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Psc inspection action codes

Paris MOU Port State Control Code Code 10: Flaw corrects code 15: Fix flaw in next port Code 16: Fix flaw within 14 days Code 17: Fix deficiency before departure Code 18: Fix flaw within 3 months Code 30: Code of retained failure 40: next port informed code 45: to correct the retained insufficiency at the next port 50 informed code 55 of the flag state/consul: flag State consulted by code 70: recognized organization informs code 85: investigation of violation of the disposal provision (MARPOL) 99: Other printed codes you will see, if you receive a fault message after a Port State Control (PSC) inspection. Let me start with the question. Can you be sure that your ship will always receive an Nil deficiency for each of the port State inspections made during your tenure? If yes, then this post is not for you. This is because if there are no disadvantages of PSC, there is nothing to deal with. But I know that no one can be so sure of the shortcomings during port State inspections. Even if you work on the best ship in the world or with the best company in the world, you still can't be sure of zero flaws during port state control. If nothing else, you may get a PSC deficit that you can't agree on. But that's not the point here. The question is what action ship's personnel (especially the master) need to take to avoid ship delays once the shortage of PSC has been identified. Let's get started. Reading port state inspection report After completion of the port State inspection, an inspection report shall be provided to the master of the ship. At least the master has to check these three things before he signs. Ship name and inspection date All deficiencies identified during the inspection If the ship is detained due to the deficiencies identified. Although the information in the HHC inspection report of different IDs will contain the same information, their format may be different. As here is the format for psc report of the Indian Ocean MOU. And here is the format for the PSC report of the Paris MOU. Regardless of the format of the inspection report, the master must find and verify these three parts of the information in the report on its accuracy. PESCO report without flaws What could be more satisfying than the conclusion of a PSC inspection with shortcomings in the NUL? After checking the Nil deficiency DS, the master must submit the report under the company's data submission system. The master may also be required to record a scanned copy of the inspection report in the ship's electronic PMS. If the company has subscribed to Q88, it is reasonable for the master to update the Q88 database with psc verification date. Even where the inspection has not led to deficiencies, the master must inform the coastal service of the VERIFICATION OF THE PSC. Furthermore, this, other actions necessary for the verification of the PSC. PSC report with shortcomings If the PSC verification results in a note of certain shortcomings, it will be marked in form A of the PSC report. Any deficiencies identified will be described in this report in the form of form B of the PSC report to be annexed to Form A. For each of the flaws, there will be one or more of these action codes. Code 10: Flaw corrects code 15: Fix flaw in next port Code 16: Fix deficiency within 14-day Code 17: Fix the deficiency before departure Code 18: Fix flaw within 3 months Code 30: Retained fault code 40: Next port informed code 45: to correct the retained deficiency in the next port 50 flag State/consul informed code 55: flag State consulted by code 70: recognized organization informs Code 85: investigation of violation of gas disposal regulations (MARPOL) Code 99: Other troubleshooting I have always believed, that detecting the defect is difficult, than to correct it. So once a flaw has been identified, it would not be difficult to fix. But the question is, who should support the elimination of the identified deficiency? Can the captain's claim that the deficiency has been remedied is enough? Does the CPS inspector have to re-check the ship to confirm the repair? Or is this the class that needs to check the elimination of deficiencies? Well, all this will depend on port state control and/or MRC Type and Area of Deficit For example, for most of the shortcomings of the USCG requires classification of companies to verify that the deficit is fixed. My experience in Russian ports is that the PSC inspector is re-checking to check the closure of the deficit. Finally, in most Chinese ports, the statement from the captain is considered enough to close most of the shortcomings. In addition, as a general rule, any deficiencies relating to the machinery and the construction of the ship must be closed by the classification society of the ship. In this case, the classification society will issue the ship with a class status and close it after the defect has been removed. Since different port authorities may have different ways of covering up deficiencies, it is reasonable for the master to clarify this with the CPS inspector. The procedures of most companies require that any deficit of the PSC be regarded as a mismatch. The company's procedures for dealing with non-compliance must be followed in order to address the CPS deficit. The procedure for closing the PSC deficit will be the same as the closure of the any non-compliance as specified in the SMS manuals. For tankers that treat PSC monitoring as non-compliance, a SIRE requirement is required. Code 17 disadvantages Kod 17 17 the most common shortcomings during THE PSC checks. Any code 17 failures must be fixed before departure. And the most common area of doubt is whether the PSC should be reviewed to verify that code 17 has been removed? PSC in some ports may require a re-visit for inspection in other ports, it may not be necessary. The master of the vessel must clarify with the PSC inspector if a re-inspection is required. If re-verification is required, the master must notify the PSC through the agent after the deficiency has been rectified. Once the re-check master has to ensure that any code 17 faults are marked with code 10, which means that the deficiency has been remedied. Regardless of whether the PSC requires a re-inspection of the closure or not, it is important that each code 17 is removed before the ship departs from port. A ship leaving port without correcting the deficiency of code 17 shall be deemed unworthy of that ship. Taking an unworthy ship to sea can have serious consequences for the ship's captain. If the PSC does not require a re-verification of the closure of the deficiencies, it is a good idea to send an e-mail to the Port State through an agent informing that the deficiencies have been remedied. It could be something like that. Gaps in code 17 require quick action. Deficiencies must be closed before departure from the port. But this is not the case with other shortcomings, such as code 15 (to be corrected before departure from the next port) or code 18 (to be corrected within 3 months). While the time period for eliminating the deficit is different in each of these shortcomings, the process