC.581(110). The Master has been instructed on the proper risk assessment and on the precautionary measures to be implemented prior to entering enclosed spaces according recalled Resolution from now on..
	04121	Crew familiarisation with Emergency Systems	The crew was not aware of the location of the remotely operated fuel valve (quick closing valve) of the emergency generator. When the location was found and the QCV was activated, the activation handle broke off rendering the system inoperable.
	04121	Crew familiarisation with Emergency Systems	Galley crew unfamiliar with fire emergency procedures
	04121	Crew familiarisation with Emergency Systems	Crew could not demonstrate the telegraph at main engine local manoeuvring station.
07 - Fire Safety	07105	Fire doors/openings in fire-resisting divisions	Outer doors in the accommodation, (A-60 fire doors), have been altered by protruding the isolating doors with bolts and nuts. The fire doors heat/fire protection not as per initial type-approval. Some automatic closing fire doors are not closing completely as required, until latched properly (e.g. fire door on A deck, emergency escape in engine room, ...).
	07106	Fire detection and alarm system	sample extraction smoke detection system for cargo holds: air flow alarm for line 9 found inoperative.

	07109	Fixed fire extinguishing installation	The control air pipe of fixed CO2 system for E/R not connected to release control box (supply cabinet).
	07109	Fixed fire extinguishing installation	During the functional test, 2 spray nozzles of the water spray system in the paint store failed to reach the designed angle, resulting in inadequate coverage of the entire paint storage area.
	07110	Fire fighting equipment and appliances	During test of E.F.P. found the main fire line stbs in main deck holed with a heavy copious leakage and a second one with a minor leakage in the forward part.
	07113	Fire pumps and its pipes	Drainage V/V of one section U-shape fire main on a deck port side outside of accommodation area inoperative.
	07114	Means of control (opening/closure skylights, pumps, etc.) - Machinery Spaces	handle of quick shut off valve control wire for F.O tank in emergency generator room broken
	07114	Means of control (opening/closure skylights, pumps, etc.) - Machinery Spaces	When testing the remotely operated valves, connected to the fuel tanks, these valves did not close automatically, even after several attempts: e.g. valve marked: upp suc supply pp; valve marked HFO settl tk to purifier. During testing severe air leaks observed at the actuators and an illegally installed valve, in closed position, in the air pipe to the actuator on the quick closing valve marked 'upp suc supply pp' was found.
	07115	Fire-dampers	The port fire damper from the engine room located in the funnel was inoperable at the time of inspection.
	07115	Fire-dampers	Ventilation flaps accommodation: several butterfly nuts noted missing on the closing toggles, or replaced with a regular bolt (e.g. deck workshop, fire control station, A/C room).
	07116	Ventilation	The closing device of Pur.room air vent on poop deck inoperative.
	07116	Ventilation	One ventilator duct opening on lower deck in E/R cannot be closed fully.
	07116	Ventilation	An aft stbs ventilation mushrooms open close indication are missing.
	07120	Means of escape	Corridor as means of escape in accommodation space upper deck lack of one section of handrail(appro. 2M)
	07120	Means of escape	On the boat deck PS, one of the weathertight doors was locked from the inside by means of cylinder lock. The same lock could not be opened from the outside since there was no cylinder installed. This situation is considered as a compromise of fire safety considering that firefighters could not enter any fire by using this door from the outside.
	07126	Oil accumulation in engine room	The small checking valve of G/E L.O overflow tk sounding pipe near G/E malfunction.
	07199	Other (fire safety)	Waste receptacle not in non-combustible materials found in galley.
10 - Safety of Navigation	10105	Magnetic compass	light on magnetic compass not working
	10109	Lights, shapes, sound signals.	INDICATOR LAMP FOR ONE RED ALL-ROUND LIGHT IN NAVIGATION LIGHT CONTROL PANEL DEFECTIVE.
	10111	Charts	BA2175 was missing Ntm 1574/26, correction was not inserted in the correct position (pilot station symbol was not to be found).
	10114	Voyage Data Recorder (VDR) / Simplified Voyage	VDR is not operative. Technical personnel on board in order to fix the system with all spare part. The isle of man Administration

