REPUBLIC of SAN MARINO
MARITIME AUTHORITY

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Rev. 0

San Marino Marine Notices

SMMN – 2026-TEC-008

17 September 2026

San Marino Ship Register SMSR

Increased Port State Control Attention

TO: Recognised Organisations, Shipowners, Managers, Masters, Seafarers, SMSR partners, SMSR brokers, Surveyors, and the general public.

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References:

- IMO Resolution A.1206(34) – Procedures for Port State Control, 2025;
- IMO Resolution A.1070(28) – IMO Instruments Implementation Code (III Code), as amended;
- IMO Code for Recognized Organizations (RO Code), as applicable;
- San Marino Maritime Regulation SMMAR – 2026-TEC-001_Rev01 – Amendment to the Statutory Certification Scheme;
- San Marino Maritime Regulation SMMAR – 2025-TEC-029_Rev01 – Delegation of Authority and Oversight Programme;
- San Marino Maritime Regulation SMMAR – 2025-TEC-021 – Flag State Notification Procedure
- Applicable mandatory IMO instruments, including SOLAS, MARPOL, Load Lines, STCW, COLREG, BWM, AFS, MLC 2006 and associated mandatory Codes, as applicable.

Preamble

Port State Control (PSC) inspections are a fundamental component of the international maritime safety framework and provide an independent indication of the actual condition, operation and management of ships calling at foreign ports. PSC performance is also an important element used by regional PSC regimes and other maritime stakeholders when assessing the performance and reputation of a flag State.
Deficiencies and detentions recorded against ships flying the San Marino flag may adversely affect the statistical performance of the San Marino fleet and the international perception of the Flag. Repeated or serious deficiencies may also increase the inspection priority of individual ships and may contribute to less favourable flag performance indicators.
The San Marino Maritime Authority is committed to operating a quality-oriented, transparent and responsible ship registry. The Administration's objective is to achieve and maintain the highest possible standing within regional PSC performance frameworks, including White List status where such classification is applied, and to ensure that vessels flying the San Marino flag are recognised as being subject to effective Flag State oversight.
Accordingly, the Administration considers the prevention of PSC deficiencies and detentions to be a shared responsibility of shipowners, ISM Companies, Masters, crews, Recognised Organisations (ROs) and the Flag Administration. This Marine Notice establishes a risk-based monitoring framework, with particular attention to ships identified by the Administration as High-Risk Ships.

1. Purpose

1.1 The purpose of this Marine Notice is to strengthen the Port State Control performance of the San Marino fleet by establishing preventive, corrective and monitoring measures for San Marino flagged ships, with enhanced oversight of High-Risk Ships.

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1.2 This Marine Notice also provides recommended tools for shipboard self-assessment before arrival in ports where a PSC inspection may reasonably be expected, and establishes a structured approach for reporting, rectification and follow-up of PSC deficiencies.

2. Scope

2.1 This Marine Notice applies to commercial ships flying the San Marino flag that are subject to Port State Control under the applicable international instruments.

2.2 The Administration may apply the measures contained in this Notice to any ship where its PSC history, Flag State Inspection history, statutory survey performance, management performance, age, type, operational profile or other relevant compliance indicators justify enhanced monitoring.

2.3 The provisions of this Notice are without prejudice to any additional action that the Administration may take under San Marino law, applicable Maritime Regulations, international conventions or the conditions of delegation granted to a Recognised Organisation.

3. Definitions

3.1 High-Risk Ship: A San Marino flagged ship which, on the basis of its PSC history and/or other compliance indicators, is assessed by the San Marino Maritime Authority as requiring enhanced Flag State monitoring. Indicators may include repeated deficiencies, a detention, serious or recurring deficiencies, poor Flag State Inspection outcomes, major ISM non-conformities, repeated equipment failures, or other evidence of elevated compliance risk.

3.2 Port State Control Officer (PSCO): A person duly authorised by the competent authority of a port State to carry out Port State Control inspections.

3.3 Recognised Organisation (RO): An organisation recognised and authorised by the San Marino Maritime Authority to perform statutory certification and services on its behalf within the scope of its authorisation.

3.4 Deficiency: A condition found not to comply with the requirements of an applicable international instrument or relevant mandatory requirement.

