



# FLAG & CLASS Monthly Marketing Report



船旗国&船级社 市场月报  
2015年10月26日 26 OCTOBER, 2015

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## FLAG & CLASS Monthly Marketing Report

船旗国&船级社 市场月报

### 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您所需要的最新的海事信息。

*Prepared by:* NU Group



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## PART I - FLAG STATE NEWS 船旗国新闻

### Hong Kong Shipping Register passes 100 million gross tonnage mark

*A total of 2 449 ships listed on the ship register*



**Ranked as the fourth largest ship register in the world, the Hong Kong Shipping Register (HKSR) passed the 100 million gross tonnage (GT) mark at the end of September with a total of 2 449 ships listed on the register.**

A spokesperson for the Marine Department (MD) said that the HKSR is committed to maintaining Hong Kong's high shipping standards.

The HKSR conducts Pre-Registration Quality Control to ensure that ships at the time of joining the HKSR comply with all applicable safety and pollution prevention standards of the relevant international conventions. In addition, the HKSR also fully implements a Flag State Quality Control System to ensure ships on the register comply with international standards.

As a result of the quality control system, the Port State Control detention rate of Hong Kong-registered ships remains at a low level. Ships registered in Hong Kong remain among the top performers in the white list issued by the Tokyo Memorandum of Understanding (MoU) of Port State Control, and are classified as low-risk ships in the Paris MoU.

In addition, Hong Kong continues to hold the Qualship 21 status of the United States Coast Guard. The spokesperson said that to ensure the high standards of Hong Kong-registered ships, the HKSR will continue to enhance its services and provide shipowners with technical support and advice. In addition, the MD will continue to improve its co-ordination with relevant Mainland authorities to provide better protection for Hong Kong-registered ships when they are in international waters and in foreign ports.

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The HKSR was set up on December 3, 1990, with a GT of 6 million at the time.

Source: Hong Kong Marine Department

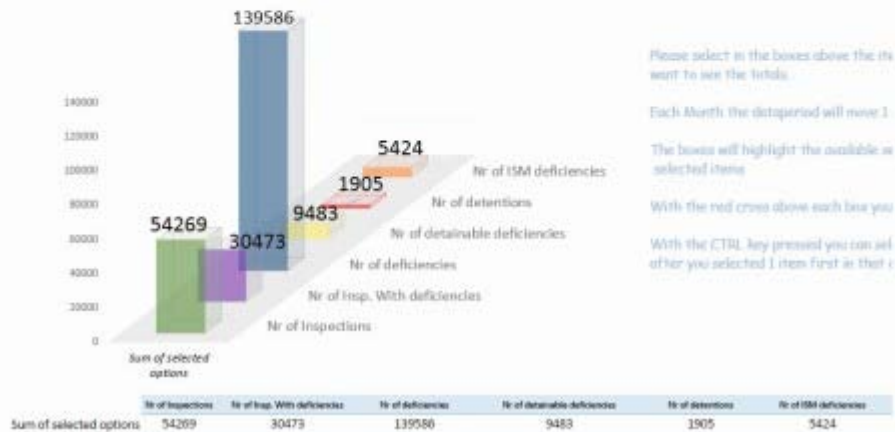
## PART II - INTERNATIONAL MARITIME NEWS 国际海事新闻

### General inspection information now available on the Paris MoU site

Online access to the results of inspections throughout the region in a user friendly way

Year	Month	Ship_Type	SHIP_Profil	SHIP_FLAG
2012	1	Bulk carrier	HRS	Albania
2013	2	Chemical tanker	LSR	Algeria
2014	3	Combination carrier	SRS	Antigua and Barbuda
2015	4	Commercial yacht	UNKNOWN	Australia
	5	Container		Azerbaijan
	6	Dredger		Bahamas
	7	Fish factory		Bahrain
	8	Gas carrier		Bangladesh

Key Performance Indicators (KPIs)



Paris MoU introduces a new statistical feature on inspection results. This new feature provides access online to the results of inspections throughout the region in a user friendly and easily accessible way.

“It is important we communicate about the results of our efforts to prevent sub standard shipping. Is there a better way than showing the facts?”, says the Secretary General of the Secretariat of PMoU.

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The new statistical feature shows the results of validated inspections within the PMoU region with the option to present them in a customised way. The data are refreshed at the end of each month with the previous month.

