

PSC ALERT FOR VESSELS CALLING FOR AUSTRALIA

According to the 2025 Annual Inspection Report released by the Australian Maritime Safety Authority (AMSA), the ship detention rate for PSC inspections in Australia stood at 4.8% in 2025. In this year, AMSA still keeps stringent inspection standards, with a notable upward trend in the number of detained ships. The number of detained vessels from January to May was 10, 14, 6, 11 and 19, mainly at the ports of Gladstone, Brisbane, Newcastle, Port Hedland, Dampier and Fremantle. All vessels calling for Australia and ship companies are requested to pay close attention to the PSC detention situation at Australian ports, focus on frequently detainable deficiencies, implement effective control measures to improve the safety management on board and minimize the PSC detention risk.

Frequently Detainable Deficiencies

Table1: Statistics on Frequently Detainable Deficiencies

Detainable Deficiency Type	Deficiency count 2024	Deficiency share 2024	Deficiency count 2025	Deficiency share 2025	Trend
Water/weather-tight conditions	24	12.97%	32	17.10%	↑
Lifesaving appliances	21	11.35%	27	14.10%	↑
Fire safety	28	15.14%	25	13.40%	↓
Emergency systems	14	7.57%	14	7.50%	↓
Pollution prevention–Annex I	15	8.11%	12	6.40%	↓
Labour conditions	10	5.41%	11	5.90%	↑

[03108 Ventilators,air pipes,casings]

Typical Deficiencies:

Several ballast tank air vent heads and closing arrangements defective.

Several ballast tank air vents closing arrangements defective, including those at critical location.

All access hatches to cargo holds not able to close weathertight.

Safety Bulletins:

No.017 Safety Bulletin for Vessels Operating in Australian Waters - Inspection for the Air Vent of Ballast Tank and Fuel Oil Tank

No.055 Safety Bulletin for Vessels Operating in Australian Waters - Inspection for Hatch Cover of Bulk Carrier

No.060 Safety Bulletin for Vessels Operating in Australian Waters - Air Vent for Ballast Tank and Fuel Oil Tank

No.082 Safety Bulletin for Vessels Operating in Australian Waters - Safe Handling for Cargo Hatches

No.086 Safety Bulletin for Vessels Operating in Australian Waters - Safe Handling and Maintenance of Cargo Hatch Covers

No.089 Safety Bulletin for Vessels Operating in Australian Waters - Notes on Recent High-Incidence Detention or Deficiency Items in the East Australia Region

No.106 Safety Bulletin for Vessels Operating in Australian Waters -Technical Alert on Recent PSC Detentions Related to Ballast Tank Air Pipe Heads

[03109 Machinery space openings]

Typical Deficiencies:

The fire damper of No. 2 engine ventilator on portside very hard to close and found stuck in open position
The fire damper of the funnel cannot be locked securely, with gaps allowing light to pass through.

Safety Bulletins:

No.042 Safety Bulletin for Vessels Operating in Australian Waters - How to Inspect Engine Room Ventilation Fan Trunking Closing Appliance

No.044 Safety Bulletin for Vessels Operating in Australian Waters -How to Inspect the Funnel Fire Damper of Engine Room

No.071 Safety Bulletin for Vessels Operating in Australian Waters -deficiency of the fire damper in Engine Room Ventilator.

[03112 Scuppers,inlets and discharges]

Typical Deficiencies:

Engine room - boiler blowdown overboard pipe (before the valve) leaking with temporary repair.

Engine room bottom floor starboard side scupper overboard valve defective.

Engine Room Port Side Condenser Overboard Pipe Defective.

Safety Bulletins:

PSC Information No.14-11-2025 PSC Detention Risk on The Deficiencies in Overboard Pipes and Overboard Valves at Australian Ports

[04114 Emergency source of power -Emergency generator]

Typical Deficiencies:

Emergency generator defective - unable to be connected to emergency switchboard.

After on-load testing of EG power from MSB to ESB can not be restored.

Emergency generator Emergency generator second mean for start out of order.

Safety Bulletins:

No.016 Safety Bulletin for Vessels Operating in Australian Waters -Routine Inspection of Emergency Generators

PSC Information No.01-11-2024 PSC Detention Risk on Automatically Start and Power Supply Failure of Emergency Generator

[07109 Fixed fire extinguishing installation]

Typical Deficiencies:

Fixed fire extinguishing system not operational.

Cargo hold fixed CO2 fire-extinguishing system pipes corroded with holes, leakage observed during pressure test.

