Learning from PSC Inspections: Common Deficiencies and their Prevention
### 1st Day

<table>
<thead>
<tr>
<th>Time</th>
<th>Topic Number</th>
<th>Title</th>
<th>Lecturer</th>
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<tbody>
<tr>
<td>09.00 - 10.00</td>
<td>1</td>
<td><strong>Overview of major PSC findings</strong></td>
<td>Ministry of Maritime Affairs and Insular Policy – Hellenic Coast Guard Head Office</td>
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<tr>
<td>10.00 - 10.15</td>
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<td>Break</td>
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<td>10.15 - 11.15</td>
<td>2</td>
<td><strong>PSC – Fire Safety</strong></td>
<td>RINA Hellas Ltd.</td>
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<td>11.15 - 11.30</td>
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<td>11.30 - 12.30</td>
<td>3</td>
<td><strong>PSC – Life Saving Appliances and Emergency Systems</strong></td>
<td>Cleopatra Shipping Agency Ltd.</td>
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<td>12.30 - 13.00</td>
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<tr>
<td>13.00 - 14.00</td>
<td>3 (continued)</td>
<td><strong>PSC – Life Saving Appliances and Emergency Systems</strong></td>
<td>Cleopatra Shipping Agency Ltd.</td>
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<td>14.15 - 15.15</td>
<td>4</td>
<td><strong>PSC – Safety of Navigation</strong></td>
<td>HELMEPA</td>
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### 2nd Day

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<tr>
<td>09.00 - 10.00</td>
<td>5</td>
<td><strong>PSC – ISM and ISPS Codes, Maritime Labour Convention (MLC)</strong></td>
<td>Hellenic Lloyd’s S.A.</td>
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<td>10.15 - 11.15</td>
<td>6</td>
<td><strong>PSC – Pollution prevention and relevant documents</strong></td>
<td>Andriaki Shipping Co. Ltd.</td>
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<td>11.30 - 12.30</td>
<td>6 (continued)</td>
<td><strong>PSC – Pollution prevention and relevant documents</strong></td>
<td>Andriaki Shipping Co. Ltd.</td>
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<td>13.00 - 14.00</td>
<td>7</td>
<td><strong>Lessons learned from vetting inspections for tankers</strong></td>
<td>Euronav Shipmanagement (Hellas) Ltd.</td>
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<td>14.00 - 14.15</td>
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<td>14.15 - 15.15</td>
<td>8</td>
<td><strong>PSC particularities around the globe and how to deal with them:</strong></td>
<td>V. Ships Greece Ltd.</td>
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<td>experience-sharing session</td>
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1. Overview of major PSC findings

- Lack of proper rescue/lifeboat maintenance rendering it dangerous or/and not ready for immediate use
- Lack of proper maintenance or/and non functionality of rescue/lifeboat launching devices, resulting in the unsafe launching of the boat into the water or rendering it not ready for use
- Liferafts’ hydrostatic release connection not proper and not according manufacturer’s instructions, resulting in their failure to be released and be unfolded in case of sinking of the ship
- Lack of proper maintenance/damage/malfunction of fire damper
- Air vents in poor condition with damages and significant corrosion
- Poor condition/corrosion/non-watertight closing of cargo hatches’ covers
- Non functional fire doors/Fire doors mechanically held in a permanent open position
- Emergency Diesel Generator damage/malfunction
- Fuel Quick Closing Valves’ damage/non functionality
- Poor condition/Non functionality of ship’s fire pumps (main and emergency) - insufficient pressure alowance by the fire pumps
- Damage/Malfunction of Oil Water Separator
- Lack of proper maintenance/Damage/Malfunction of critical (main and auxiliary) propulsion machinery (e.g. Diesel Generators, Boilers, etc.)
- Crew’s lack of familiarity during the performance of abandon ship and fire drills
- Excess of crew members minimum hours of rest
- Substandard accommodation spaces - Lack of required hygiene conditions
- Insufficient/Inadequate catering
- Ship’s manning below the specified in Minimum Safe Manning Document
- Degraded fire-fighting equipment (holes in fire hoses, main fire line with strong corrosion / leakage points, non-operational fire detection system, inadequately maintained personal fire fighting equipment, etc)
- Critical navigation equipment necessary to ensure the safety of navigation non functional
- Necessary updated navigation charts and relevant notices to mariners missing

2. PSC – Fire Safety

- Part I
  - Fire Safety and Regulations

- Part II
  - Actions to prevent detention
  - Fire dampers
  - Emergency fire pump
  - Fire doors
Brief contents of the Seminar’s topics

- Remote Means of control (opening, pumps) Machinery spaces/Quick closing valves
- Fire main and International shore-connection
- Fireman’s outfit
- Fire detection
- Fire pumps and its pipes
- Division - decks, bulkheads and penetrations
- Emergency Escape Breathing Device and disposition
- Fixed fire extinguishing installation and Operation of Fire protection systems

• Part III
  - Fire Risk and Prevention
  - Oil accumulation in engine room

3. PSC – Life Saving Appliances and Emergency Systems
   • Description and function of Life Boat Release Gear Mechanism
   • A sample from frequent PSCs deficiencies per port - discussion for their prevention
   • IACS PR-17 : Reporting on deficiencies possibly affecting the implementation of the ISM Code on board during Surveys

4. PSC – Safety of Navigation
   • Detentions related to safety of navigation - statistics
   • Most frequent findings
   • Navigation Inspection preparation
   • PSC inspectors behavior and inspection performing approach worldwide
   • How to best cope with Inspectors
   • Demonstrate proactiveness
   • Proof of rectification actions

5. PSC – ISM and ISPS Codes, Maritime Labour Convention
   • Introduction to Port State Control
   • Port State Control Inspections and common deficiencies - overview
   • Behaviour expected by a PSC officer from crew members during an inspection
   • ISM Code requirements in relation to PSC
   • ISPS Code requirements in relation to PSC
   • Most common ISM and ISPS deficiencies
   • MLC requirements in relation to PSC
6. PSC - Pollution prevention and relevant documents
   - Oil Record Book – Part I
   - Oil content meter
   - Oil Record Book – Part II
   - PSC repeated findings associated with MARPOL / trends

7. Lessons learned from vetting inspections for tankers
   - VIQ 7 Major changes
   - Vetting process
   - Human factor
   - Oil Majors screening process transformation
   - PSC Inspections

8. PSC particularities around the globe and how to deal with them: experience-sharing session
   - Preparation is the key to success
   - Take advantage of the available data
   - Empathise with the PSC officers line of work and know the other team
   - Understand the local idiosyncrasies of the country you are at
   - Effective communication
   - Serious mistakes that must be avoided
   - The devil is in the details
   - It is possible to make no mistakes and still lose
   - Damage control
   - Q&A session