

CCS Technical Information

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To: All Branches, and Shipping Companies

Notice on Improving the Quality of Ship Internal Audits

Recently, in the course of file monitoring and external audits, our Society has identified prominent problems concerning the quality of internal audits on some ships, which are specified as follows:

Ship A: The company completed the internal audit of the ship on November 27, 2025. During the initial audit conducted by our Society on November 28, 2025, severe corrosion was found on multiple air pipe caps of the ship. In addition, the ship was involved in a collision accident on September 18, 2025, yet no Accident and Incident Report was retrieved on board.

Ship B: The company finished the internal audit of the ship on September 28, 2025. In the initial audit carried out by our Society on November 14, 2025, multiple deficiencies were detected, including No. 4 (P) W.B.T. air pipe head rubber strip had fallen off, several mooring lines used for the bow anchor devices and stern winches are severely worn and partially damaged, the pneumatic actuators of the fire damper for the engine room fan on the starboard were not functioning properly. Furthermore, the Master failed to issue the enclosed space entry permit for the enclosed space entry and rescue drill conducted on September 16, 2025.

Although ship internal audits adopt a sampling approach, and differences may exist between the sampling scope of our Society's external audits and that of ship internal audits, the above problems existing in key operational activities and critical equipment indicate that the internal audits of some ships have become a mere formality. The conclusions of such internal audits are inconsistent with the actual ship conditions, casting doubts on the effectiveness of internal audits.

Ship internal audit is a systematic verification conducted by the company itself on the operation of the safety management system on board ships. Compared with external auditors, internal auditors have a better grasp of the ship safety management system, ship equipment and safety

operational activities, and are therefore more capable of identifying problems in system operation. As a functional requirement and a key self-improvement mechanism of the company's safety management system, ship internal audit is of great significance. All shipping companies shall fully recognize the importance of ship internal audits, strictly conduct audits in accordance with the company's internal audit procedure documents, and strengthen on-site inspections, inquiries, operational verifications, equipment tests and drill assessments. Focus shall be placed on examining the condition of key ship equipment, the proficiency of crew in key ship operations and emergency responses, as well as the records of important documents and critical safety activities, so as to ensure that the audit results truly reflect the actual ship management status, rather than merely issuing formal internal audit documents. During on-site audits, auditors of our Society will strengthen the verification of ship internal audit conditions. Findings will be issued for problems including incomplete internal audit files, insufficient sampling scope, inadequate audit implementation, and inconsistencies between actual ship conditions and internal audit results, especially for ships that have completed internal audits within the past 3 months. Where auditors find serious problems such as fraudulent practices and perfunctory internal audits, our Society will suspend the audit and require the company to conduct a comprehensive re-internal audit of the ship.

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For any inquiries regarding the implementation of this notice, please contact the International Survey Management Department of the Headquarters

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