



FLAG & CLASS
Monthly Marketing Report
船旗国&船级社 市场月报
2014 年 10 月 29 日 29 OCT., 2014



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PREAMBLE 序言:

The monthly report published by Register NU & Class NU is to provide all our customers with updated maritime news aim to create awareness of the new happenings and implementation of new regulation from time to time.

我们 *Register NU & Class NU* 的月报是为了给我们的客户提供最新的海事信息。

Prepared by: **RegisterNU & ClassNU**

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PART I—REGISTERNU & CLASSNU NEWS

1. 2014 年 10 月 20 日, RegisterNU 的所有员工学习了 Flag State Code, 并进行了考试。
2. 2014 年 10 月 25、26 日, 全国注册验船师上海考区考试, CLASSNU 的三名验船师参加。

PART II—FLAG STATE NEWS

Requirements for the inspection of the outside of the ship's bottom of cargo ships and application for extension

SLISCR MARITIME CIRCULAR No. 13

Purpose

To inform all interested parties on the requirements for the inspection of the outside of the ship's bottom of cargo ships.

To outline the procedure for the extension of such an inspection for Sierra Leonean Vessels.

Application

1. This Circular applies to all Sierra Leonean Cargo Vessels of 500 gross tonnage and above.
2. There should be a minimum of two inspections of the outside of the ship's bottom during any five year period, except where SOLAS 74/88 Regulation I/14(e) or (f) is applicable. For the definition of "any five-year period" refer to paragraph 5.7 of the IMO Resolution A.1053 (27).
3. One such inspection should be carried out on or after the fourth annual survey in conjunction with the renewal of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate. Where the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate has been extended under SOLAS 74/88, Regulation I/14(e) or (f), this five-year period may be extended to coincide with the validity of the certificate. In all cases the interval between any two such inspections should not exceed 36 months.
4. The inspection of the outside of the ship's bottom and the survey of related items should include an inspection to ensure that they are in a satisfactory condition and fit for the service for which the

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ship is intended (as per IMO MSC.1/Circ.1223). For the definition of “related items” refer to paragraph 5.1 of the IMO Resolution A.1053 (27).

5. Inspections of the outside of the ship's bottom should normally be carried out with the ship in a dry dock. However, consideration may be given to alternate inspections being carried out with the ship afloat. Special consideration should be given before ships of 15 years of age or older, other than bulk carriers and oil tankers, are permitted to have such surveys afloat. Inspection of the outside of the ship's bottom of bulk carriers and oil tankers of 15 years of age and over should be carried out with the ship in dry dock.

6. Inspections with the ship afloat should only be carried out when the conditions are satisfactory and the proper equipment and suitably trained staff is available. For ships subject to enhanced survey, the provisions of paragraph 2.2.22 of Annex A or B, as applicable, of the IMO Resolution A.744 (18), as amended, should apply.

7. Where an inspection of the ship's bottom has not been carried out before the due dates reference should be made to paragraph 5.6 of the IMO Resolution A.1053 (27).

Extending the period of inspection of the outside of the ship's bottom of cargo ships

8. According to SOLAS 74 as amended, Regulation I/10 (a) (v), it is permitted for the period of five years in which two inspections of the ship's bottom were carried out, to get an extension of not more than three (3) months when the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate is extended under regulation I/14 (e) and (f). This extension should be permitted within a period of 36 months between any such two inspections as referred in paragraph 3 of this circular.

9. For SLISCR to grant extension between inspections of the outside of the ship's bottom the Recognized Organization issuing the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate the following documents must be submitted:

I. Formal letter from the Ship Owner(s) and/or Management Company addressed to Sierra Leone International Ship and Corporate Registry requesting the extension of the inspection of the outside of the ship's bottom and clarifying the reasons that such inspection cannot be carried out at due time.

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II. Confirmation from the Dock Yard that the vessel is scheduled to carry out inspection of the outside ship's bottom no later than by the extended date.

III. An underwater survey report which must be carried out in the presence of the Recognized Organization including the approval of the diving company by the Recognized Organization or by an Organization approved by the Flag State Administration.

