
To: Shipping companies, division concerned of CCS headquarters, CCS surveyors and auditors

Notice on the recent ship detained due to deficiencies of ballast tank and fresh water tank air vents

The shipping companies concerned:

Recently, ship detained due to deficiencies of the ballast tank and fresh water tank air vents was reported to CCS, upon the subsequent investigation and analysis , CCS found most detainable deficiencies were caused by improper ship maintenance. The notice is prepared hereby to remind shipping companies of paying attention to the routine maintenance and servicing of the air vents.

1 Specific detainable deficiencies and causes:

A ship was detained due to the deficiencies of ballast tank air vents found in the AMSA PSC inspection;

Causes: After the overhaul for the total 56 air vent heads fitted for the ballast tanks and fresh water tanks on board the ship, most air vent heads were found malfunctioned, the main cause of which was the hollow pipes crossing the floating disk center being rusted and holed, thus the water flowed into the floating disk which made it to be incapable of floating. Some seal rings on the top of vent heads were rotten and fallen off. Upon the inspection for the total 12 fuel oil tank air vent heads on the main deck, some rubber rings on the vent heads were found fallen off or rotten.

2 CCS investigation result

According to CCS investigation, the causes of mentioned deficiencies found on the

younger ship were: 1. Ballast water exchange was performed, without emptying the ballast tanks, by discharging ballast water into the ballast tanks, during which the ballast water overflowed the air vent heads to complete the exchange. As a result, the floating disk and the hollow vents passing floating disk center were detached and the seal rings inside the air vent heads were ripped off under the high water pressure; 2. Ship's crews did not open/inspect and maintain the air vent heads timely, which resulted in the hollow vents crossing the center of the floating disk being rusted and stuck together with the stanchions. The upper part/lower part of floating disk were detached from the hollow vents when the crews separated the rust stuck part; 3. Excessive corrosion resulted in the detachment of upper/lower floating disk and the hollow vents through the floating disk center; 4. Lack of necessary overhaul and maintenance for air vent heads, the aged seal rubber rings were not replaced timely.

3 CCS suggestion

Considering the case mentioned above, shipping companies are recommended to make sure that the way ballast water exchanged strictly complies with Ballast Water Management Convention(BWM) and the approved Ballast Water Management Plan. To strengthen the routine maintenance and servicing of air vent heads, urge the crews to operate properly, and follow up the routine overhaul for air vent heads as soon as possible. To urge the crew to conduct overhauled self-inspection for all air vent heads, starting from the fore peak tank, and accomplish the inspection before the arrival at ports to ensure the effectiveness of the air vent heads. If necessary, please arrange the shore professional company to assist the ship crews in the overhaul self-inspection at the last calling port before arriving at the ports.

The notice is posted on CCS website (www.ccs.org.cn) and branch offices will forward it to the shipping companies under their jurisdiction.

Notice is hereby given!

CCS Classed Ship in Service Department of Classification Division

Questions concerning the implementation of the notice should be directed to the headquarters: Classed Ship in Service Department of Classification Division

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