

標 題：

キプロス籍船の火災制御および
救命設備図

NKテクニカル インフォメーション

No. : 332

Date : 平成 11 年 11 月 1 日

関係船主、造船所 各位

拝啓、益々ご清栄のこととお喜び申し上げます。

さて、キプロス籍船の火災制御および救命設備図について キプロス政府より 添付 1 の サークラー(Circ. 19/99)による指示がありましたのでお知らせいたします。

サーキュラー(Circ. 19/99)の要点は次のとおりです。

- (1) すべての キプロス籍船には Circ. 19/99 の 2.1 から 2.8 の規定に従って改正された火災制御及び救命設備図を 1999 年 12 月 31 日までに備えること。(1.3 項)
- (2) 火災制御及び救命設備図には各々 IMO Resolution A. 654(16)及び A. 760 (18)に定められた記号を用いること。(2.2 項)
- (3) 火災制御及び救命設備図に示された記号と同一の標識が本船の救命設備および消火設備に掲げられていること。標識は色付けされていること。同図面の記号と異なる標識は取り除く事。(2.8 項)
- (4) 2000 年 1 月 1 日以降、船級協会は、キプロス籍船が Circ. 19/99 の 2.1 から 2.8 の要件に適合しているか否か確認すること。最初の検査は、同日以降最初に到来する更新検査または年次/中間検査の時期のうち、最も早い検査の時期までに行うこと。この検査において、適合していないものと認められた場合は、条件付短期証書発行などの処置を行うこと。(2.9 項)

弊会は、同サーキュラーにより要求される検査を添付 2 の要領により実施いたします。関係各位におかれましては、必要な準備を行い、受検されますようご案内いたします。

本件について、ご不明な点がございましたら 検査技術部 (Tel: 03 5226 2028、Fax : 03 5226 2029) までお問い合わせください。

敬具

添付：

1. Circ. 19/99
2. キプロス籍船の火災制御及び救命設備図の検査実施要領
3. Annex 様式

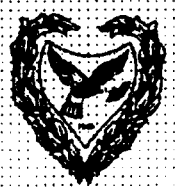
ClassNK

財団法人日本海事協会

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Circular 19/99

8 July 1999

To: Owners, Managers and Operators of ships flying the Cyprus flag
Authorised Classification Societies
Inspectors of Cyprus Ships

Subject : ***Fire Control & Life Saving Appliances Plans***

1. General

1.1. The provisions regarding Fire Control Plans are set out in Regulation II-2/20 of the International Convention for the Safety of Life at Sea, 1974 as amended (SOLAS 74) with additional requirements relating to passenger ships found in Regulation II-2/41-2.1.1 of SOLAS 74.

1.2. During a recent analysis of the results of port State control inspections and of inspections carried out by the Officers of the Department and by the Inspectors of Cyprus Ships, a number of deficiencies have been identified in this area. As a result the following actions have been deemed necessary:

1.3. All Cyprus flag ships are required, not later than 31st December 1999, to be provided with revised and updated Fire Control Plan(s) and Life Saving Appliances Plan(s) as set out in paragraphs 2.1 to 2.8.

1.4. It is obligation of the Owners, Managers and Operators of ships flying the Cyprus flag to comply with the requirements of the present circular. In this respect it should be noted that paragraphs 2.9, 3 and 4 address the actions to be taken by the authorised classification societies in case it is found that the requirements of the present instructions are not complied with.

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2. Cyprus Requirements in regard to Fire Control and Safety Appliances Plans

2.1. Content. The combined Fire Control and Life Saving Plan(s) [hereinafter referred as the "Plan"] should indicate all the equipment and arrangements referred to in Regulation II-2/20.1 of SOLAS 74 and should illustrate all the life saving appliances and arrangements which fall within the scope of Chapter III of SOLAS 74. In addition, in the case of passenger ships with the requirements of Regulation II-2/41-2.1.1 of SOLAS 74, and the International Maritime Organization Assembly Resolution A.756(18). In other words there shall be on board every Cyprus flag ship a combined Fire Control Plan and Life Saving Appliances Plan. However, passenger ships may carry Fire Control Plan(s) and Life Saving Appliances Plan(s) separately.

2.2. Graphical Symbols. The graphical symbols related to fire fighting equipment are set out in IMO Assembly Resolution A.654(16) and the symbols related to life saving appliances and arrangements are set out in IMO Resolution A.760(18).

The aforementioned sets of symbols are the only ones acceptable for use in the Plan(s).

2.3. Language. In light of the provisions of sections 6.6, 7 and 8 of the International Safety Management Code (ISM Code), Regulation V/13(c) of SOLAS 74 and Regulation I/14.1.4 and I/14.1.5 of the International Convention on Standards of Training Watch-keeping and Certification, 1978 as amended (STCW 78) and sections A-I/14 and B-1/14 of the Seafarer's Standards of Training, Certification and Watch-keeping Code (STCW Code), the Plan(s) should be provided in the established working language(s) and in the English language.