IV. Statement from the Recognized Organization confirming the acceptance of dry dock extension based on the evaluation of the underwater survey report.

V. An updated Survey Status Report of the vessel clearly indicating the previous dry dock survey and the upcoming intermediate or renewal survey on the vessel.

VI. SLISCR Application form "AFEXT01" duly filled and signed by the Recognized Organization.

VII. Copy of current Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate.

10. SLISCR will evaluate each application and grant authorization for the extension of the outside of the ship's bottom in accordance with the relevant regulation or article. SLISCR will not grant more than three (3) months dry dock extension. In exceptional cases that a vessel requires further extension, the documents requested in paragraph 9 of this circular must be submitted for re-evaluation from this Administration.

11. A certificate cease to be valid if the periodical, intermediate or annual survey, as appropriate, or the inspection of the outside of the ship's bottom is not completed within the period specified in the relevant regulation or article. The validity of the certificate should be restored by carrying out the appropriate survey which, in such circumstances, should consist of the requirements of the survey that was not carried out, but its thoroughness and stringency should have regard to the time this survey was allowed to lapse. SLISCR will ascertain why the survey was allowed to lapse and

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consider further action, if necessary.

Unscheduled inspections of the outside of the ship's bottom for cargo ships

12. Any unscheduled dry docking survey for emergency repairs will not be credited by SLISCR as an inspection of the outside of the ship's bottom as per SOLAS 74/78 Regulation I/10(a) (v). SLISCR may only credit such a bottom survey in case the Recognized Organization issuing the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate, ascertains that the repairs and survey were equivalent to the requirements of such an inspection of International Standards and the Requirements of the Recognized Organization.

For details, you can check the SLISCR website: www.sierraleoneregistry.com

PART III—PORT STATE NEWS

加強港口管制檢查 遏阻次標準船進入港區

摘自：台灣英文新聞

航港局於 101 年 3 月 1 日成立，接續港務局時期優良傳統，實施港口國管制檢查，逐步提升其檢查品質，遏阻次標準船，保障海員海上生活環境，確保船舶航行安全暨維護海洋環境免遭不合理之污染。103 年度起鑑於東京備忘錄(Tokyo MOU)針對船舶篩選系統，採取與巴黎備忘錄(Paris MOU)一致性的標準，航港局亦對高風險船舶特別留意篩選，包括船旗國、國際安全管理(ISM)公司、認可組織(RO)或船級協會、留滯次數及缺失數量之審查等，並配合於 103 年度完成航港單一窗口服務平臺(MTNet)船舶篩選系統，期與國際查核制度接軌。

航港局南部航務中心，自 103 年 1 月 1 日至 8 月 15 日，完成各類外籍船舶檢查 200 艘次，不合格艘次計有 177 艘次，扣船 51 艘，無缺失 23 艘，不合格缺失率 88.5%，查驗之績效卓著。截至目前檢查船舶以雜貨船及散裝船為多，其次為油輪，缺失涵蓋船舶及船員證書、救生及滅火設備、船體結構、船舶載重線、航儀相關設備、船舶污染防治暨船員住艙設備等項。

對於外國商船違反管制檢查規定，情節嚴重，有影響船舶航行、船上人員安全之虞或足以對海洋環境產生嚴重威脅之虞者，航港局得將其留滯至完成改善後，始准航行，以此管制方式徹底淘汰次標準船，以保障海上人命安全及海洋環境。

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PART IV—CLASS NEWS

Ballast Water Convention nears trigger point



Japan brought the number of Contracting States to 42 countries

Entry into force of the Ballast Water Management (BWM) Convention 2004 edged closer today (10 October) as Japan brought the number of Contracting States to 42 countries, representing 32.02% of world merchant shipping tonnage.

35% of global tonnage will trigger entry into force of the Convention, which addresses the problem of invasive species being transported around the world in ships' ballast water.