3.5 Detention: An intervention by the port State whereby a ship is prevented from sailing until the conditions giving rise to the detention have been rectified to the satisfaction of the competent authority

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3.6 Major non-conformity: An identifiable deviation that poses a serious threat to the safety of personnel or the ship, or a serious risk to the environment, requiring immediate corrective action, or a lack of effective and systematic implementation of an ISM Code requirement.

4. Risk Assessment and Identification of High-Risk Ship

4.1 The San Marino Maritime Authority continuously monitors the PSC performance of the San Marino fleet together with the results of Flag State Inspections, statutory surveys, ISM/ISPS/MLC audits and inspections, casualty information and RO performance.

4.2 The designation of a vessel as a High-Risk Ship is an administrative risk-control measure and does not in itself constitute a finding of non-compliance. The designation may be reviewed, maintained or withdrawn by the Administration in light of subsequent performance.

4.3 In assessing whether enhanced monitoring is appropriate, the Administration may consider, among other matters:

- PSC detention history and the number, nature and recurrence of PSC deficiencies;
- deficiencies related to fire safety, life-saving appliances, safety of navigation, propulsion or steering, pollution prevention, watertight/weathertight integrity, ISM, MLC or other safety-critical matters;
- Flag State Inspection results and evidence of repeated findings;
- performance of the ISM Company and the effectiveness of corrective and preventive actions;
- performance of the ship's RO and any attribution of RO responsibility by a PSC authority;
- the ship's age, type, trading pattern and operational profile;
- casualties, incidents, breakdowns or repeated requests for exemptions, dispensations or conditional authorisations;
- any other information that, in the opinion of the Administration, indicates increased compliance risk.

5. Measures Applicable to High-Risk Ships

5.1 Where a vessel is identified as a High-Risk Ship, the San Marino Maritime Authority may increase the frequency and/or scope of Flag State Inspections at its discretion.

5.2 The standard Flag State Inspection scheme established by SMMAR – 2025-TEC-029_Rev01 remains applicable. However, for High-Risk Ships, additional Flag

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State Inspections may be required between annual inspections or following relevant events, with the interval determined on a case-by-case basis by the Administration.

5.3 Depending on the circumstances, the Administration may additionally require one or more of the following measures:

- an additional or expanded Flag State Inspection;
- attendance by a Flag State Inspector during a statutory survey or audit performed by the RO;
- an additional statutory survey by the RO where justified by the nature of the deficiencies or by applicable convention requirements;
- an additional ISM verification or focused review of the shipboard Safety Management System and, where appropriate, the shore-based management system;
- submission of a corrective and preventive action plan with objective evidence of closure;
- enhanced monitoring of open recommendations, conditions of class, statutory conditions, memoranda or outstanding deficiencies;
- a review of the suitability of the current RO/class arrangements where performance indicates a concern falling within the scope of SMMAR – 2026-TEC-001_Rev01 and SMMAR – 2025-TEC-029_Rev01;
- any other proportionate measure considered necessary by the Administration to restore and demonstrate satisfactory compliance.

5.4 The Administration will determine the duration of enhanced monitoring and may reduce or discontinue such measures once satisfactory and sustained performance has been demonstrated.

6. Recommended Pre-Arrival PSC Self-Assessment

6.1 Shipowners, ISM Companies, Masters and Chief Engineers are strongly recommended to carry out a documented PSC self-assessment before arrival at ports where a PSC inspection may reasonably be expected, particularly within Paris MoU, Tokyo MoU, USCG, AMSA, China MSA and other active PSC regimes.

6.2 The recommended checklist in Annex 5 is intended as a practical self-control measure to identify weak areas before arrival. Completion or submission of the checklist to the San Marino Maritime Authority is not mandatory unless specifically requested by the Administration in an individual case.

6.3 The checklist does not replace the Company's Safety Management System, statutory maintenance requirements, Master's responsibility, RO surveys or Flag State Inspections. It should be used as an additional preventive tool.

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6.4 Where the self-assessment identifies a deficiency that cannot be immediately rectified, the Master and Company should promptly evaluate the risk, arrange corrective action, inform the RO where relevant and notify the Flag Administration and the competent port State authority whenever required by the applicable conventions or circumstances.

7. Maintenance of Conditions and Defect Reporting

7.1 After any statutory survey, the condition of the ship and its equipment shall be maintained so as to conform with the applicable convention requirements.

