Bulletin

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Notes on Recent High-Incidence Detention/Deficiency Items in the East Australia Region

BACKGROUND

Recently, some bulk carriers heading to East Australia have faced multiple deficiencies related to the ship's load line during AMSA PSC inspections. These deficiencies have led to the detention of vessels. In light of this, and with the analysis of specific detention/deficiency cases, we offer the following suggestions. We advised that the shipowners, operator, captains, and crew to conduct thorough self-checks before arriving at East Australian ports.

Case Analysis

1. Access hatches Unable to Close Completely, Failing Watertight Integrity

Taking a recently detained vessel as an example, all access hatches, including booby hatches, could not close weathertight. In some instances, numerous nuts were missing from these hatches (see Figure 1). As a result, the vessel failed to meet the watertight integrity requirements and was detained by AMSA.

Deficiency Details:

"All access hatches to cargo holds not able to close weathertight. Booby hatch of cargo hold No.7 Aft not able to close weathertight."

Upon investigation, it was found that crew members had left some nuts loose to make it more convenient to access the cargo holds, leading to the loss of watertight integrity.

Figure 1

After the PSC inspection, the crew conducted a comprehensive check and tightened all nuts (see Figure 2).

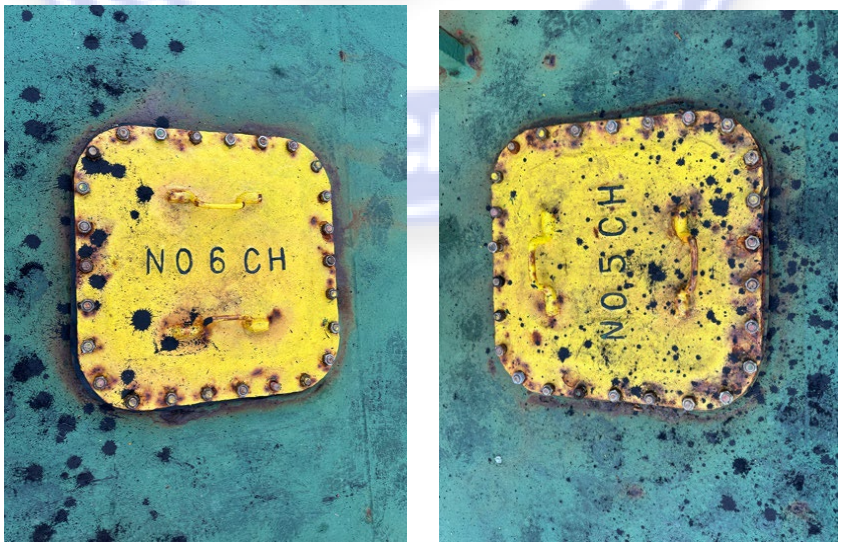

Figure 2

2. Booby Hatch Unable to Close Completely, Failing Watertight Integrity

Using another recently detained vessel as an example, some Booby Hatch covers could not close completely, thereby failing to meet watertight integrity requirements.

Deficiency Details:

"Cargo hold No.2 (FWD) and No.4 (Aft) booby hatches not able to close weathertight."

During the PSC inspection, it was observed that the No.2 (FWD) and No.4 (Aft) booby hatches could not close completely, leaving gaps between the hatch and the cover (see Figure 3).

Figure 3

After the PSC inspection, the crew corrected and secured the No.2 (FWD) and

No.4 (Aft) hatch covers until they met watertight requirements (see Figure 4).

Figure 4

3. Defective of Ballast Tank Air Vent Closing arrangements

A bulk carrier underwent an AMSA PSC inspection during which the inspecting officer identified multiple failures in the ballast tank air vent closing arrangements. This defect was classified as a detainable deficiency, consequently resulting in the issuance of an ISM detainable deficiency. The specific details are as follows:

Deficiency Description:

"Multiple ballast tanks air vent closing arrangements defective."

Due to a lack of routine maintenance, the closing arrangements for most of

the ballast tank air vents on the vessel were found to be in poor condition. During the PSC inspection, multiple ballast tank air vent closing arrangements were found defective (floats damaged, guide pin broken and air vent body damaged) at critical locations (fore peak tank, aft peak tank, etc.), as shown in Figure 5.

Figure 5

After PSC inspection, all the air vents of ballast tanks were dismantled for further inspection and repair by the crew. Below are some photos after repairs

(Figure 6).

Figure 6

Recommendations and Considerations

The three detention/deficiency items mentioned above have been frequently identified and repeated findings in recent PSC inspections in the East Australia region. Therefore, it is strongly advised that the shipowners, operator, captains, and crew pay serious attention to these issues, and the following recommendations are made:

1.Strengthen the regular inspection and maintenance of Booby Hatch and related structures, components.

2.Enhance crew training and supervision to prevent situations where the bolts and nuts are not properly tightened at access hatches due to convenience or negligence.

3.Regarding the air vents for ballast tanks, adequate spares shall be

available onboard, including the entire bodies, floating disks/balls. guide bars and sealing rings, so the defective units can be rectified readily.

CCS Australia Office

October 1, 2023

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