Mr. Noriyoshi Yamagami, Minister, Alternate Permanent Representative of Japan to IMO (pictured, right, with IMO Sec-Gen Sekimizu), and Mr. Yasu Onishi, Alternate Permanent Representative of Japan to IMO, deposited Japan's instrument of accession to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004.

IMO Secretary-General Sekimizu said Japan's accession was an important milestone, bringing the convention significantly closer to meeting its entry-into-force requirements.

He hoped it would trigger further ratifications, enabling the convention to enter into force soon.

BWM status and technologies will be a hot issue on the agenda of the upcoming MEPC 67 next week. MEPC 67 will review the status of the BWM Convention and consider submissions related to a proposed resolution on measures to be taken to facilitate the BWM Convention's entry into force as well as a draft plan and terms of reference for a proposed study on implementation of the ballast water standard described in regulation D-2 of the BWM Convention.

Source & Image Credit: IMO

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《压载水公约》已箭在弦上

随着日本昨日的加入，已经有代表着世界商船吨位 30.02% 的 42 个国家批准了《2004 年压载水管理公约》。它的生效条件是达到全球商船吨位总数 35%，如此看来已经一触即发了。

该公约意在解决船舶压载水会把入侵物种载运到世界各地的的问题。

昨日，日本常驻 IMO 的轮值代表 Noriyoshi Yamagami 先生向 IMO 秘书长 Sekimizu 递交了加入《2004 年国际船舶压载水和沉积物控制和管理公约》的批准文书。

IMO 秘书长 Sekimizu 说：“日本的加入是一个重要的里程碑，它使得公约朝着生效条件明显地靠近了。我希望此举能促成更多的批约，让公约尽快生效。”

下周即将到来的第 67 届海洋环境保护委员会（MEPC67）上，《压载水管理公约》的地位和技术将是整个议程最热的重要议题。

Paris MoU issues Guidance on Detention and Action Taken



What PSCO should do if deficiencies are found on board

The Paris MoU has issued guidance regarding action taken by the PSCO if deficiencies are found on board. In general, PSCO must decide on the appropriate action to be taken, be satisfied that they will be rectified and also decide if it is a ground for detention. In principle all deficiencies should be rectified before the departure of the ship. This does not mean that every deficiency must be checked as rectified by the PSCO.

Appropriate actions to be taken include, among others:

- requesting further information
- consultation with Flag and/or R.O.
- immediate or future rectification
- detention

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– allowing a ship to proceed to a repair port

Principles governing rectification of deficiencies or detention of a ship

In taking a decision concerning the rectification of a deficiency or detention of a ship, the PSCO will take into consideration the results of the more detailed or expanded inspection carried out in accordance with section 3 of the Memorandum and the procedures for the detention of ships of all sizes.

The PSCO will exercise professional judgment in determining whether to detain the ship until the deficiencies are rectified or to allow it to sail with certain deficiencies without unreasonable danger to the safety, health, or the environment, having regard to the particular circumstances of the intended voyage. As regards minimum manning standards and the provisions of the relevant ILO Conventions, special procedures will be observed.

Detention related to minimum manning standards and certification

Before detaining a ship for reasons of deficient manning standards and certification, the following will be considered,

length and nature of the intended voyage or service;

whether or not the deficiency poses a danger to ships, persons on board or the environment;

whether or not appropriate rest periods of the crew can be observed;

size and type of ship and equipment provided; and

nature of cargo.

Procedures for the detention of ships of all sizes

When exercising professional judgement as to whether or not a ship should be detained the PSCO will apply the following criteria:

Timing: ships which are unsafe to proceed to sea will be detained upon the first inspection irrespective of the time the ship will stay in port;

Criterion: the ship will be detained if the deficiencies on a ship are sufficiently serious to merit a PSCO returning to the ship to be satisfied that they have been rectified before the ship sails.

The need for the PSCO to return to the ship classifies the seriousness of the deficiencies. However, it does not impose such an obligation for every case. It implies that the PSC Authority will verify, one way or another, preferably by a further visit, that the deficiencies have been rectified before departure.

Further details may be found by reading Paris MoU Guidance on Detention and Action Taken (Revision 3)

Source: Paris MoU

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