

THE COST OF DOING NOTHING

One Detention vs. One Year of Training

A single Port State Control detention costs the average shipowner between **\$100,000 and \$400,000+** when you account for off-hire, emergency repairs, surveyor fees, extended port charges, increased insurance premiums, and the lasting reputational damage that follows a vessel through the charter market for years.

A full year of SwiftAction Academy training for the same vessel costs **less than \$2,000**.

Deficiencies in crew competency and safety management are consistent drivers of PSC detentions worldwide. SwiftAction targets those failures directly. The math is not close. Here is exactly how it breaks down.

83:1	600+	7
RETURN ON INVESTMENT	TRAINING COURSES	MOU REGIMES COVERED

THE SIDE-BY-SIDE COMPARISON

Based on industry averages for a mid-size bulk carrier or tanker (3-day detention scenario).

COST CATEGORY	DETENTION (PER INCIDENT)	TRAINING (PER YEAR)
Off-Hire (3 days avg. at \$18,000/day)	\$54,000	—
Port & Berth Charges (extended stay)	\$8,500	—
Class Surveyor Attendance	\$6,000	—
Emergency Repairs & Parts	\$25,000	—
Crew Overtime & Subsistence	\$3,500	—
P&I / Insurance Premium Increase (annual)	\$15,000	—
Charter Rate Discount (est. 5% × 60 days)	\$54,000	—
SwiftAction Academy (per vessel / year)	—	\$1,999
ESTIMATED TOTAL IMPACT (PER INCIDENT)	\$166,000+	\$1,999

Note: Charter rate discount is conservatively estimated at 5% of the daily hire rate over 60 fixture days. Actual impact varies by vessel type, trade, and vetting platform exposure. For tankers in the spot market, a detention record can reduce fixture rates by 5–15% for 12–24 months.

Even at a fleet-wide detention rate of just 2–3%, the expected annual loss per vessel exceeds the cost of a full year of SwiftAction training. That calculation excludes the compounding reputational and targeting consequences described below.

WHAT THE BALANCE SHEET DOESN'T SHOW

The direct costs above are only part of the story. A PSC detention triggers operational consequences that compound over months and years:

Targeting Risk Escalation. A detention changes your vessel’s risk profile across every MOU regime. Under the Paris MOU’s New Inspection Regime and Tokyo MOU’s targeting system, detained vessels face increased inspection frequency at every subsequent port call.

Flag State Exposure. Detention data feeds directly into flag state performance calculations. Repeated detentions can push an entire flag toward Grey or Black List status under Paris MOU, affecting every vessel flying that flag.

Vetting & Charter Exclusion. Oil majors and leading charterers run PSC detention records through SIRE, CDI, and RightShip platforms. A single detention can trigger rejection from premium charters for 12 months or more.

Crew Morale & Retention. Detention is stressful for officers and crew. Vessels with detention histories report higher turnover, increasing recruitment and familiarization costs.

WHAT SWIFT ACTION ACADEMY DELIVERS

SwiftAction Academy is purpose-built to address the crew competency failures behind the deficiency categories that drive PSC detentions worldwide. The program includes:

The only training catalog built from a complete 627-code PSC deficiency audit across seven MOU regimes. Every course maps directly to the specific findings that cause detentions. 44 gold-standard gap courses target the exact knowledge gaps behind detainable findings in fire safety, ISM implementation, MARPOL compliance, navigation, and structural safety.

600+ courses covering SOLAS, MARPOL, STCW, MLC, ISM Code, ISPS Code, Ballast Water Management Convention, and the Hong Kong Convention, with updates reflecting 2025–2026 regulatory changes including Mediterranean ECA enforcement and IHM requirements.

Practical, ship-specific training that goes beyond checkbox compliance. Courses teach crews how to identify, correct, and prevent the exact conditions that PSC officers look for during inspections.

THE BOTTOM LINE

For the cost of a single detention, you could fund SwiftAction training on one vessel for **over 80 years**. Every dollar spent on SwiftAction Academy is a dollar that never goes to emergency surveyors, off-hire claims, or reputation rebuilding. The shipowners and managers who invest in crew competency do not do it because they are required to. They do it because they have done the math.

With the Mediterranean ECA now in force, the EU AI Act's high-risk rules taking effect in August 2026, and the IMO MASS Code adoption at MSC 111 in May 2026, the regulatory environment is tightening faster than at any point in the last decade. The cost of unpreparedness is climbing.

READY TO PROTECT YOUR FLEET?

Built on 35+ years of senior classification society and flag state inspection expertise.
Contact the SwiftAction Academy team to schedule a fleet training assessment.

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SOURCES & METHODOLOGY

Cost estimates derived from USCG PSC Annual Reports (2024), DNV detention summaries (Q2 2025), Paris and Tokyo MOU annual reports, Lloyd's Register PSC guidance, and standard charter party off-hire provisions. Charter rate discount reflects P&I Club and RightShip vetting data. All figures are conservative mid-range estimates for a Handymax to Panamax class vessel. Actual costs vary by vessel type, flag, location, and deficiency severity.