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COURSE BROCHURE

Port State Control Inspector Practice and Ship Boarding Training Course

25 – 29 July 2027
Dubai

Port State Control Inspector Practice and Ship Boarding Training Course

Ref: 1143_43030 **Date:** 25 – 29 July 2027 **Location:** Dubai **Fees:** 4900 GBP

Port State Control Inspector Practice and Ship Boarding is a 1-week training course for port state inspectors, marine surveyors and the superintendents and masters who receive them, and it produces an inspector boarding and evidence checklist. Inspection regimes now share findings across ports, so the quality and fairness of each boarding affects ships, owners and the inspecting administration alike. Jupiter Prime Training offers this course on port state control inspector practice.

Why Port State Control Inspector Practice Matters Now

Three pressures are reshaping how ships are boarded. Regional inspection regimes target vessels by risk profile, so inspectors must justify why a ship was selected and how deep they went. Shipowners and managers increasingly challenge detentions they regard as poorly evidenced, which raises the bar for written findings. Crews, meanwhile, face more frequent visits and expect inspectors to be consistent from port to port. An administration whose inspectors gather sound evidence protects safety and its own credibility; one that boards inconsistently invites appeals and lets substandard ships slip through. The course rests on the inspection procedures adopted under the international maritime conventions and the regional agreements that coordinate port inspections.

Who Gains Most from Port State Control Inspector Practice

- Those who select foreign ships for boarding and plan the visit
- Those who carry out initial and more detailed inspections on board
- Those who decide whether deficiencies justify detention
- Those who receive inspectors as master or ship's officer
- Those who answer findings for owners and managers ashore

A maritime administration gains most when its new and experienced inspectors attend together with a few fleet superintendents.

Port State Control Inspector Practice Capabilities

Participants learn to board, observe and decide in a way that stands up to review by owners, flags and peers.

- Assess a ship's risk profile and inspection history before boarding — inspection planner
- Apply initial inspection walk-through techniques to spot clear grounds — duty inspector
- Specify evidence, photographs and test results that support each finding — appeals reviewer
- Weigh deficiencies against detention criteria and rectification options — senior inspector
- Communicate findings to the master in clear, neutral terms — ship's command
- Build a readiness routine that crews use before arrival — superintendents and masters

Key Port State Control Inspector Practice Terms

- Clear grounds — evidence found during an initial inspection that justifies a more detailed inspection of the ship.
- Initial inspection — a visit checking documents and the general condition of the ship, its equipment and crew.
- More detailed inspection — an in-depth examination triggered by clear grounds, covering specific systems or operations.
- Ship risk profile — a rating combining ship type, age, flag, operator and history that sets inspection priority.
- Detainable deficiency — a defect serious enough that the ship cannot sail safely until it is rectified.
- Rectification action code — the instruction attached to a deficiency stating when and how it must be corrected.

Port State Control Inspector Practice Day by Day

Day 1: The Inspection System

- Regional Inspection Agreements — How Ports Share Targets and Findings
- Ship Risk Profile and Selection Rules — Choosing Which Ships to Board
- Inspector Conduct and Impartiality — Professional Standards on Board
- Pre-Boarding Preparation — History, Previous Findings and Ship Particulars
- Flag and Classification Society Roles — Who Must Be Informed

Day 2: Boarding and Initial Inspection

- Gangway Arrival and Opening Meeting — Setting Tone With the Master
- Document Check Sequence — Spotting Gaps Quickly
- Walk-Through Route Planning — Deck, Engine Room and Accommodation
- Crew Familiarity Observation — Drills and Equipment Handling
- Clear Grounds Recognition — When to Go Deeper

Day 3: More Detailed Inspection Areas

- Fire Detection and Fighting Systems — Function Tests on Board
- Lifeboats, Launching Appliances and Rescue Boats — Readiness Checks
- Machinery Space Condition — Leaks, Bilges and Emergency Power
- Pollution Prevention Equipment — Oily Water Separator and Records
- Working and Living Conditions — Accommodation, Food and Rest

Day 4: Findings, Detention and Follow-Up

- Deficiency Wording and Coding — Clear, Specific and Fair Findings
- Detention Criteria and Grounds — Deciding the Ship Cannot Sail
- Rectification Action Codes — Timing of Repairs and Follow-Up
- Inspection Report and Evidence File — Supporting Later Review
- Appeals and Complaints Handling — Responding to Owner Challenges

Day 5: Practising the Boarding and Evidence Checklist

- Tanker Boarding Simulation — Applying Day 2 Walk-Through Techniques
- Bulk Carrier Detailed Inspection Case — Applying Day 3 Checks
- Detention Decision Exercise — Applying Day 4 Criteria
- Ship-Side Readiness Drill — How Masters Prepare Before Arrival
- Inspector Boarding and Evidence Checklist — Steps, Triggers and Records

Applying Port State Control Inspector Practice After the Course

- Use the boarding checklist on the next three inspections and compare evidence quality with earlier reports.
- Run a pre-arrival readiness drill with one ship's crew, covering document checks, walk-through route and equipment tests.

Port State Control Inspector Practice Questions FAQ

What is port state control inspector practice and why does it matter now?

It is the method an inspector uses to select, board and examine foreign ships and decide on detention. Shared regional data and more owner challenges mean each inspection must be consistent and well evidenced.

Which roles gain most from port state control inspector practice training?

Port state inspectors, marine surveyors, and the masters and superintendents who prepare ships for boarding gain most.

How does port state control inspector practice differ from a fleet compliance course?

It teaches the inspection itself: selection, boarding, clear grounds and detention. A fleet compliance course teaches operators how to keep certificates and records in order across their ships.

What do you bring back from port state control inspector practice training?

You bring back a boarding and evidence checklist, worked inspection cases and a readiness drill for ships' crews.

Port State Control Inspector Practice: The Way Forward

The inspector boarding and evidence checklist sets out each stage from pre-boarding to final report. Its first use is deciding whether clear grounds exist on the next ship boarded, and it serves inspectors, masters and superintendents alike. After the first month of use, revisit which findings were challenged and whether the evidence gathered was enough.