PRE-PSC FIC
(FOCUSED INSPECTION CHECKLIST) FOR PANAMA FLAG VESSELS

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

PSC FOCUS - WK : 17

ENSURE COMPLIANCE BEFORE CHINA MSA ARRIVAL!

- FIRE SAFETY ✓
- WEATHERTIGHT INTEGRITY ✓
- REMOTE MEANS OF CONTROL ✓
- LIFE SAVING APPLIANCES ✓

If useful, share with others

MU - PRE-PSC FIC

To **prevent further Panama vessel detention in China**, We have created the FIC, same we are using for our remote and physical Pre PSC preparation.
We are happy to share with you all.
If this checklist helps you, please share it with your colleagues and other seafarers.

Focused Inspection Checklist
FOR Panama flag vessel to arrive CHINA MSA

QUICK PSC DETENTION SCREENING

Before China arrival, verify:

□ Fixed Fire Fighting Systems
□ CO_2 Systems
□ Quick Closing Valves
□ Fire Dampers
□ Lifeboats
□ Ventilators
□ Air Pipes
□ Fuel Isolation Arrangements
□ Oil Leakage Alarms
□ Emergency Shutdown Systems
□ PMS Records
□ Crew Familiarity
□ SMS Implementation
□ Statutory Certificates
□ Defect Reporting & Corrective Actions

1. FIXED FIRE EXTINGUISHING INSTALLATION

□ Is the engine room water mist fire extinguishing system fully operational and capable of automatic/manual starting?

□ Are all sprinklers in paint stores free from corrosion and functioning correctly?

□ Have all fixed CO_2 cylinders undergone hydrostatic testing within the required interval?

□ Is the paint room CO_2 release alarm operational?

□ Are paint lockers and paint stores protected by an approved fixed fire-fighting system?

□ Are all CO_2 distribution pipes free from severe corrosion, holes, or leakage?

□ Can all CO_2 remote release arrangements be operated effectively without obstruction or seizure?

□ Is the fixed local application fire-extinguishing system for machinery spaces fully operational?

□ Are engine room skylights, seals, and closures in good condition and capable of maintaining fire integrity?

□ Is the engine room CO_2 release alarm functioning correctly and audible throughout the protected space?

2. WATER / WEATHERTIGHT CONDITIONS

□ Can all ventilators be completely closed and secured weathertight?

□ Are ventilator heads free from corrosion, holes, cracks, or structural damage?

□ Are remote closing arrangements for steering gear room and CO_2 room ventilators operational?

□ Are all ballast tank air pipes free from cracks, corrosion, or damage?

□ Are self-closing devices on air pipes functioning properly?

□ Are floating discs fitted and operating correctly on all applicable air pipes?

□ Are air pipe heads free from seizure and capable of proper operation?

□ Are all air pipe heights compliant with Load Line requirements?

□ Are hatch and manhole coamings maintained to the required minimum height?

□ Are ventilator coamings maintained to the required minimum regulatory height?

3. REMOTE MEANS OF CONTROL – MACHINERY SPACES

□ Are emergency generator fuel oil quick-closing valves directly connected to the tank and compliant with regulations?

□ Does each engine have an independent and effective fuel isolation arrangement?

□ Can all fuel oil quick-closing valves be operated remotely from their designated control stations?

□ Are quick-closing valves free from mechanical securing arrangements that prevent emergency operation?

□ Can all engine room fire dampers be fully closed remotely?

□ Are remote fuel shut-off valve control systems complete and in good condition?

□ Is sufficient compressed air available to operate remotely controlled fuel isolation valves?

□ Are fuel oil isolation valves clearly identified and readily available for emergency operation?

□ Are air reservoirs for remote control systems free from leakage?

□ Are fuel tank ventilation pipes free from corrosion, holes, or structural defects?

4. LIFEBOATS

□ Is the self-contained air support system connected and fully operational in all lifeboats?

□ Are air cylinders, valves, and associated piping leak-free?

□ Are lifeboat remote release systems functioning correctly?

□ Is the free-fall lifeboat steering system operating correctly without interference?

□ Are release hooks free from cracks, deformation, or damage?

□ Can all access hatches be closed and secured watertight?

□ Are automatic drain valves functioning correctly?

□ Is the lifeboat hull free from holes, cracks, or openings?

□ Is the lifeboat exhaust system intact and free from leaks into the boat?

□ Are all safety belts fitted, serviceable, and sufficient for all persons?

□ Is the lifeboat interior maintained in a clean and sanitary condition?

□ Can all lifeboat ventilation openings be closed watertight?

5. FIRE SAFETY – OTHER ITEMS

□ Are self-closing cocks fitted to all sounding pipe terminations where required?

□ Can engineering staff demonstrate operation of individual fuel oil isolation valves?

□ Are all oil level gauges operational and in good condition?

□ Are sounding arrangements complete and functioning correctly?

□ Are pressure/vacuum valves located and maintained in compliance with regulatory requirements?

□ Are diesel oil tank outlet valves free from leakage?

□ Are oil leakage alarms operational and tested?

□ Are oil level gauges complete, properly protected, and clearly readable?

□ Is the engine room free from excessive oil accumulation?

□ Are hydraulic systems free from excessive leakage?

□ Are fuel oil systems free from leakage?

□ Is hot work conducted strictly in accordance with approved procedures and permits?

□ Can crew demonstrate compliance with hot work safety requirements?

Remember:

PSC success is not achieved on the day of inspection—it is built through continuous compliance, proper maintenance, effective defect reporting, and crew familiarity.
Prepare Early • Verify Thoroughly • Rectify Promptly • Arrive Inspection Ready

Safe ships, compliant ships, and detention-free voyages start with simple checks done consistently.

PSC SUPPORT

Your Partner During Port State Control

PSC PREPARATION INSPECTION

PSC GUIDANCE & TRAINING

PSC DETENTION RELEASE ASSISTANCE