

AMSA PSC Information

---Inspection for Hatch Cover of Bulk Carrier

During PSC inspection on board bulk carrier, the weather tightness condition of cargo hold hatch cover will be included in PSC inspection items. The deficiency related to the hatch cover was frequently found by PSCO, of which the serious deficiency will cause detention.

Frequent defect of the hatch cover:

1. The cargo hold cannot kept in weather tight condition after hatch cover closed.
2. Excessive permanent set of the rubber packing and failed to recover to its normal condition due to the failure of the elasticity of the rubber packing. If necessary, the PSCO would check the Hatch Cover Manual provided by the manufacturer for rubber packing renewal standard.

For crew staff's routine inspection to cargo hold hatch cover, in addition to essential routine inspection items under SMS documents, duty crew staffs should check below items to ensure the cargo hold hatch covers kept in good weather tight condition.

1. To check the hatch cover rubber packing condition and ensure no excessive permanent set exist. Normally, the information related to the standard compression margin and/or minimum renewal compression margin for rubber packing were included in Hatch Cover Manual. Crew staff was required to take measurement to the actual compression of the rubber packing, to make sure all rubber packing compression is complied with the requirement of Hatch Cover Manual. If no packing rubber renewal requirement in the Hatch Cover Manual, ship company should contact with the manufacturer for their technical supporting.

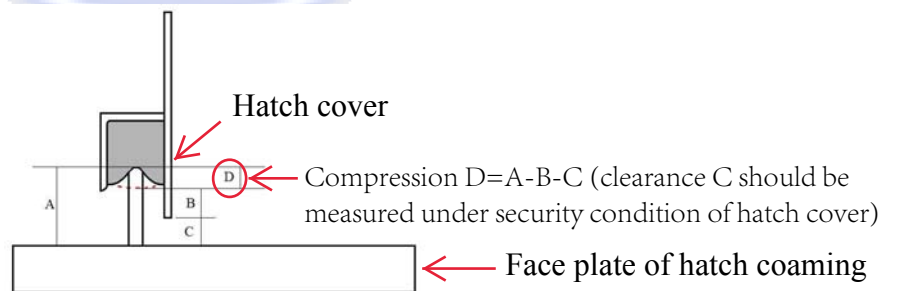


(The permanent set of rubber packing shown in above photos was not accepted by Class and PSCO)

2. To check the top side surface wear and tear condition for hatch cover support foundation (bearing pad) located on the cargo hold hatch coaming face plate and corresponding bottom side surface wear and tear condition for resting pad located on the hatch cover. Excessive wear and tear will continuously cause hatch cover weight on the rubber packing and duly its elasticity failure, for which it could be determined by measuring the clearance between the lower edge of hatch cover and the face plate of the hatch coaming.



(The bearing pad on hatch coaming and the resting pad on cover)



(Above diagram is for the clearance measurement)

Reminder, the ship company should ensure the hatch cover kept in good working condition before the ship visiting Australia, to avoid huge repairing cost in Australia and possible PSC detention.



CCS Australia Office

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Announcement:

1. Intention is to assist and ensure owners to understand and well prepared, ensuring all updated requirements from AMSA can be met
2. For more information, please visit AMSA website at www.amsa.gov.au and CCS website at www.ccs.org.cn
3. The information contained does not and cannot supersede any AMSA or related governing parties requirements as well as CCS class rules and regulations.