		Data Recorder (S-VDR)	issued the attached letter of authorization the permit the ship to rectified within the 20.08.2026
	10118	Speed and distance indicator	During the course of the inspection, the values for speed through the water on the speed log were observed to fluctuate between -0,8 and + 4,3 kts while alongside in a dock without current and without passing traffic.
	10127	Voyage of passage plan	For the previous voyage plan, it was unclear how the safety contours were defined along the route (shallow contour, safety contour, safety depth and deep contour). According to the verbal statement of the 2/O, those settings are changed along the route; however, there is no indication in the approved passage plan as to when and to which values they should be changed.
	10133	Bridge operation	No lookout is posted from 04:00 onwards until daylight. Considering that this period is considered as period of darkness, a proper lookout shall be posted at the bridge. This has been observed by taking into account the work and rest hours time sheets from July 2026. Moreover, the "overnight" lookout is reporting for duties on the bridge starting from 22:00. The Master has been instructed that a proper lookout shall be maintained during all hours of darkness as from today onwards.
	10135	Monitoring of voyage or passage plan	Safety parameters on ECDIS (shallow contour, safety contour, safety depth, etc.) are all set at a value inferior to what is called for in the passage plan. Master instructed from today onward, to implement the requirements of the passage plan during the voyage.
	10199	Other (navigation)	Sound reception system on bridge malfunctioning: the aft microphone is generating a near-constant very loud high pitch squeal and/or static (reducing volume knob has no effect) rendering the entire system unusable.
11 - Life Saving Appliances	11101	Lifeboats	Hydrostatic interlock of port side L/B release mechanism can not automatically reset upon lifting the boat from the water, device for keep the both side lifeboats fore access doors in open position not provided.
	11101	Lifeboats	Lifeboat Retro-reflective tapes found deteriorated.
	11101	Lifeboats	The lifeboat retro-reflective tapes found deteriorated.
	11102	Lifeboat inventory	waterproof torch for lifeboat not working
	11104	Rescue boats	During the inspection, the rescue boat engine was tested. It was noted that at the start of the test, the cover of the outboard engine had been removed. At first the engine could not be clutched ahead or astern due to (as was later found out) the actuator assembly which had disconnected due to taking off the engine cover. Furthermore, the engine could not be stopped from the steering position due to the pulling cable which is seized inside the sheath. The engine cover must be removed in order to access the fuel rack and stop the engine.
	11113	Launching arrangements for rescue boats	Rescue boat painter not equipped with hook capable of quick release under load.
	11113	Launching arrangements for rescue boats	Whereas the limit switched installed on the rescue boat davit are functioning while they are activated by hand, they are not functioning as intended considering that they are not touching the metal (moving) parts of the davit since they have been permanently deformed.

	11117	Lifebuoys including provision and disposition	Lifebouy A-deck PS (fwd of lifeboat) cracked.
	11117	Lifebuoys including provision and disposition	one lifebuoy with self-igniting light and lifeline at ship entrance on port side not provided.
	11128	Line throwing appliance	The vessel carries 4 line throwing sets, all sets are missing the polystyrene plug to hold the rocket in place (LSA manual to be checked for more information).
	11129	Operational readiness of lifesaving appliances	Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Psco observed rescue boat would not shift into astern propulsion when initially tested.
13 - Propulsion & Auxiliary Machinery	13102	Auxiliary engine	The emergency stop button of fuel boiler in E/R is inoperative.
	13102	Auxiliary engine	The procedure for testing overspeed on the auxiliary engines is insufficient. According the procedure and as per verbal statement of the crew, the overspeed switch in the switchboard is activated in order to test overspeed. Real overspeed of the engine is not tested in this way nor can this ensure that the engine will trip in case of overspeed.
	13103	Gauges, thermometers, etc.	ME local control RPM gauge not as required
	13104	Bilge pumping arrangements	The priming vacuum units, installed on the fire pumps (direct bilge pumping) found inoperative when tested. - The priming vacuum unit, installed on the M/E sea water pump (emergency bilge pumping) found inoperative when tested.
	13104	Bilge pumping arrangements	Priming/vacuum units installed on the:Fire & GS pump (direct bilge suction): is constant in operation (also when pressure on the pumps' pressure side) however, no water is pumped out by the priming unit. Fire & Bilge pump (direct bilge suction): priming unit not functioning/frozen. Main SW cool pump no 2 (aft pump, emergency bilge suction) priming pump out of order.
144 - Pollution Prevention - MARPOL Annex IV	14402	Sewage treatment plant	The main air pump of sewage treatment plant cannot supply air during inspection, the earth line of the motor disconnected.
	14402	Sewage treatment plant	The sewage treatment plant installed on board is complying with MEPC.2(VI) according to the ISPP Certificate. At the time of inspection the vessel was pumping treated sewage overboard. According to local regulations discharge of treated sewage is only allowed when complying with the minimum standards of MEPC.159(55). The discharge of sewage not complying with local regulations was also not requested to the port authorities.
146 - Pollution Prevention - MARPOL Annex VI	14601	Technical Files and if applicable, monitoring manual	The approved technical files for Main and auxiliary engines could not be shown during the inspection, or the documentation is not available on board.
148 - Pollution Prevention - Ballast Water	14801	Ballast Water Management Plan (BWMP)	As per BWMP and BWTS, when the vessel is ballasting in Fresh water areas, the BWTS needs sufficient salinity to treat the ballast water. For this reason, seawater is retained in the after-peak tank. However, during current port stay, the after peak is also in use for storing treated sewage/grey water. The afterpeak has not been isolated from the ballast system, as required.

