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To	All Surveyors/Auditors. All flags
Title	**PSC -Type of inspections**
Reference	PSC requirements

Types of Inspection during Port State Control Visit

A Port State Control (PSC) visit on board a ship will normally start with , as minumum and to the extend applicable, examination of the documents in accordance with Annex 10 of the Paris MOU. Inspections types:

If no deficiencies are found during the inspection, the PSCO will issue a "clean" ispection report (Form A) to the Master of the ship. In case deficiencies have been identified, the inspection report will include deficiencies found report (Form B) indicating any follow-up actions to be taken to rectify the deficiencies indicated. Next, the particulars of the respective ship and the inspection results will be recorded in the database.

Furthermore, control on compliance with onboard operational requirements may be included during an inspection, particularly if the PSCO has reason to believe that the crew demonstrates insufficient proficiency in that area.

The following types of inspection can be carried out:

1. Initial inspection
2. More detailed inspection
3. Expanded inspection
4. Concentrated Inspection Campaign
1. Initial inspection

An initial inspection will consist of a visit on board the ship to check the certificates and documents listed in Annex 10 of the MoU text and to check that the overall condition and hygiene of the ship including: navigation bridge, accommodation and galley, decks including forecastle, cargo

holds/area, engine room.

And if:

- Meets generally accepted international rules and standards.
- It has not previously been done, whether any deficiencies found by an Authority at a previous inspection have been rectified in accordance with the time specified in the inspection report.

2.<u>More detailed inspection</u>

A more detailed inspection will be carried out whenever there are clear grounds for believing, during an inspection, that the condition of the ship or of its equipment or crew does not substantially meet the relevant requirements of a relevant instrument.

Clear grounds exist when a Port State Control Officer finds evidence, which in his/her professional judgement warrants a more detailed inspection of the ship, its equipment, or its crew.

The absence of valid certificates or documents is considered a clear ground. Other examples of clear grounds can be found in Annex 9, paragraph 6 of the MoU text.

A more detailed inspection will include an in-depth examination in:

- The area(s) where clear grounds were established
- The areas relevant to any overriding or unexpected factors
- Other areas at random from the following risk areas: documentation, structural condition, water/weathertight condition, emergency systems, radio communication, cargo operations, fire safety, alarms, living and working condition, navigation equipment, life saving appliances, dangerous goods, propulsion and auxiliary machinery, pollution prevention.

3.<u>Expanded inspection</u>

The expanded inspector will take account of the human elements covered by ILO, ISM and STCW and include operational controls as appropriate.

4.Concentrated Inspection Campaign

Concentrated inspection campaigns focus on specific areas where high levels of deficiencies have been encountered by PSCOs, or where new convention requirements have recently entered into force. Campaigns take place yearly over a period of 3 months (September – November) and are combined with a regular inspection

REFERENCES:

- PSC Requirements

ATTACHMENTS: No

Kindest Regards,
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