

Guide to prevent PSC detentions

LONG BEFORE THE INSPECTION: training, familiarization and awareness of Master, Chief Engineer, Deck Officers and all the crew in general (each person according to his/her responsibilities).

- Know the ship and its Safety Management System in application of the ISM Code: maintenance plan, safety manual, documentation to be handled, emergency preparedness, operating procedures...
- Practical application of the rules: f.i. How to fill in the oil record book? [ANAVE training meetings](#).
- Port State Control (PSC) procedures: Notification, inspection procedure, critical areas, categories of deficiencies, Concentrated Inspection Campaigns (CIC)... There is a lot of information at the Paris MoU web page: (<https://www.parismou.org>), among other things, on more common deficiencies (<http://xurl.es/8336e>), on the periodicity and scope of the inspections (<http://xurl.es/j8elv>), ...
- English communication and negotiation skills.

BEFORE PORT ARRIVAL

- **VERIFY** the probability of being inspected. Calculate ship's risk profile at: <http://xurl.es/m30hk>. High probability if it's been more than 12 months since the last PSC inspection.
- **NOTIFY TO PSC AUTHORITIES OF THE DESTINATION PORT ANY SERIOUS DEFICIENCIES** (possible object of detention) consequence of accidental damage during navigation or loading operations: NOT ONLY IF AN INSPECTION IS SCHEDULED. Pilots have the obligation to report about any anomaly they detect. IT'S BETTER TO NOTIFY THAN BEING DENOUNCED.
- Carry on board and use a checklist with the most important issues subject of deficiency. [ANAVE informs its members on Paris MOU CIC and circulates PSC officers' checklist](#).
- Make sure that any previous deficiencies have been corrected.

In port: FIRST IMPRESSION IS CRUCIAL

- Access to the vessel (suitable and meeting the requirements of the ISPS Code). Welcome the PSC officer onboard.
- Cleaning and tidiness of deck, accommodation, engine room, etc. Appropriate crew workwear and behavior.
- Lean and well-arranged documentation.

The inspection: DURING THE WHOLE VISIT the attitude of Master and crew must be professional: formal working environment, adequate personal protection equipment, polite and formal behavior.

USUAL CHRONOLOGY

- PSC officer is received onboard and accompanied to the Master's office.
- Initial meeting:
 - PSC officer should report on the envisaged type of inspection and operational tests.
 - Master/Officer must inform the PSC officer about ongoing operations: loading/unloading, bunkering, ongoing or planned maintenance work...
 - It is essential to inform the PSC officer at this moment on any exceptional class conditions, ISM non-conformities or other known deficiencies.
 - Ask the PSC officer to report the deficiencies as he finds them to rectify them immediately and/or give the appropriate explanations / study them / report the flag administration and/or classification society.
- Inspection: Documentation, visit to the ship, operational tests, crew interviews, correction of deficiencies... (inspection may include one or more of these points.) IT IS IMPORTANT TO DEMONSTRATE AT ALL MOMENTS GOOD KNOWLEDGE AND CONTROL OF THE SHIP AND THE SAFETY MANAGEMENT SYSTEM (ISM). It is useful to negotiate during the inspection the way and timetable for repairing possible deficiencies that cannot be corrected on the spot.
- Final debriefing:
 - Confirm all deficiencies already resolved and clarify one by one outstanding ones: Why? What? How? When?
 - Read the inspection report carefully and ask for explanations if necessary: does it match what was said during the visit?
 - If there is risk of detention: defend, discuss and appeal on the spot (BEING POLITELY BUT ASSERTIVE) each and every one of outstanding deficiencies, to prevent the PSC officer from registering them. Usually, once registered, it's too late. EACH DEFICIENCY COUNTS: prepare technical arguments.
- Escort the PSC officer.