Where an accident occurs or a defect is discovered that affects the safety of the ship, the efficiency or completeness of essential equipment, pollution prevention arrangements or statutory compliance, the Master/Company shall report the matter at the earliest opportunity to the San Marino Maritime Authority and to the RO responsible for the relevant statutory certification, as applicable. SMMAR – 2025-TEC-021 – Flag State Notification Procedure

7.2 Where the ship is in, or proceeding to, a foreign port and the matter is subject to notification under an applicable convention or may affect safe operation, the appropriate port State authority shall also be informed as required.

8. Corrective, Preventive and Follow-up Measures after PSC

8.1 Following any PSC inspection resulting in deficiencies, the Company and Master shall ensure timely rectification in accordance with the action code and time limit imposed by the PSCO.

8.2 In the case of a detention, serious deficiency, repeated deficiency, ISM-related deficiency, or where requested by the Administration, the following documentation shall be made available to the San Marino Maritime Authority without undue delay:

- the complete PSC inspection report and detention notice, where applicable;
- a corrective and preventive action plan addressing each deficiency and its root cause, where appropriate;
- objective evidence of rectification, including photographs, service reports, test records, invoices, log-book entries or RO attendance reports, as relevant;
- copies of any conditional certificate, short-term certificate, dispensation, exemption or authorisation issued in connection with the deficiencies;
- any RO report, additional survey report or ISM verification report related to the PSC findings;

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- the completed deficiency closure report in Annex 1, when requested by the Administration. Same may be adoped by the ISM Manager as standard but Company forms are also accepted.

8.3 The ship shall maintain an onboard PSC compliance file containing the records specified in Annex 4. This file may be reviewed during Flag State Inspections.

8.4 Corrective action shall address not only the immediate deficiency but also, where appropriate, the root cause and measures necessary to prevent recurrence.

8.5 Where a PSC deficiency is attributed to RO responsibility by the port State, the Administration may review the relevant statutory survey/audit and take appropriate oversight action in accordance with SMMAR – 2025-TEC-029_Rev01 and / or . SMMAR – 2026-TEC-001

Increased Port State Control Attention and Detentions involving Ships below 500 GT

The provisions outlined in the first ten paragraphs of this marine notice applies also to ships of below 500 GT.

9. Purpose

The San Marino Maritime Authority has reviewed recent Port State Control trends across the main regional Memoranda of Understanding on Port State Control, with particular attention to the Paris MoU.

The analysis indicates an increasing level of Port State Control concern in relation to ships below 500 Gross Tonnage (GT), including a growing incidence of serious deficiencies and detentions affecting this segment of the international fleet.

The purpose of this section is therefore to alert owners, operators, managers and Masters of ships below 500 GT that this category of vessel is attracting increased Port State Control scrutiny and requires a corresponding improvement in technical management, maintenance and operational preparedness.

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10. General Port State Control trend

Over the last three years, detention levels within the principal Port State Control regimes have remained significant, reflecting increasingly rigorous enforcement of applicable safety, environmental and operational standards.

Within the Paris MoU region in particular, the overall detention rate has shown an upward trend in recent years.

Against this wider background, the Maritime Authority has identified ships below 500 GT as a segment requiring particular attention.

Although such vessels represent a specific and comparatively small part of the international fleet, PSC experience indicates that deficiencies on board these ships can rapidly result in detention where basic standards of maintenance, safety equipment, documentation, crew familiarisation or operational readiness are not satisfactorily demonstrated.

11. Particular vulnerability of ships below 500 GT

Ships below 500 GT may operate under regulatory arrangements that differ from those applicable to larger convention vessels. This does not, however, reduce the obligation of owners and operators to maintain the ship in a safe, properly managed and seaworthy condition.

Recent PSC experience indicates recurring concerns involving, among other matters:

- fire safety and fire-fighting equipment;
- life-saving appliances;
- emergency preparedness;
- navigation equipment and procedures;
- pollution-prevention arrangements;
- machinery maintenance;
- statutory and operational documentation;
- crew certification and familiarisation;
- maintenance records and safety management procedures.

In smaller vessels, deficiencies in a limited number of essential systems may have a disproportionately significant impact on the overall assessment of the ship and may directly lead to detention.

The Maritime Authority therefore considers that operators of ships below 500 GT should no longer regard PSC preparation as a routine administrative exercise.

