

Subject :

Maintenance of  
Sea Water/Sanitary Piping in Engine Room and  
Sea Water Piping on Weather Deck

# NKTECHNICAL INFORMATION

No. : 322

Date : 4 August 1999

To : Ships owners and Shipbuilders concerned

PLEASE BE INFORMED THAT Port State Control (PSC) inspectors point out deficiencies in many divergences during their recent inspections, which result in detentions of many ships. Among the deficiencies the largest number reported was in the category "Others" which includes repairs by taping and/or putting pad plates on sea water/sanitary piping in Engine Room and sea water piping on weather deck.

These detentions are judged to be attributable that the PSC inspectors never recognize taping and putting pad plates as effective means of permanent repairs of the piping.

It is, therefore, recommendable to provide for below-mentioned measures in the event of damages on the piping in Engine Room and on weather deck at sea during navigation.

1. Maintenance is carried out in accordance with the following procedures. (See the attached flowchart)
  - (1) In case that a damage is found on piping, investigation is carried out to detect other similar damages.
  - (2) In case that the damaged part of piping is judged impossible to replace immediately by ship's hands, temporary repair is carried out in the best way to maintain its function. In case that a survey by the Society's surveyor is required, confirmatory survey is applied and carried out.
  - (3) Master maintains a record of the damage condition and the method of temporary repair. Then he makes a plan of prompt permanent repair (including timing, place and repair method) and survey schedule if necessary, and report the plan(s) to the person ashore in charge of maintenance for arrangement.
  - (4) The person ashore in charge of maintenance makes necessary arrangements for the permanent repair based on the above plan and gives a written notice of his arrangements to the master.
  - (5) Master maintains the plan of permanent repair and the notice mentioned above and makes preparations for the repair.
  - (6) Permanent repair is carried out according to the plan. In case that a survey by the Society's surveyor is required, confirmatory survey is applied and carried out.
  - (7) Master implements inspections at appropriate intervals about the piping and maintain the records of the results.

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2. For ships complied with ISM Code, appropriate corrective action is to be taken in accordance with the established procedures, as maintenance of the ship and equipment required in ISM Code.

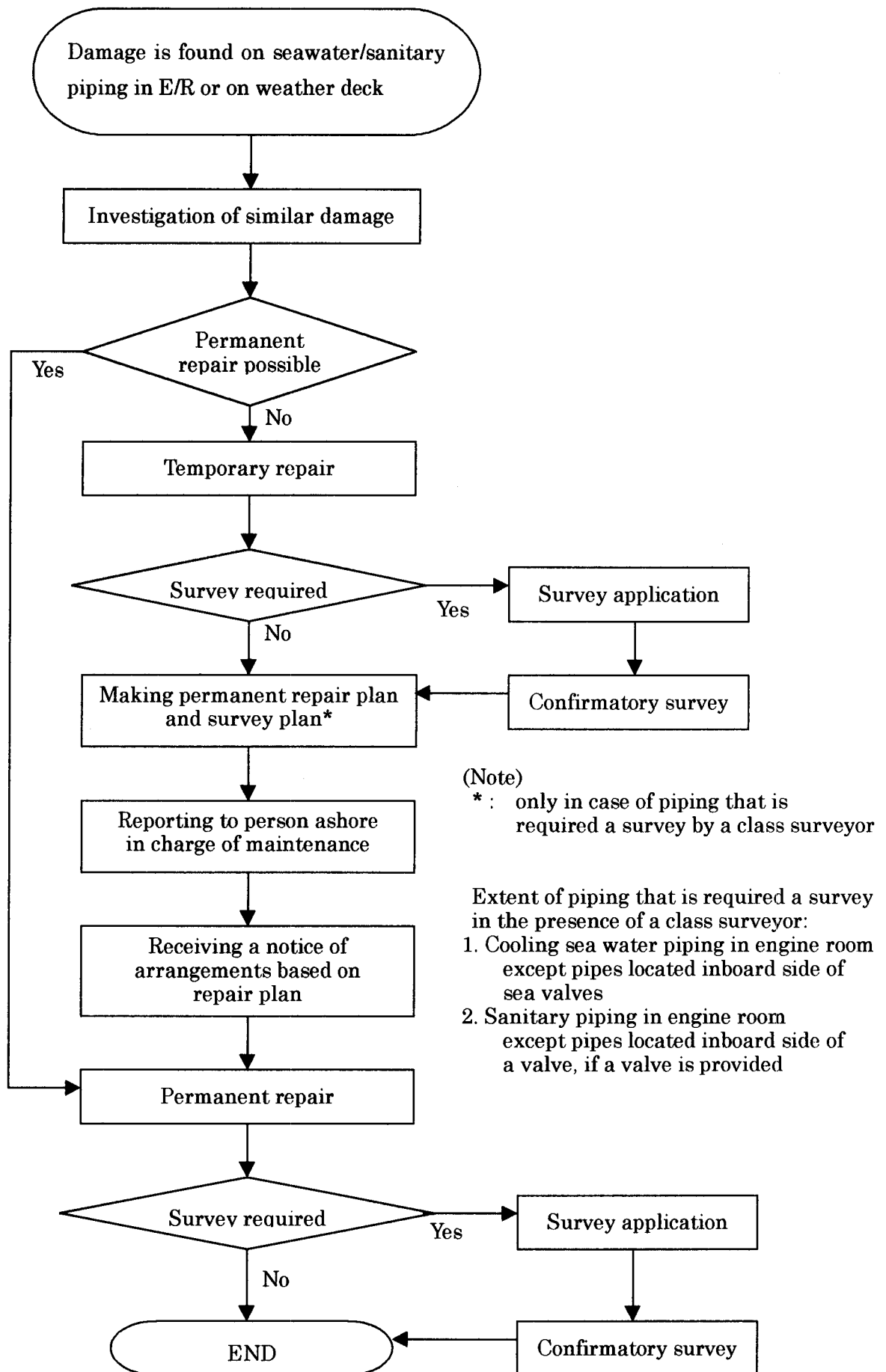
The measures mentioned above were explained to the person in charge of PSC of the headquarter of the United States Coast Guard and agreed to basically.

Please feel free to contact the Coordinate Section of the Survey Department for further details / questions on:

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-End-

Attachment: Flowchart for repair of piping in Engine Room and on weather deck



**Flowchart for repair of piping in Engine Room and on weather deck**