



VERITAS REGISTER OF SHIPPING

Veritas Register of Shipping Ltd.

Office №19, Tower "A", Chavchavadze Str. №5, Batumi, 6000, Georgia
Tel.: +995 422 227427, E-mail: headoffice@vrsclass.com

MARINE NOTICE 001/2026

Date: 06.07.2026

Attn.: VRS Authorized Surveyors, Shipowners, Ship operator, Managing Companies

Subject: PSC DETENTION(S) DECREASE POLICY.

1. Purpose.

The purpose of this Marine Notice is to prevent the recurrence of deficiencies, that may be identified as detainable during future Port State Control (PSC) inspections. By addressing these deficiencies proactively, the Notice aims to reduce the likelihood of detention of VRS-classed and/or certificated vessels and to support the maintenance of VRS's Medium Performance Level within the Paris MoU (PRISMOU) Performance List.

This Marine Notice also serves to inform Ship Owners and Managers of the deficiencies most frequently identified by PSC Officers across the various Memoranda of Understanding (MOUs). By drawing attention to these recurring deficiencies, the Notice seeks to promote timely corrective actions and contribute to a reduction in the detention rate for 2026.

2. Introduction.

Analysis of statistical data from the various Memoranda of Understanding (MOUs) indicates, that the detention rate increased during the first half of 2026.

The categories of deficiencies most frequently identified by Port State Control (PSC) Officers are listed below:

- Fire Safety;
- Lifesaving appliances;
- Safety of Navigation;
- Labour conditions (HEALTH PROT, MED. CARE, SOCIAL SECURITY);
- Emergency systems.

2.1 PARISMOU data:

Please find below the deficiencies most frequently identified by Port State Control (PSC) Officers during the first half of 2026. Details of these deficiencies are provided below:

| Code | Deficiencies in details | Regulation | Action to avoid re-occurrence |
|-------|---|-----------------|---|
| 18000 | Labor conditions on board – non satisfactory hygienic condition on board, cleanness of E.R etc. | MLC 2006 | The Master should inspect the Labor conditions on board of the vessel. |
| 07000 | Fire-fighting equipment and arrangements | SOLAS, CH. II-2 | Fire-fighting equipment and arrangements should be inspected by crew members and maintained as per SMS. The approved service company should be invited on board for maintenance, testing and repair in case of necessity. |
| 11000 | Lifesaving Appliances (life boats, rescue boats, arrangements etc.) | SOLAS, Ch. III | Lifesaving equipment and arrangements should be inspected by crew members and maintained as per SMS. The approved service company should be invited on board for maintenance, testing and repair in case of necessity |



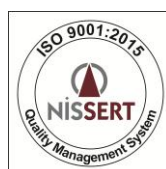
| | | | |
|-----------------|--|-------------------------------------|---|
| 04109 | Evaluation of crew performance (Fire Drill). Other drills required by ISM Code. | SOLAS, CH. II SOLAS, MARPOL | The proper training/drills should be performed by ship Master, as per schedule of drills. During attending vessel by DPA, the additional training and exercises should be carried out. |
| 10116 | Nautical Publications & Charts – not updated | SOLAS, Ch. V | The Master shall inform the management company in order to deliver the all-necessary publication on board of the vessel. The Company DPA is responsible for proper arrangements of delivery of updated publications on board. |
| 04114 | Emergency source of power – emergency diesel generator. | SOLAS, Ch. II-2 | Engineers have to test EDT time to time/as per SMS/before entry in any port and in case of problems report to Ch. Eng. If impossible to repair by crew, immediately report to Management in order to repair it at nearest port. |
| 03108 | Ventilators, air pipes, casings – heavy corroded, not watertight Not properly maintained. | Load Line 1966 | To be maintained by crew member during voyages. If corrosion is deep Work shop should be invited on board for permanent repair works. |
| 07114. 07117 | Remote means of control. Openings, pumps, ventilations etc. Machinery space – quick closing valves inoperative. Jacketed high pressure lines and leakage alarms – inoperative. | SOLAS, Ch. II-2, Reg. 14.1 | Should be inspected by crew members and maintained as per SMS. The approved workshop should be invited on board at nearest port. In case no workshop availability at present should be applied to Flag State for single voyage till next suitable port. |
| 15150 | ISM External audit to be carried out by Flag Administration | SOLAS, CH. IX. ISM Code, Reg. 12 | After the additional ISM External audit performed by Flag State representative, an Internal audit by DPA to be carried out within 3 months. |
| 03104 | Cargo and other hatchways damaged. | LOAD LINES | Crew on monthly bases should perform the proper maintenance of hatchways and its arrangements. The Company shall invite workshop on board for repair (steel works). |
| 01311 | Oil Record Book – incorrect filling. | MARPOL, ANNEX I, REG. 17 | The Chief Engineer should properly fill the Oil Record Book. |