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12. Need for improved ship management

Owners and operators are expected to adopt a more proactive approach to compliance.

The increasing detention exposure of this category of vessel demonstrates that a reactive management model, under which deficiencies are addressed only after being identified by a Port State Control Officer, is no longer adequate.

Companies should ensure that vessels below 500 GT are subject to effective and continuous technical oversight and that deficiencies are identified and rectified before the vessel enters a port where a PSC inspection may take place.

Particular attention should be given to:

- preventive maintenance;
- condition and readiness of safety equipment;
- validity and consistency of statutory documentation;
- crew competence and familiarisation;
- effective implementation of shipboard procedures;
- closure of previously identified deficiencies; and
- preparation for Port State Control inspections.

13. Warning to operators

The Maritime Authority wishes to make clear that the present trend requires a change in approach by operators of ships below 500 GT.

The size of a vessel shall not be interpreted as permitting a lower standard of technical management or operational compliance.

Port State Control Authorities are increasingly focused on the actual condition of the ship and the effectiveness of its management, rather than on the mere possession of valid certificates.

Operators should therefore expect that inadequate maintenance, poor housekeeping, incomplete records, insufficient crew familiarisation or ineffective safety procedures may result in serious deficiencies and, where appropriate, detention.

14. Consequences for flag performance

Although this Notice addresses a general international PSC trend, detention performance ultimately affects each Flag State individually.

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A detention recorded against a ship contributes to the statistical performance of its flag under the relevant Port State Control regime.

For flags with relatively limited inspection numbers, a small number of additional detentions may have a material effect on annual and rolling performance indicators.

Accordingly, the San Marino Maritime Authority cannot accept avoidable detentions arising from insufficient maintenance, preparation or management.

Operators of San Marino flagged ships below 500 GT are therefore specifically warned that continued poor PSC performance may adversely affect not only the individual vessel and Company concerned, but also the overall standing of the San Marino flag.

15. Actions expected from operators

Operators of ships below 500 GT are strongly encouraged to undertake an immediate review of their fleets and compliance arrangements.

Where appropriate, Companies should introduce enhanced internal inspections, pre-arrival PSC checks and more frequent technical verification of vessels having previous deficiencies, detention history or repeated findings in safety-critical areas.

Masters should be given sufficient support, resources and authority to ensure that deficiencies are rectified without delay.

Recognized Organizations and other technical service providers are also encouraged to give particular attention to this segment of the fleet when conducting surveys, audits and inspections.

16. Conclusion

The recent Port State Control trend concerning ships below 500 GT should be treated as a clear warning to the industry.

A material improvement in the management, maintenance and operational preparedness of these vessels is required.

The objective is not simply to prepare a vessel to pass a PSC inspection, but to ensure that the vessel remains continuously compliant and safe throughout its operation.

The San Marino Maritime Authority will continue to monitor developments within the principal Port State Control regimes and will take such additional measures as may be considered necessary to protect the performance and reputation of the San Marino flag.

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17. Annexes

- Annex 1 – Form 20 - Recommended PSC Deficiency Correction and Closure Report.
- Annex 2 – Tokyo MoU: Reference Notes on Attribution of Recognised Organisation Responsibility.
- Annex 3 – Paris MoU: Reference Notes on Assessment of Recognised Organisation Responsibility.
- Annex 4 – San Marino Flag Ships: PSC Notification and Onboard Record-Keeping Guidance.
- Annex 5 – Form 21 - Recommended Pre-Arrival PSC Self-Assessment Checklist.
- Annex 6 – San Marino PSC Follow-up Procedure and Escalation Flow.

18. Contact

For matters concerning PSC performance, Flag State Inspections and the implementation of this Marine Notice, communications should be addressed to:

San Marino Maritime Authority / San Marino Ship Register
Flag State Department
flagstate@smsr.sm ; flagstate@caa-mna.sm
www.smsr.sm

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FORM 20

ANNEX 1 – RECOMMENDED PSC DEFICIENCY CORRECTION AND CLOSURE REPORT

This form may be used by the Company/Master to document corrective action and may be requested by the Administration following a PSC inspection.

Ship name		**IMO No.**	
Call sign		**Port of inspection**	
PSC authority / MoU		**Date of inspection**	
Detention	YES / NO	**PSC report ref.**	
Company		**DPA**	
RO / Class		**Flag contact**	

No.	PSC Code / Item	Deficiency	Immediate Correction	Root Cause	Preventive Action	Evidence / Date Closed

Company declaration: The undersigned confirms that the corrective actions described above have been implemented and that the effectiveness of preventive measures will be monitored through the Safety Management System.