The first option has the following selection criteria: *flag State, year, month, ship type (container, bulk carrier etc.) and ship profile (high risk ships, standard risk ships and low risk ships*

The second option shows a top 20 of deficiencies per area of safety, environment and living and working conditions. Criteria are area itself, ship types, flag States, per year.

Source: Paris MoU

## A List of Inspections And Surveys Deck Officers On Ships Should Be Aware Of

Periodic surveys and inspections of ships are carried out to ensure the safety and seaworthiness of vessels. With maritime laws becoming more stringent with each passing year, sea-going vessels have to go through a series of inspections in order to meet minimum requirements to continue sailing.



Annual surveys by classification society are a vital part of ship's trading eligibility. Thus for a vessel to continue trading various periodical surveys and certifications by classification society are mandatory to ensure its continual compliance with International regulations and endorsement of the same. Various certificates require annual endorsement after the class surveyor verifies that the conditions, functioning and operational and maintenance requirements of the vessel are complied with.

After the class surveyor verifies the same he endorses the certificates for annual survey. Annual surveys are namely Safety equipment survey, International oil pollution prevention certificate survey, International air pollution prevention certificate survey, and Safety Radio Survey.

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Before all these surveys, the companies appoint independent servicing agencies which are approved to conduct annual servicing and maintenance of equipment such as fire extinguishers, fixed fire extinguishing installations, annual foam compound analysis for fixed foam fire fighting installation, annual servicing and maintenance of lifeboat equipment and launching appliances.



Annual servicing and inspection of equipment systems can be performed by various institutions such as accredited laboratory, service company, maker or manufacturer trained personnel, shore based maintenance provider, class approved service applier, and service personnel authorised by the flag.

The criteria for inspection are being laid by classification societies acting as recognised organisations on behalf of flag states so that requisite certificates are revalidated or issued in line with international regulations. Every flag has streamlined its requirements and thus accordingly the classification society develops a checklists of inspection program to harmonise the same.

**An additional survey** can be carried out after a condition of class has been imposed on a vessel or major failure in critical equipment has been detected which can endanger seaworthiness and safety of the vessel. Some examples are hull breach, propulsion or steering gear failure where vessel has to salvaged, after major steel renewal, systematic failure of safety measures leading to a major accident, malfunctioning of Oily Water Separator (or oil discharge monitoring and control system), or any condition under which a certificate issued by a classification society becomes invalid. Thus, after repair or remedial measure the classification society carries a thorough inspection/survey and then reissues or re-endorses the certificate.

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**Dry dock surveys or intermediate surveys/ inspections** are more extensive form of annual surveys in which several other functional, operational aspects and maintenance routines of shipboard equipment are verified.



**A safety construction survey** will be focused on structural strength of the vessel. It will be assessed for any excessive corrosion of deck or hull, along with condition of watertight doors, bilge pumping and drainage systems, fire protection equipment and fixed and portable fire fighting equipment. Condition of steam lines on deck, anchors chain and cables, and means of emergency escape are also checked.

Prior assignment of load line to the vessel, a load line survey is carried out, during which, a vessel's structural strength is checked for cracks or deformations in hull identified, various openings such as hatches, machinery space openings or any other openings on deck are watertight. Deck lines, load lines and draft marks are also painted.

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*Image for representation purpose only*

A **cargo ship safety equipment survey** pertains to conditions and management of safety system onboard. Muster lists, lifejacket donning instructions, survival craft launching instructions, and muster stations are to be updated and posted in required locations, arrow markings for emergency muster stations, condition of lifeboats, its equipment and launching appliances.



Fire control plans are checked for their locations, fire detection systems, fire pumps main and emergency are checked for condition and operation, fire hoses, nozzles, hose boxes, international shore connections, fixed fire fighting equipment for their condition and operational readiness. Portable fire extinguishers also checked for their condition along with maintenance records and inspection routines, emergency lights and alarms, fire main system for pressure testing, isolation valves and foam turrets for easy operation. Fireman's outfit and breathing apparatus is also inspected for readiness and use.

Classification societies often appointed as recognised organisations by flag states conduct these surveys and inspections, based on which flag authorises them to issue various certificates required as per SOLAS, MARPOL, Tonnage, MLC and various other international conventions.

