

CCS Technical Information

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To: All Shipping Companies, Related Departments of CCS, CCS Surveyors and Auditors

Notice on Conducting Pre-PSC Inspection to Ships Scheduling to Call at Indian Ports

All shipping companies,

To help the owners of ships entering Indian Ports better carry out pre-PSC inspection so as to successfully pass the formal inspection, the Southeast Asia Center of this society has made, based on years' experiences in accompanying PSCO to conduct PSC inspection in India, a summary of frequently occurred deficiencies and major check points during India PSC inspections, and request all shipping companies to pay attention to the implementation during daily works.

For more details, please refer to the annex to this Information.

It is recommended that shipping companies give their attentions and take necessary measures.

This Technical Information is published on CCS website (www.ccs.org.cn) and is to be forwarded by CCS branches to related Ship Management Companies in relevance to their business area.

It is hereby notified!

Classed Ship In Services Department of CCS

For any questions during the implementation of this Information, please contact Classed Ship in Services Department of CCS Headquarters.

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India PSC Inspection Overview

To increase international attention and improve its say in the IOMOU organization, India PSC Administration has been continuously increasing inspection frequencies to ships calling at its ports and improving the quality of inspection. Through continuous efforts, India PSC inspectors nowadays have gradually become an emerging force that cannot be ignored.

PSC inspection at Port of Paradip in India is the most active one, which is especially strict on the calling bulk carriers, and the detention rate of which is relatively high; the safety condition of chemical carriers is the focus for the inspectors at Port of Haldia; inspectors at Port of Chennai give adequate attention to all types of ships calling at the port, and will detain without delay any ship that fails to meet the requirements; while at Port of Visakhapatnam multipurpose vessels will receive more attention, and inspections on bulk carriers and container ships are relatively strict; similar to Port of Kandla, bulk carriers detained at Port of Tuticorin also account for a relatively high proportion. It is recommended that ships engaged in relevant routes shall give enough attention according to the characteristics of each port.

A. Analysis of major PSC inspection deficiencies

According to the statistics in 2012 PSC Annual Report of India Ocean MOU, India Port Administration has carried out a total of 634 ships (total 3,701 deficiencies, and 5.8 per ship), among which 116 ships (18%) have passed without deficiencies raised, and a total of 116 ships have been detained (with a deficiency rate of 18%). India has already become a country in IOMOU area with the total number of detained ships only second to Australia. (NOTE: AMSA belongs to both Tokyo MOU and IOMOU)

In 2012, a total of 51 bulk carriers were detained in India, 34 of which are old ships over 15 years, accounting for 66.7%; a total of 36 general cargo/multipurpose vessels were detained, 24 of which are old ships over 15 years, accounting for 66.7%; a total of 12 container ships were detained, 9 of which are old ships over 15 years,

accounting for 75.0%. It is not difficult for us to conclude from these data that, today's India gives no more "favorable treatment" to ships of ages, and in stead, it will say NO to those "old-fashioned ships" with too many deficiencies during PSC inspections.

Due to the strict inspection to ships of ages in India, many frequently raised deficiencies on ships of ages have become the most frequent detainable reasons. It can be found in the summary of 2012 detainable deficiencies in India that fire safety of the old ships is one of the most frequent detainable reasons. In terms of detainable deficiencies, fire-fighting appliances and spare parts, fixed extinguishing system, fire detection and alarm system account for a large proportion, and detentions caused by malfunction of protection dampers, remote shut-off system of fans and oil systems, fire pumps and etc. are also quite common.

Deficiencies of old ships are not only reflected on fire safety potential risks, the number of deficiencies of working and living conditions is also very high, among which most of detentions are caused by deficiencies of dirty engine rooms, and it is worthwhile to give attention. Potential navigation safety deficiencies of old ships are also relatively high, chart related deficiencies, nautical books and publications, voyage plan and VDR related deficiencies respectively are mainly involved.

During India PSC inspections, the category of pollution prevention related deficiencies still ranks first. PSCO pay relatively more attention to whether the sewage disposal facilities, their operation and records are normal; deficiencies of 15 ppm devices and oil filtration facilities are second in the ranking; there are signs indicating that relevant requirements of garbage management has become a growing focus of the inspectors.

Here attached below is the checklist of India PSC inspection, which may help ships arriving at Indian Ports to conduct self inspection accordingly.

<Marine Pollution Prevention - Concentrate Inspection on MARPOL Annex I>

1. Cleanliness of E/R

- Prevention of oil/water leakage from pumps, hyd^equipment and other machineries
- Remove the bilge on the floor of E/R, pump room and steering gear room

2. Crews familiarity for OWS, ODMC, 15ppm alarm and incinerator (operation and test)

3. Sewage treatment equipment

- Operating condition and crew's familiarity (test)
- Close the discharging valve

<Fire Safety>

1. Em'cy fire pump

- Two jets of water (fore/bridge)

Min. Pressure: 2.55 kg/cm² for under G/T 6000ton, G/T 6000 ton and over 2.75 kg/cm²

- Suction pipe for em'cy fire pump in E/R: Fire insulation and only welded joint connection (no flange)
- Crew's capability to start prime engine (especially low draft) engine condition

2. Fire detection system including fire detector

3. Condition of Fire damper including ventilators

4. Quick closing valve for oil tank in E/R (air pressure in bottle, operating condition and intentional holding)

5. Intentional holding device for Level gauge of Oil tanks in E/R and condition of level gauge

<Life Saving Appliance>

1. Starting test and condition check for life/rescue boat engine

2. Launching and maneuvering records of life/rescue boat

3. General condition of life/rescue boat (corrosion, crack and holes)

4. Resetting condition of release hook assembly and on-off load release gear

5. Check for life craft equipment (registry port marking, expire date of self-igniting light and other batteries)

<Safety of Navigation>

1. Updated publications and charts small correction

2. Expire date of crews' licenses and minimum crews onboard

3. GMDSS equipment test by DC, GMDSS battery condition check

4. Operation test and condition check for navi. Equipment (Compass, Day Signal Light, AIS, SART)

5. Check for Log book records (GMDSS self-test, em'cy drills)

6. Check for the passage plan and information of cargoes

7. Condition of cargo stowing and securing

8. Condition of em'cy power source

9. Operating test and condition check for em'cy steering system (crews' capability)

<Other>

1. Weather tightness of Hatch covers and doors
2. Condition of Ventilators, air pipe and sounding pipe (flap, float, etc)
3. Condition of Load line mark

We hope that the above mentioned content can be of any assistance to all shipping companies. However, it does not necessarily mean that successful pass of PSC inspection will be guaranteed by giving attention to and completing the tasks and works described above. Good ship condition and excellent ship management need to be shaped through common efforts of the shipping companies and their crew members. We, the CCS, will also try our best to provide ship owners and ship management companies with premium services and timely help. Let's work together to win an excellent PSC inspection record.