Master	Date	DPA / Company Representative	Date

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ANNEX 2 – TOKYO MoU: REFERENCE NOTES ON ATTRIBUTION OF RO RESPONSIBILITY

Purpose. This Annex is a practical reference for San Marino stakeholders. The authoritative criteria are those published by the Tokyo MoU and should be consulted in their current version.

When a detention occurs, the port State may assess whether one or more detainable deficiencies are attributable to a Recognised Organisation. Such attribution is relevant to the Administration's oversight of ROs and to the evaluation of ship and RO performance.

In general, assessment should consider:

- whether the deficiency is within the scope of a statutory certificate issued or endorsed by the RO;
- whether the RO performed the last relevant statutory survey or verification;
- whether the condition clearly existed, or should reasonably have been identified, at the time of the last RO attendance;
- the time elapsed since the relevant survey/audit;
- whether the deficiency arose from subsequent damage, operational failure, poor maintenance or another event occurring after the survey;
- whether objective evidence supports a direct connection between the detainable deficiency and the RO's statutory activity.

RO responsibility recorded by a PSC authority does not prevent the San Marino Maritime Authority from conducting its own review of the circumstances. The Administration may request the RO's survey records, checklists, evidence, internal review and corrective action.

Official source: Tokyo MoU – 'Criteria for RO Responsibility' published under its Inspections & Detentions resources.

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ANNEX 3 – PARIS MoU: REFERENCE NOTES ON ASSESSMENT OF RO RESPONSIBILITY

Purpose. This Annex provides a non-exhaustive operational summary. The current Paris MoU instruction on RO responsibility remains the authoritative source.

Key principles relevant to San Marino oversight include:

- the criteria are applied to detainable deficiencies;
- the deficiency should fall within the scope of a relevant statutory certificate and the RO should have carried out the relevant last survey or verification for RO responsibility to be considered;

- serious structural deficiencies may be attributable where they should have been identified during the relevant RO survey, subject to the specific criteria and timing rules;
- serious equipment or non-structural deficiencies may be attributable where they clearly existed at the time of the last survey, subject to the applicable criteria;
- certain serious ISM or MLC deficiencies may be attributable where there is clear evidence that ineffective implementation existed at the time of the relevant RO audit/inspection and the applicable criteria are met;
- accidental damage or circumstances arising after the RO attendance may exclude attribution, depending on the facts.

Following any Paris MoU detention involving RO-responsible deficiencies, the Company and RO should provide the Administration with the PSC report, the relevant survey/audit history, the RO's assessment and evidence of corrective and preventive action.

Official source: Paris MoU – Port State Control Committee Instruction on RO responsibility (current revision).

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ANNEX 4 – PSC NOTIFICATION AND ONBOARD RECORD-KEEPING GUIDANCE

A. Immediate notification to the Flag Administration: SMMAR – 2025-TEC-021

- Any PSC detention of a San Marino flagged ship;
- Any PSC inspection resulting in a serious deficiency affecting safety, security, pollution prevention, labour conditions or seaworthiness;
- Any deficiency requiring rectification before departure, a conditional certificate, dispensation or special authorisation;
- Any repeated deficiency suggesting ineffective corrective action or a systemic ISM issue;
- Any allegation or finding that may involve RO responsibility.

B. Recommended onboard PSC compliance file

- PSC inspection reports for at least the previous 36 months, where available;
- detention notices and release documentation;
- corrective action plans and evidence of closure;
- RO survey/audit reports connected with PSC findings;
- Flag State Inspection reports and evidence of closure of findings;
- records of recurring deficiencies and the Company's preventive actions;
- copies of relevant defect notifications, dispensations, exemptions and conditional certificates;
- records of recommended pre-arrival PSC self-assessments;
- evidence of safety drills, maintenance, testing and crew familiarisation relevant to previous PSC findings.

The file may be maintained electronically provided that records are readily accessible on board and can be presented without undue delay.

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FORM 21

ANNEX 5 – RECOMMENDED PRE-ARRIVAL PSC SELF-ASSESSMENT CHECKLIST

Use: Recommended self-control measure. It is not required to be routinely submitted to the San Marino Maritime Authority. The Master/Company should adapt the checklist to the ship type, applicable conventions and the latest PSC focus areas.