	14807	Performance standards not met	The afterpeak tank, containing seawater required for proper functioning of the ballast water treatment, is also in use for storing treated sewage/grey water. Due to the use of the after-peak tank for storing treated sewage, the after-peak tank needs to be isolated from the ballast system. As there is no sufficient salinity for the proper functioning of the ballast water treatment system. The Master is instructed with immediate effect to comply with the requirements and to make sure that pumped-in ballast water is as per D-2 requirements. Objective evidence to be submitted to PSC Belgium before vessel's departure from Antwerp that ballast water has been treated during uptake.
	14811	Ballast Water Management System	On several occasions, ballasting was not carried out in accordance with the BWMP for D-2 compliance, e.g. on 03/08/2026, 04/08/2026 and 07/08/2026. According to the alarm list of the Ballast Water Management System, the alarm "UV intensity low / system flow reduced. Process not compliant." was active for several hours. In accordance with the manual, this may be due to several causes, including but not limited to old UV lamps, a dirty or incorrectly installed UV sensor, CIP not being performed, etc. No corrective action has been taken so far.
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	Safety management Audit by the administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure or lack of effectiveness, of implementation of the ISM code.
	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	Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
16 - ISPS - Related deficiencies	16101	Security related defects	F.W filling line both sides on main deck not under security control.
18 - MLC 2006 - Conditions of employment	18204	Non-payment of wages	The wages accounts show that for all crewmembers a significant part of the wage is not being paid each month but kept in a balance and carried over to each consecutive month. The amount kept in the balance is ever increasing and has reached for some crewmembers more than 8000 USD.
18 - MLC 2006 - Accommodation, Recreational Facilities, Food & Catering	18302	Sanitary Facilities	Common toilet on A-deck: flush not properly functioning, drain pipe on the sink is leaking, drain in the toilet room is blocked.
	18303	Drainage	The drainage pipes inside the galley are blocked (both sinks).
	18315	Provisions, quality and nutritional value, religious and cultural custom	In refrigerator room found low quantity of fish and the fruit in vegetable room and onboard is totally missing.

	18317	Food personal hygiene	A pungent odour was present inside the galley. Half a bucket of food waste (e.g. peelings from potatoes, lettuce, etc.) was left at ambient temperatures; it is needless to say that this shall be avoided. Moreover, the floor needs a thorough mopping and the pots and pans need to be cleaned properly (large traces of oil were visible at the time of the inspection).
	18318	Food temperature	Meat observed defrosting at room temperature in the dry store, crew indicated regular practice is to defrost frozen meat overnight at room temperature.
18 - MLC 2006 - Health Protection, Medical Care, Welfare and Social Security Protection	18401	Medical equipment, medical chest and medical guide	Large traces of grease have been observed trailing from the exhaust hood and down the drains inside the galley. Grease was also dripping while opening the cover plate. These amounts of grease pose a considerable fire hazard.
	18409	Dangerous areas	hawse pipe covers not in use(found in forecastle stowage)
	18412	PPE	Crew observed entering machinery space (with loud equipment operating) without hearing protection.
	18414	Protection machines / parts	Safety stoppers for cargo hold hatch covers are only being used on one side. safety guards on some pumps in engine room are as properly installed, e.g. fire & GS, fire & bilge pump.
	18416	Ropes and Wires	Brake linings of fore and aft mooring winches severely worn. It is evidenced that the measured thickness is only 3 mm, which is less than the minimum permitted thickness of 5.5 mm specified in the ship's maintenance manual.
	18499	Other - (Health and safety protection and accident prevention)	The ventilator and damper for the galley is located on a separate platform about 3m above A deck. The ladder to reach the platform is located right next to the edge of the deck, not protected by a cage or other fall preventing arrangement. Risk of falling to the next deck below (5-6m).