Safety Bulletins:

No.039 Safety Bulletin for Vessels Operating in Australian Waters -Notes on Inspection of Safety Pins for Cylinder Valves of Ship Fixed CO2 Fire Extinguishing Systems

MSC.1/Circ.1318 Rev.1 Revised Guidelines for The Maintenance and Inspections of Fixed Carbon Dioxide Fire-Extinguishing Systems

MSC.1/Circ.1432 Revised Guidelines for The Maintenance and Inspection of Fire Protection Systems and Appliances

[07113 Fire pumps and its pipes]

Typical Deficiencies:

Fire main isolating valve inoperative.

Safety Bulletins:

No.085 Safety Bulletin for Vessels Operating in Australian Waters -Inspection of Isolation Valve in Fire Main

[11112 Launching arrangements for survival craft]

Typical Deficiencies:

Free fall lifeboat hook set incorrectly.

Safety Bulletins:

No.002 Safety Bulletin for Vessels Operating in Australian Waters -Notes on Deficiencies of Release Devices for Totally Enclosed Lifeboats

No.006 Safety Bulletin for Vessels Operating in Australian Waters -Lifeboat Inspection

No.048 Safety Bulletin for Vessels Operating in Australian Waters - Free fall Lifeboat Safety

[05110 Facilities for reception of marine safety inform]

Typical Deficiencies:

Inmarsat-C not set up to receive maritime safety information for the current area of operation.

Safety Bulletins:

No.075 Safety Bulletin for Vessels Operating in Australian Waters - Notice on the Use of EGC System and Reporting Requirements in Australian Waters

No.105 Safety Bulletin for Vessels Operating in Australian Waters -Notice on Proper Setting of Inmarsat-C EGC for Receiving MSI in Australian Waters

[01306 Schedules for watchkeeping personnel]

Typical Deficiencies:

Table of shipboard working arrangement does not reflect actual work and rest schedule of deck and engine room personnel.

Safety Bulletins:

No.032 Safety Bulletin for Vessels Operating in Australian Waters -Inspection Methods and Notes for Record for work/rest hours

No.037 Safety Bulletin for Vessels Operating in Australian Waters - AMSA Requirements for Seafarers' Working Hours Onboard

No.098 Safety Bulletin for Vessels Operating in Australian Waters -Requirements on Watchkeeping Arrangements and Crewing Standards

[10127 Voyage or passage plan]

Typical Deficiencies:

ECDIS Cross Track (XTD) settings for inbound passage insufficient for effective voyage planning and collision avoidance manoeuvres.

Cross track distance (XTD) setting in ECDIS insufficient for safe navigation -XTD set for maximum of 900 meters thorough out the voyage.

Nautical Charts was not updated, the voyage plan was not compiled in accordance with requirements, with voyage monitoring and records missing.

Safety Bulletins:

No.035 Safety Bulletin for Vessels Operating in Australian Waters -Nautical Charts Necessary for Ships Calling for Australia

No.052 Safety Bulletin for Vessels Operating in Australian Waters -Typical PSC deficiency related to ECDIS

No.061 Safety Bulletin for Vessels Operating in Australian Waters -Electronic Chart Display and Information System (ECDIS)

No.062 Safety Bulletin for Vessels Operating in Australian Waters - Official Nautical Charts

No.096 Safety Bulletin for Vessels Operating in Australian Waters -Voyage Planning and Execution within Planned Navigation Corridors

CCS Recommendations

It is to be kindly noted that proactive risk control and timely deficiency rectification are the core measures to prevent ship detention. All vessels calling for Australia and ship companies are requested to pay close attention to AMSA PSC detention trends and frequently deficiencies, strictly implement all requirements of the company SMS, complete routine scheduled maintenance and familiar with all operation of key equipment. Furthermore, it is advised to regularly review CCS PSC information and Safety Bulletin for Vessels Operating in Australian Waters.

For ships calling at these six Australian ports mentioned above, a self-inspection is strongly recommended within one week prior to arrival, focus on the deck air pipes, ventilators, machinery space ventilation, overboard pipes and valves, emergency power supplies, fixed fire extinguishing systems, fire isolating valves, survival craft, voyage plans, ECDIS and seafar work and rest records to ensure all deficiencies are fully rectified before berthing. CCS pre-inspection service is available upon request to enhance ship compliance and effectively mitigate PSC detention risks.

Attached with all relevant Safety Bulletins. For more inspection guidelines, please visit CCS Online Customer Service Center: <https://www.ccs-service.net/loginNew.jsp>

Contact Details

China Classification Society, International Survey Management Department

Email: survey@ccs.org.cn

For urgent business matters after office hours, please call our 24/7 service hotline at +86-21-3810-3599

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