2.2. BSMOU & MEDMOU data.

The detention rate at Turkish ports continues to increase. Ship Owners and Managers are advised to comply with the Port State Control (PSC) inspection regime applicable to Turkish ports, as outlined in VRS Marine Notice 04/2025, as well as the new inspection regime applicable to the Black Sea MoU (BSMOU) ports, as described in VRS Marine Notice 005/2025.

During PSC inspections, the inspection of all ballast tanks has become a mandatory requirement. Accordingly, all ballast tanks should be maintained and should be ready for safe inspection. The Ultrasonic Thickness Measurement (UTM) reports should be readily available for presentation to PSC Officers upon request.

The deficiencies most frequently identified under the Mediterranean MoU (MEDMOU) and the Black Sea MoU (BSMOU) are listed below.



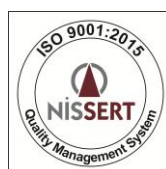
| Code | Deficiencies in details | Regulation | Action to avoid re-occurrence |
|----------------|--|---------------------------|---|
| 11102 11110 | Launching arrangements for survival crafts. Stowage and provisions of life rafts. | SOLAS CH. III | Should be inspected by crew members and maintained as per SMS. The approved service company should be invited on board for repair in case of necessity. |
| 14503 | Garbage Management Plan – not updated, or Garbage Record Book not properly filled. | MARPOL, ANNEX V | The Garbage quantity / location should be properly recorder at GRB. The stowage facility on board should be enough capacity and properly marked. The garbage should be discharged ashore in due time. |
| 09232 | Cleanliness of engine room | Other conventions / codes | The engine room should be maintained by engine crew as appropriate. |
| 07106 | Fire detection and alarm system | FTP code | The testing of fire detection and alarm systems shall be carried out by the vessel's crew in accordance with the planned maintenance system. If any defects or malfunctions are identified, the Ship Owner/Manager shall arrange for an approved service provider to attend the vessel and carry out the necessary testing, maintenance, and repairs to restore the system to full operational condition. |
| 01113 | Minimum Safe Manning certificate | SOLAS, Ch. V | The DPA shall timely apply to Flag administration for proper certificate. Copy should be provided to VRS HO upon issuance by flag administration. |
| 13102 | Auxiliary engines | SOLAs, Ch. II-1 | The proper maintenance of Engines and its equipment should be performed by Engineering Department. In case of necessity the spare parts should be arranged by the Company and workshop invited on board for repair / testing / maintenance. |

3. Action Requested.

When the vessel is entering port, she should be prepared for a Port State Control (PSC) inspection at all times. Prior to arrival, the Master, Chief Officer, and Chief Engineer shall complete the PSC Checklist ("On Board Maintenance Checklist"). If any item is found to be non-compliant, it shall be marked as "**NO**" in the checklist. Appropriate corrective actions shall then be implemented by the crew in coordination with the Owners, the Manager, and, where necessary, the Classification Society to ensure compliance.

When the vessel is classified as **PSC Priority I**, a surveyor from Veritas Register of Shipping Ltd. shall be nominated to assist the Master in preparing the vessel for a Port State Control (PSC) inspection. The surveyor shall inspect the vessel using the PSC Checklist. If the checklist has not been completed by the Master prior to the surveyor's attendance, the surveyor shall complete it together with the vessel's crew during the onboard inspection. If, during the inspection, the surveyor determines that any item marked "**YES**" in the checklist is not in satisfactory condition, the relevant item shall be corrected to "**NO**". In such cases, the surveyor shall issue a **Notice of Recommendation** identifying the deficiencies. Appropriate corrective actions shall be implemented within the required timeframe by the vessel's crew in coordination with the Owners, the Manager, and, where necessary, the Classification Society to ensure full compliance prior to the PSC inspection.

Properly filled Check List must be provided to Veritas Register of Shipping Ltd. Head Office upon completion.



Attachment - PSC Checklist "On Board Maintenance Check List"

Kindly be guided accordingly.
Yours faithfully.

Kristina Melikyan
Chief Executive Officer
Veritas Register of Shipping Ltd.

