

# “Don't Cure, Prevent!”

PaSea Circular 08/2017

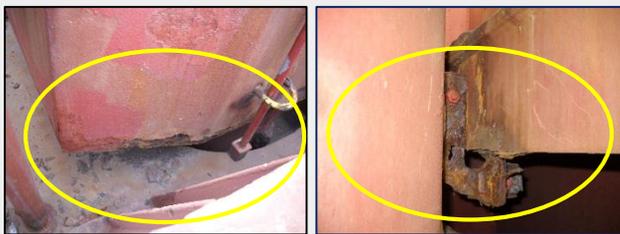
## SUBJECT: 'Main Deck Maintenance work - Checked✔!'

Malfunctioning equipment is one of the most common findings during inspections by Class surveyors and Port State Control (PSC) Inspectors. The questionable condition of the machinery or equipment, essential for the safety or smooth operation on board, will most probably result in PSC deficiencies which in turn may lead to unpleasant delays, since in most cases rectification order before leaving the Port will be imposed. Some of the most frequent deficiencies encountered worldwide are:

- “A number of hatch cover cleats forward and aft of cargo hold are defective. Centerline hatch cover cleats forward and aft are defective. Drain valves are defective (ISM)”;
- “The cargo holds were not kept watertight”;
- “Several air vents are broken and holed due to serious corrosion”;
- “The water level detection alarm for cargo hold is out of order”;
- “Ventilators, air pipes, casings - FPT air pipe head (S-side) are defective. Cargo hold ventilators cover and gooseneck ventilators for bosun store were unable to close weathertight, as numerous butterfly nuts were missing”.

‘Prevention at Sea’, by maintaining a wide database of findings from numerous Marine Risk audits conducted onboard, recommends that the crew should monitor the indicative list of items below, which are in need of regular maintenance due to their exposure to weather and sea conditions;

### 1. General Condition



*Due to weather exposure, frequent checks of the deck and cargo equipment should be performed regarding their general condition.*

*Rusty parts or indications of corrosion should be treated, as necessary.*

### 2. Steel Plates



*Do not overlook the fact that the steel plating and supporting structure condition should be checked to ensure that is still sound. Remember that properly painted plating may contribute to the overall good appearance of the main deck, but it is not always an evidence that panels are in good shape.*

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## 3. Cargo Hatches



Whatever cleating system is used, it is of a paramount importance that it is structurally sound. Remember that cleats should never be overtightened to obtain a stiff seal. Excessive tightening makes the system too rigid resulting in cleat's damage.

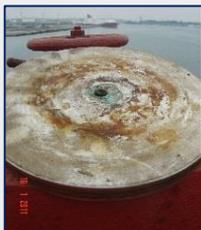


Drain system is the last safety barrier to water entry through the sealing system in a weathertight hatch cover system. If water enters the hatches, it will be collected in the drain channel and expelled through the drain pipe. Regular inspections and maintenance of the drain channels and pipes needs to be conducted to ensure their effective operation.



Packing rubber plays an important role in making hatch covers weathertight. A common practice is to use old rubber from shipboard stock, ignoring its exposure to the environment while idle or to mix new with old rubber. The rubber packing between hatch covers should be checked to ensure good condition, with a view to provide proper water tightness.

## 4. Air Vents



The most probable cause of defective vent heads is the daily exposure to the outdoor environment on deck, occasional sprays and ballast water presence when being pushed through the vent head during heavy rolling. Vent heads, should be regularly inspected to ensure that flame screens, where fitted, are clean and in good working order. If the screen is clogged or corroded, it should be replaced. For this reason spare flame screens, shall be available on board.

## Conclusion

Ship Managers are encouraged to ensure that there is an effective inspection and maintenance programme in place for the proper operation of the above mentioned equipment and that the procedures included in the Planned Maintenance System are followed without deviations and in accordance with manufacturers' instructions.

**For more information, please do not hesitate to contact us!**

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