

CLASSIFICATION NEWS

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STATUTORY ALERT Port State Control – Concentrated Inspection Campaign on structural safety and the Load Line Convention

新規則通告

港口國檢查 – 結構安全及載重線公約集中大檢查

APPLICABILITY All shipowners and operators trading to the Paris, Tokyo, Indian Ocean, Mediterranean and Black Sea MOU regions and the Vina del Mar agreement region

適用

所有航行於巴黎、東京、印度洋、地中海和黑海港口國諒解備忘錄區域及拉丁美洲港口國協定區域船舶的船東和管理公司

INFORMATION The Secretariats of the Paris and Tokyo MOUs have announced they will embark on a Concentrated Inspection Campaign (CIC) on structural safety and the International Convention on Load Lines. The CIC will last for three months, starting on September 1, 2011 and ending on November 30, 2011.

內容

巴黎和東京諒解備忘錄秘書處聲明將針對結構安全和國際載重線公約開展一次集中大檢查（CIC）。大檢查將持續三個月，從2011年9月1日開始，至2011年11月30日結束。

States party to the Viña del Mar Agreement, and the Indian Ocean, Mediterranean and Black Sea MOUs will follow the same routine during the campaign.

拉丁美洲港口國協議以及印度洋、地中海和黑海港口國諒解備忘錄的成員國在集中大檢查期間將執行同樣的檢查程式。

The CIC is being carried out because deficiencies related to structural safety and load lines have accounted for an average of 15% of the total number of deficiencies during the last 8 years. Furthermore, structural safety for ship types other than bulk carriers and compliance with the Load Line Convention in general have not previously been addressed through a CIC.

開展集中大檢查的原因主要是由於在過去的八年中，由於結構安全和載重線方面的缺陷平均數占總缺陷數的15%。此外，除了散貨船外的其他船型的結構安全以及符合載重線公約方面總體來講在以往的集中大檢查中並未提出過。

During the campaign, Port State Control Officers (PSCOs) will verify applicable documents and aspects such as loading instruments, the protection of hatch openings, the vessel's hull, bulkheads and deck, and other Load Line Convention and structural integrity features.

在上述集中大檢查中，港口國檢查官（PSCOs）將核查相關的文件並檢驗貨物裝電腦、艙口蓋保護、船體、隔艙壁和甲板及其它載重線公約要求和結構完整性。

PSCOs will be guided by a questionnaire listing the items to be covered.

[Download questionnaire](#). When deficiencies are found, actions by the port state may vary from recording a deficiency and instructing the master to rectify within a certain period to detention of the ship until deficiencies have been rectified.

POCOs將根據檢查詢問表進行檢查（可從下列網址中下 – 譯者注：為方便讀者，下載的詢問表附在本船級新聞後）：

(http://www.lr.org/Images/CIC_tcm155-225756.pdf?utm_source=Class+News&utm_campaign=e692c52598-Subscription+to+Classification+News7+19+2011&utm_medium=email)

若發現缺陷，則港口國監管可能採取的行動包括：記錄缺陷並要求船長在規定的時間內消除缺陷，滯留船舶直至那些滯留缺陷被消除。

Any detentions will be published in the monthly list of detentions available on the respective MOU websites. The results of the campaign will be analysed and the findings will be presented to the governing bodies of the MOUs for submission to the International Maritime Organization (IMO).

所有船舶被滯留情況都將被公佈於各自的諒解備忘錄網站的每月船舶滯留清單上。將對大檢查的結果進行分析，發現的問題將呈報諒解備忘錄的主管部門，以提交國際海事組織(IMO)。

* 此版本為翻譯版，如有疑問，請以英文為準。

請讓我們為您提供幫助：如果您是船東或船舶管理公司，且需要進一步的協助，請與您當地的英國勞氏船級社辦事處取得聯繫，我們將非常樂意協助您。

Further information 請聯繫

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LIFE MATTERS

Questionnaire for the Concentrated Inspection Campaign (CIC) on Structural Safety and International Convention on Load Lines

Ship's name	
IMO Nr	
Date of inspection	

1) Before Physical Inspection

Nr.	Question	Yes	No	N/A
1	Is there a valid Load Line Certificate (incl. exemption) on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Is there a relevant valid Ship Safety Certificate (incl. exemption) on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Is the specific documentation regarding structural requirements for various vessel types in accordance with relevant conventions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Have stability and strength data been found on board?	<input type="checkbox"/>	<input type="checkbox"/>	

2) After Physical Inspection.

Nr.	Question	Yes	No	N/A
5	A Is there a loading instrument on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	B Does it appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Does the protection of hatch openings and of other openings appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
7	Do the sea valves and overboard discharges, including their attachment to shell, appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
8	Do the vessel's hull, bulkheads and deck, appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the means of protection for crew and means of access appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
10	Do the freeing ports appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Do the freeboard marks or other marks appear to be in accordance with the Certificates?	<input type="checkbox"/>	<input type="checkbox"/>	
12	Has it been verified as far as possible that the vessel is not submerged or loaded beyond the limits allowed by the Certificates?	<input type="checkbox"/>	<input type="checkbox"/>	
13	Do other items related with freeboard or the structural integrity of the ship appear to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Note:

If "No" is ticked off (for questions 1 to 13) and in conjunction with reference to the information after each explanatory note of the attached guidelines the ship should be considered for detention. The detail of any detention should be appropriately entered on the PSC Report Forms.