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Often a classification society has a matrix or a survey checklist which specifies checks, maintenance and inspection records for several shipboard equipment and appliances. The maintenance or inspection routines are as specified by makers or weekly, monthly, six monthly, annual or five yearly surveys depending upon the requirements laid down in conventions or circulars issued by IMO. A few examples of this can be Hydrostatic testing and inspection of emergency escape breathing devices (EEBD), annual examination of gangways and embarkation ladders etc.

The **5 yearly dry or dry dock surveys** are the toughest of these in which a thorough inspection and testing as per the guidelines of classification society is being conducted.

Tanker and Gas industry owing to hazardous nature of cargoes they handle are often subjected to **Terminal Safety Inspections**. A terminal safety manager or representative visits the ship and ascertains safe operations as per terminal requirements. This is limited to operational readiness of safety and navigation equipment of the vessel along with propulsion and steering gear, and focuses mainly on the fact that the vessel is prepared to deal with an emergency- before, after and while the cargo transfer operations are conducted. Any deficiency found during the inspection might lead to rejection of the vessel or even unberthing to rectify the same. If any adverse remarks are reported the terminal may blacklist the vessel for further calls or operations.

International Management Code (ISM) for Safe operation of ships and pollution prevention lays down functional requirement for a Safety Management System to establish procedure for **an Internal audit** and management review, according to which an internal audit is being carried out by the ship managers, operators, bare boat charterers, or owners operating the ship or any third party authorised to carry out such an audit.

Thus the company carries out internal safety audits to verify whether safety and pollution-prevention activities comply with the safety management system. The audit verifies maintaining the condition of the ship and equipment between surveys, documented procedures and instructions such as following procedures with the help of company specific permits, checklists and instructions. It also incorporates checks to ensure procedures provided for safe navigation as well as operation and maintenance of several important and critical shipboard equipment.

Drills, safety familiarisation and training programs followed and documented onboard are reviewed and checked during internal audit. Procedures and documentation followed onboard for recording and reporting non conformities, accidents and hazardous occurrences are also verified against company guidelines issued.

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*Note: A very important point of concern often found during audits is non conformance with company procedures or using obsolete or old documents and forms onboard.*

Audits have a provision of review through which shipboard management team can convey changes or review the procedures established by the company.

**The External Safety audit** or more popularly known as Annual ISM Audit by flag state is carried out on similar pattern as the internal audit. On basis of qualifying the ability to meet specific requirements for Safety and pollution prevention, a Safety management certificate is issued which is subjected to Annual verification, Intermediate Verification or additional verification. During an audit, designated crew members and officers are also questioned about familiarisation with shipboard equipment as well as company guidelines and policies regarding ISM Code.

**OCIMF SIRE inspections** or more popularly known as vetting inspections are well known in tanker industry (SIRE is Ship Inspection Report Programme). Its major goal is to expand the availability of ship inspection information. SIRE members have a prime objective to promote ship safety. On an average there are more than 600 SIRE inspections conducted per month. Oil companies International Marine Forum (OCIMF) has established a Vessel inspection Questionnaire (VIQ) for oil tankers and CDI checklist for Chemical tankers based on Chapters, of which, various areas of shipboard operations, management system and other requirements laid down are inspected and the results are uploaded on the SIRE website.

**Port State Inspection** is done by Administrations to verify that the foreign flag ships calling at their ports comply with mandatory rules and regulations. A Port State may detain a ship from proceeding to sea, if there are clear grounds of serious deficiencies concerning the operational requirements of international conventions (e.g. SOLAS, MARPOL).

Often port state enter into MOU, under which, they carry CIC's or Concentrated Inspection Programme and set a target of particular number of ships calling the ports within their MOU regions and inspect them for a specific shipboard operation, procedure or equipment. For e.g. presently ongoing CIC by Paris and Indian Ocean MOU's for Enclosed Space Entry procedures onboard.

A deck officer should thus always bear in mind that most of the inspections and surveys thus cover in detail regulations and procedures prescribed in various conventions such as SOLAS , MARPOL etc. along with further recommendations in codes such as ISM , ISPS , FFA , LSA code. Thus having an up-to-date knowledge of procedures and maintaining readiness of equipments falling directly under his responsibility is the first checkpoint before any survey or inspection.