is the same. For example, for code 15 flaw master should send confirmation of closing deficit before departure from the next port. Or if the CPS inspector is required to check the closure of the pass site, his presence must be requested through the representative at a long time. The deficiencies retained are serious and therefore the process of closing the gaps retained also differs from that for other deficiencies. Usually confusion is what makes code 17 a deficit for a retained deficit. For example, Sari does not work does not work code 17 deficit or retained flaw? The line that separates code 17 from the retained deficit is thin, but not too difficult to identify by the port officer. The procedure for identifying a detained deficiency is provided to port State employees in the management of the PSC of the Memorandum of Understanding. For example, for the Paris MOU below are the main criteria for PSCO to decide to retain the ship. ships which are not safe to sail at sea will be retained at the first inspection, regardless of the time when the ship will remain in port; the ship will the ship's deficiencies are serious enough to demonstrate the return of the PSCO to the ship to ensure that they are remedied before the ship departs. The Paris MOU's guidance for PSC inspectors further gives the areas of deficiencies that can be considered grounds for detention. For example, the following are identified gaps in SOLAS that can be considered as grounds for detention. It's just guidance. The downside in any of these areas does not mean that the ship will be detained. For example, let's consider this criterion. does failure, inconsistency or serious deterioration of lighting, shape or audible signals mean that the ship will be detained if it is found that a single navigation lamp is not working? No, no, no. What if it doesn't light up? Then there is something serious about the deficit and the ship will be held to the greatest extent possible. The detention procedure for the vessel if the SMO decides to detain the vessel, they will give the master a notice of detention. PSCO will also send the flag retention notice to the ship and to the ship's classification society. Most of the flag State shall require the masters/company to notify them if the ship is retained by any port State control. The master must confirm with the company whether the flag State must be informed by the ship. Appeal procedures If the master/company decides that the ship is unreasonably detained, the company may submit a complaint to the PSC. Different PSCs will have different appeal procedures that can be found on their website or received through the port agent. Contrary to popular belief, it is not uncommon for the flag or shipowner to appeal against the detention of the ship. If the ship is detained, it concerns a ship's operation, as no one wants to hire a ship that has recently been detained by port State control. Even if the ship is rented, it will be at a low cost of cargo, as the shiper will have the power to bargain due to the ship's recent detention. Except the company's image is being beaten up. The database of ships and companies with very low efficiency is publicly published on the website of most PSC CTS. Finally, the detention of the ship contributes to the gray or blacklist of the flag. So when the stakes are so high, if the captain, company or flag believe that the ship has been unreasonably detained, it is always useful to initiate an appeal procedure. The appeal does not necessarily disagree with this deficiency. The appeal can also be appealed if the owners or the flag are of the opinion that the deficiency was code 17 and not for the deficiency retained. For example, this is the case where the flag State disagrees with the detention of the ship. Close the shortcomings of detention once the it is time to work to remedy the deficiencies in detention as soon as possible in order to minimise delays. And the first thing we need to do is properly understand the deficit. We cannot afford not to misunderstand the flaw and make efforts to areas that are not needed to eliminate the deficit. For example, if the deficiency is related to MARPOL, we need to know whether the deficiency relates to defective equipment or monitoring related to certification or documentation. PSC flaw codes help in this. Let's say the deficit is linked to the enhanced research programme and the PSC has provided the deficit code to 01315. As we can see, code 013 is related only to certificates and documentation. So our efforts should only be to obtain the missing document or obtain any pointed error corrected by the flag State or classification organization, as appropriate. Another thing to keep in mind is about the shortcomings of ISM & psc audits. Detentions due to ISM & psc audits are only closed after external ISM & psc audits. Again, they can be identified by the fault codes. Let me make it clear, by example, the ism-related deficiencies that have been retained. It is sometimes mistakenly assumed that an ISM-related deficit would mean a deficit related to documentation or documentation. Not always. Let's take an example of a shortage associated with fire detectors in operation on the premises. One detector that doesn't work will be a code 17 deficit. The deficit will be below code 07106 and this must be corrected before departure. Two or more fire detectors which are not working may be an outstanding deficiency, as specified in the professional judgement of the inspector of the Port State. The deficit will again be below code 07106. As the vessel will be retained, psc will board the ship to check that the detectors have been corrected. Once the SSMO has been satisfied, the arrest warrant will be lifted and the ship will be able to sail. Now let's look at this last situation where say 10 or more fire alarms are found not working. Needless to say, this will be held deficit by flaw code 07106. But it also gives the impression of the port state inspector that the ISM code is not effectively applied on board. How? Because if it were effective, faulty fire detectors would have been identified during the last weekly tests. So many faulty fire detectors indicate that weekly procedures are not carried as required by SMS. In this case, psc will issue a second retained flaw related to the ISM code, which can be something like... The ISM code is not effectively applied as there are clearly no weekly checks on the So one observation can lead to two detained flaws. And like I do deficiencies not related to ISM must be closed by removing noted observations or defects. But ism deficiencies will only be closed after a successful external ISM audit, which will be carried out by the flag or the classification society on behalf of the flag. Conclusion over the years has reduced the stay of ships in ports dramatically, giving ship staff less time to deal with the shortcomings of the PSC identified during the PSC inspections. But if we know exactly how to deal with the shortcomings of the PSC, we can save a lot of time and possible delays in closing the gaps in the near future. Disadvantages.

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