Ship name		**IMO No.**	
Port / Country		**ETA**	
PSC regime		**Date of self-assessment**	
Master		**Chief Engineer / Responsible Officer**	

1. Certificates and Documents

Item	Check	Status (S / D / N/A)	Remarks / Action
1	All statutory certificates valid, correctly endorsed and readily available.		
2	Class certificate/status and statutory status checked; no overdue surveys or conditions affecting statutory compliance.		
3	Minimum Safe Manning Document and crew certificates/endorsements valid.		
4	CSR, radio licence, LRIT/SSAS records and applicable manuals/plans available.		
5	Oil Record Book, Garbage Record Book, Ballast Water Record Book and other required records properly maintained.		
6	MLC documentation, DMLC, employment agreements and hours of rest records available and consistent.		
7	Required electronic certificates can be authenticated and are accessible.		

2. Safety Management / ISM

Item	Check	Status (S / D / N/A)	Remarks / Action
1	Master and senior officers familiar with SMS procedures and emergency responsibilities.		
2	Outstanding non-conformities, observations and internal audit		

Item	Check	Status (S / D / N/A)	Remarks / Action
	findings effectively closed or under controlled action.		
3	Defects are recorded, risk assessed and managed through the SMS.		
4	Planned maintenance records support the actual condition of equipment.		
5	Emergency preparedness procedures reflect current ship arrangements.		

3. Navigation and Bridge

Item	Check	Status (S / D / N/A)	Remarks / Action
1	Charts/ECDIS data and publications corrected and updated for the intended voyage.		
2	Passage plan berth-to-berth completed and approved.		
3	BNWAS, VDR/S-VDR, AIS, GMDSS, radar, gyro, magnetic compass, echo sounder and navigation lights operational.		
4	Bridge equipment alarms and repeaters tested.		
5	Master/officers familiar with ECDIS, steering changeover, emergency steering and GMDSS procedures.		

4. Fire Safety

Item	Check	Status (S / D / N/A)	Remarks / Action
1	Fire detection and alarm systems operational; no isolated zones without documented control.		
2	Fire pumps, emergency fire pump, hydrants, hoses and nozzles tested.		
3	Fixed fire-extinguishing systems ready for immediate use; controls, alarms and instructions satisfactory.		
4	Fire doors, dampers, ventilation closures and remote stops operational.		
5	Portable extinguishers correctly located, serviced and unobstructed.		
6	Escape routes and emergency exits clear, illuminated and properly marked.		

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5. Life-Saving Appliances

Item	Check	Status (S / D / N/A)	Remarks / Action
1	Lifeboats/rescue boats, davits, falls, hooks and launching appliances in satisfactory condition.		
2	On-load release arrangements maintained and crew familiar with operation.		
3	Life rafts correctly secured with valid servicing and hydrostatic release units.		
4	EPIRBs, SARTs/AIS-SARTs and portable radios in date and operational.		
5	Lifejackets, immersion suits and lifebuoys complete, correctly stowed and in good condition.		
6	Emergency lighting and muster lists satisfactory.		

6. Machinery / Steering / Electrical

Item	Check	Status (S / D / N/A)	Remarks / Action
1	Main engine, auxiliary engines and essential auxiliaries operational without significant leaks or temporary repairs.		
2	Steering gear, emergency steering and communications tested and recorded.		
3	Emergency generator and emergency switchboard tested.		
4	Bilge alarms, pumps and remote shutdowns operational.		
5	Quick-closing valves, fuel shut-offs and engine-room ventilation stops operational.		
6	Electrical insulation, distribution boards, emergency batteries and lighting satisfactory.		

7. Pollution Prevention

Item	Check	Status (S / D / N/A)	Remarks / Action
1	OWS, 15 ppm alarm and automatic stopping device operational and not bypassed.		

Item	Check	Status (S / D / N/A)	Remarks / Action
2	Sludge, bilge and waste oil arrangements consistent with Oil Record Book entries.		
3	Sewage treatment/holding arrangements operational.		
4	Garbage segregation, placards and record book compliant.		
5	SOPEP/SMPEP equipment complete.		
6	Ballast Water Management System operational where applicable; records complete.		
7	Air pollution documentation and fuel changeover/BDN records compliant.		