*Source: Marine Insight*

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## PART III—CONVENTION STUDY 公约研究

### 2016年将生效的那些公约条款和修正案



转眼已经到了2015年最后一个季度，让我们来快速浏览一下在2016年里将有哪些新规实施或变化：

#### MSC 93 SOLAS CHAPTER II-1 修正案

##### 操舵装置

Regulation II-1/29 做出了如下修改：针对船舶航行试验有关操舵装置的试验要求，船舶无法满足最深航海吃水的情况，对主辅操舵装置补充了三种可接受的试验条件。船舶在平浮状态下舵叶全部浸没在水下，以主机最大转速状态进行试航；若不能在舵叶全部浸没水下的状态试航，则应在试航状态下换算出在满载状态下的舵系统受力和扭矩；应通过试航状态下的数据可靠地预测和推算出船舶满载状态下的舵叶受力和扭矩的状况。

2016年1月1日生效。

#### MSC 93 SOLAS CHAPTER II-2 修正案

##### 惰性气体系统及操作

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2002年7月1日及以后但在2016年1月1日前建造的20000 DWT及以上的液货船应安装满足经MSC.98(73)决议修正的FSS规则要求的惰性气体系统。2016年1月1日及以后建造的8000 DWT及以上的液货船应安装符合新修订的FSS规则第15章要求的固定式惰性气体系统。同时还新增了惰性气体系统操作要求。2002年7月1日以前建造的船舶可不适用16.3.3.3条要求。

2016.1.1起生效

通风系统

新增“挡火闸”和“挡烟闸”的定义、导管布置、挡火闸和导管贯穿

的细节、载客超过36人客船通风系统的附加要求、厨房的排气管道、

服务于设有内燃机的A类机器处所的风机房、载客超过36人客船洗衣间的通风系统。

适用于2016.1.1日之后建造的船舶。

消防

Regulation II-2/10 露天甲板上载运5层及以上集装箱的船舶，应配备移动式消防水炮

(Mobile water monitor) 和水雾枪(Water mist lance)的附加要求，其中对移动式消防水炮涉及对消防总管、消防泵排量，消火栓的数量和压力的影响，即消防泵的排量足以同时提供所要求数量的移动消防水炮和消防水枪的量，或者可以用船上其他方法予以实现。

2016.1.1起生效。

机舱处所脱险通道

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Regulation II-2/13.4 要求机器处所内所有斜梯和梯道采用钢质材料，其底面采用钢质护板防止下部热和火焰危害。同时机器处所内的主工作间应设有 2 条脱险通道。其中至少有 1 条应提供连续防火遮蔽至机器处所外的安全位置。

对于货船 A 类机器处所内的机器控制室应设有 2 条脱险通道。其中至少有 1 条应提供连续防火遮蔽至机器处所外的安全位置。

2016.1.1 起生效。

载运以压缩氢气和天然气为燃料动力的机动车辆的车辆运输货船的要求。

在 Regulation II-2/20 后增加 Regulation II-2/20-1：对载运以压缩氢气和天然气为燃料动力的机动车辆的车辆运输货船的附加要求，其中配备手提式气体探测仪的要求适用于新造船和现有船。承运人应提供证明文件或声明，确认对压缩氢气或天然气动力车辆的泄漏密性进行了检查。并对此类车辆进行标识。

2016.1.1 起生效。

FSS 规则修正案

提出惰性气体系统性能要求、总体要求（包括功能要求、惰性气体来

源、安全措施、系统各部件要求、显示和报警、使用说明）、对燃烧烟气和惰性气体产生系统的要求（包括系统要求如惰性气体发生器、气体调节阀、冷却和洗涤布置、鼓风机、惰性气体隔离阀、防止燃气泄漏、显示和报警等）、对氮气发生器系统的要求（包括组成、设置处所、相关部件的布置、显示和报警等要求）。

2016.1.1 起生效。

AMENDMENTS TO THE LIVE SAVING APPLIANCE (LSA) CODE – MSC 93

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修订救生衣要求，涉及救生衣水中性能试验要求和评定衡准、儿童救

生衣及婴儿救生衣的水中性能试验要求。

2016.1.1 生效。

IMDG CODE 修正案

补充了 1972CSC 公约中与危险货物运输关联的内容；对货物分类的说明进行调整，对危险货物清单中的内容进行修订，第 7 章中增加了积载规则、操作规则、隔离规则内容等。