8. Load Line / Structure / Deck

Item	Check	Status (S / D / N/A)	Remarks / Action
1	Load line marks and draft marks visible.		
2	Hatch covers, doors, manholes, air pipes, ventilators and closing appliances weathertight/watertight as required.		
3	Guardrails, bulwarks, ladders and walkways in safe condition.		
4	Deck corrosion, wastage, cracking or deformation assessed and controlled.		
5	Anchoring and mooring equipment maintained and safe.		

9. Crew / MLC

Item	Check	Status (S / D / N/A)	Remarks / Action
1	Crew numbers and qualifications match safe manning requirements.		
2	Hours of rest records reflect actual work/rest and are properly signed.		
3	Accommodation, sanitary spaces, galley and food stores maintained hygienically.		
4	Medical chest, medical guide and required medical equipment in date.		
5	Wages, SEA documentation and		

Item	Check	Status (S / D / N/A)	Remarks / Action
	repatriation/financial security evidence available.		
6	Onboard complaint procedure posted and understood.		

10. Drills and Operational Readiness

Item	Check	Status (S / D / N/A)	Remarks / Action
1	Fire drill and abandon ship drill records current and realistic.		
2	Emergency steering drill completed within required interval.		
3	Enclosed-space entry/rescue procedures and equipment available and crew familiar.		
4	Engine-room blackout/recovery and emergency generator procedures understood.		
5	Crew can demonstrate operation of critical equipment likely to be tested by a PSCO.		

11. Security

Item	Check	Status (S / D / N/A)	Remarks / Action
1	ISSC valid and SSP implementation satisfactory.		
2	Access control, restricted areas, security records and drills up to date.		
3	Security level instructions implemented and crew familiar with duties.		

12. Previous PSC / FSI Findings

Item	Check	Status (S / D / N/A)	Remarks / Action
1	All previous PSC deficiencies effectively closed.		
2	No recurring deficiency remains without documented root-cause analysis.		
3	All Flag State Inspection findings and RO recommendations relevant to PSC are closed or controlled.		
4	Supporting evidence is available for presentation to the PSCO if requested.		

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Suggested status codes: S = satisfactory; D = deficiency/action required; N/A = not applicable.

Any item marked 'D' should be evaluated before arrival. Deficiencies affecting statutory compliance or safe operation should be escalated to the Company, RO and Flag Administration as applicable.

ANNEX 6 – SAN MARINO PSC FOLLOW-UP PROCEDURE AND ESCALATION FLOW

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Step 1 – PSC inspection completed: Master obtains the complete PSC report and immediately reviews all action codes, deadlines and any detention grounds. Flag State notification is mandatory.
Step 2 – Immediate notification: Detentions and serious or safety-critical deficiencies are promptly notified to the Company, San Marino Maritime Authority and RO, as applicable.
Step 3 – Immediate safety action: The Master/Company isolates unsafe equipment where necessary, implements compensating measures, performs a risk assessment and prevents departure where required by the PSCO or by safe-operation considerations.
Step 4 – Corrective action: Each deficiency is rectified within the time limit set by the PSCO. Evidence is retained in the PSC compliance file.
Step 5 – Root cause / recurrence prevention: For serious, repeated or ISM-related findings, the Company conducts root-cause analysis and implements preventive action.
Step 6 – RO / Flag attendance: Where required by the applicable convention, PSCO, RO or Flag Administration, an additional survey, audit or Flag State Inspection is carried out.
Step 7 – High-Risk review: The Administration reviews whether the ship should be designated or maintained as a High-Risk Ship and determines any enhanced FSI frequency or other monitoring measures.
Step 8 – Closure and monitoring: The case is closed only after objective evidence confirms satisfactory rectification. Performance is monitored at subsequent PSC, FSI and RO attendances.
Escalation triggers that may justify enhanced Flag State action include:

- any detention;
- multiple serious deficiencies in one inspection;
- repeated deficiencies of the same nature;
- deficiencies indicating ineffective ISM implementation;
- deficiencies attributed to RO responsibility;
- failure to rectify within PSC deadlines;
- deficiencies affecting propulsion, steering, fire safety, lifesaving, pollution prevention, watertight integrity or other critical systems;
- a pattern of poor performance across PSC, Flag State and RO inspections.