2015.1.1 开始应用，但是从 2016.1.1 强制实施。

国际散装运输危险化学品船舶构造和设备规则 (IBC)修正案

新增强制配备稳性仪的要求。对新船为强制性要求，并对现有船有追溯，稳性仪需经批准并持有证书。增加货舱驱气的相关要求，要求出口气体速度至少 20m/s，高度为甲板上 2m。要求所有的化学品船均按照 SOLAS 修正案要求配备惰性气体系统。对于需氧型抑制剂货物的特殊条目 15.13.5 进行了修订。

IGC CODE 修正案

涉及各种货物维护系统、各液货舱型相关要求、稳性、货舱与船体外板之间距离、双燃料、材料、低温管系等方面。2016 年 7 月 1 日起安放龙骨的船舶需实施。

2011 ESP CODE 规则修正案

新增“临时性修理”要求、CSR 船舶的货舱/货油舱和压载舱的主要结构图的标注要求、散货船可特别考虑近观检验和厚度测量的范围的要求、对油船确定的显著腐蚀区域进行检查并进行附加测厚的要求。

2016.1.1 生效。

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MSC.381(94)决议--2011ESP 规则修正案

对油船和散货船，修订了“接近结构的措施”要求，将所有 5.2.3.3“电梯和移动式平台”改为“液压臂车辆如传统的移动升降台、电梯和移动式平台”；新增了“救援和应急响应设备”以及“目标型船舶（GBS 船舶）船舶建造档案（SCF）”要求。对油船，修订了货油舱密性试验要求，即如满足一定的条件，则验船师可接受船员在船长指导下进行的货油舱密性试验。

2016.7.1 生效。

SOLAS CHAPTER II-2 Regulation10 – 灭火设备修正

将 SOLAS II-2 章第 10 条 5.2 的标题“设有内燃机的机器处所”修订为“设有内燃机的 A 类机器处所”。

2016.7.1 生效。

SOLAS CHAPTER VI 集装箱强制称重要求

明确所有的载货集装箱（短程国际航行的由拖车或平板运输车承运的集装箱并通过滚装船运输的情况除外）应由托运人验证集装箱毛重，验证方式用经过校验和认证的设备对集装箱进行称重，或者用经过装箱国家主管机关认可的称重方法对集装箱的所有包装和货物的重量进行称重。

2016.7.1 生效。

新增 SOLAS XI-1/7 条封闭处所气体检测仪

新增该条“封闭处所气体检测仪”，要求配备至少能够测量氧气、易燃气体、H<sub>2</sub>S 和 CO 浓度的便携式装置，以便确保进入封闭处所安全。

2016.7.1 生效。

**WE DEDICATE TO PROVIDE ONE STOP SERVICES TO MARINE INDUSTRY**

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# FLAG & CLASS Monthly Marketing Report



船旗国&船级社 市场月报  
2015年10月26日 26 OCTOBER, 2015

1979、1989 和 2009 MODU 规则修正案

与前述 SOLAS XI-1/7 修正案相对应，同时修订了 1979、1989 和 2009 MODU 规则，要求移动式钻井平台配备至少能够测量氧气、易燃气体、H2S 和 CO 浓度的便携式装置，以便确保进入封闭处所安全。

2016.7.1 生效。

## 驾驶台助导航设备的公约要求和规范 —— 计程仪



### 1、公约及法规要求

#### 1) SOLAS 74 的 1981 修正案第 V 章第 12 条 (S74-1/CV/R12(12))

1984 年 9 月 11 日或以后建造的 500 总吨及以上的船舶，当从事国际航行时，均应装设显示航速和航程的仪器。第十款要求装设自动雷达标图仪的船舶应装设 1 台能显示航速和航程的仪器。

#### 2、SOLAS 74 的 2000 修正案第 V 章第 19 条 (S74-1/CV/R19.2)

19.2.3 所有 300 总吨及以上的船舶和不论尺度大小的客船，除了满足本条 2.2 的要求外，还应设有：

.4 速度和航程测量装置或其他装置，用于指示船舶相对于水的速度和航程；

19.2.9 所有 50000 总吨及以上：1 台速度和航程测量装置或其他装置，用于指示船舶前进方向和横向的相对于地的速度和航程。

#### 2、性能标准：A.478(12)，.824(19)，MSC.96(72)，MSC.334(90)

3、检查要点：如船上携有测量船舶对水航速和对地航速的计程仪，应注意该计程仪是否分别设有两种独立的装置。（2014 年 7 月 1 日或以后建造的船舶上安装）

摘自：中海集运安全监管部

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