Providing the Plan(s) in the established working language(s) and in the English language will be considered as satisfying the language requirements set out in Regulation II-2/20.1 of SOLAS 74.

2.4. Posting and Availability. One copy of the plan(s) shall be available on the navigation bridge and one copy shall be posted in each mess room or in the areas leading to the mess rooms, if posting of the plan in the mess room is not practically possible.

Furthermore, additional copies shall be provided at each control station (as defined in Regulation II-2/3.22 of SOLAS 74) and at each central control station (as defined in Regulation II-2/3.22-1 of SOLAS 74).

In all cases at least one copy of the Plan(s) shall be available ashore at the offices of the Company (as defined in Regulation IX/1.2 of SOLAS 74).

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In the case of passenger ships additional copies shall be provided to each of the members of the fire patrol (Regulation II-2/40.6 of SOLAS 74) and shall be posted at each continuously manned central control station (as defined in Regulation II-2/3.22-1 of SOLAS 74).

In the event that the Plan(s) are set out in a booklet in lieu of the Plan(s), then each officer shall be supplied with one copy of the booklet and one copy shall at all times be available on board in an accessible position, as specified by Regulation II-2/20 of SOLAS 74.

2.5. Storage of Plans outside the deck house. A duplicate set of the Plan(s) shall be permanently stored in a prominently marked weather-tight enclosure outside the deckhouse, in accordance with Regulation II-2/20.2 of SOLAS 74.

In this respect the Guidance concerning the location of fire control plans for assistance of shoreside fire fighting personnel found in MSC/Circ. 451 should be complied with.

2.6. Revision and Updating. Regulation II-2/20.1 of SOLAS 74 as amended stipulates that 'plans and booklets shall be kept up-to-date, any alterations being recorded thereon as soon as practicable'.

It remains the obligation of the owners, the Company and of the master to ensure that Plans are kept up-to-date and are replaced with new ones when these are no longer in a reasonably readable state.

In addition and with respect to the vessels which fall within the scope of Regulation IX/2.1 of SOLAS 74 the Plans are considered to be part of the on board safety management system documentation and thus the requirements of sections 11.1 and 11.2 of the ISM Code shall be complied with.

2.7. Examination, Review and Approval or Verification and Validation of Plans: The review and approval or the verification and validation of Plans should be carried out by the classification society which is issuing, on behalf of the Government of the Republic of Cyprus, the vessel's Cargo Ship Safety Equipment Certificate (CSSE) or the vessel's Passenger Ship Safety Certificate (PSSC), as the case may be, or by the Department of Merchant Shipping (hereinafter referred as "the Department"). Plans are required to be examined whether they comply with the requirements of paragraphs 2.1 to 2.8.

2.8. Marking of Equipment and Arrangements. Fire fighting equipment and arrangements and life saving equipment and arrangements should be marked with the symbols set out in IMO Assembly Resolution A.654(16) and A.760(18).

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The marking of the equipment and of the arrangements should correspond to that shown on the Plan(s). Moreover, all symbols should be in colour.

All other symbols and previous markings should be removed.

2.9. Actions to be taken by the authorised classification societies: As from the 1st January 2000 the authorised classification societies are required and expected to establish whether the Cyprus flag ships to which they are issuing, on behalf of the Government of the Republic of Cyprus, CSSE or PSSC comply with the requirements of the present circular.

In particular, they are expected to examine, verify, report and record whether the provisions of Regulation II-2/20 (and of Regulation II-2/41-2.1.1, in the case of passenger ship) of SOLAS 74 as supplemented by the present circular are complied with.

It is expected that there shall be no discrepancies between the Plan(s) and the record of approved cargo ship (or passenger ship) safety equipment carried on board. In addition, the various entries in the record should correspond to the particulars of the equipment carried on board and with the associated service and maintenance reports and records.

2.9.1. At the time of the next due CSSE/PSSC renewal survey or at the time of the next due CSSE mandatory annual survey, whichever of the two occurs first after the 1st January 2000, the attending surveyor(s) should ascertain the extent of compliance of the vessel with the requirements of paragraphs 2.1 to 2.9.

If the attending surveyor finds that the vessel in question does not comply with the aforesaid:

(a) in the case of a renewal survey, he shall issue a short term conditional certificate valid for three (3) months (if there are no other outstanding recommendations which warrant the limitation of the validity of the certificate to be issued) from the date of completion of the survey, stating the following recommendation:

"(...) Revised, updated and approved (or examined for compliance) plan(s) as required/by Regulation II-2/20.1 (and Regulation II-2/41-2.1.1, <in the case of passenger ships>) and by circular number 19/99 of the Department of Merchant Shipping of the Republic of Cyprus, to be posted not later than (date + 3 months);

"(...) Not later than (date + 3 months) fire fighting equipment and arrangements and life saving equipment and arrangements to be marked with symbols in accordance with IMO Assembly Resolutions A.654(16) and A.760(18). All other symbols and previous markings to be removed."

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After completion of the verification of compliance with the aforesaid recommendation(s) the vessel should be issued with a CSSE or a PSSC (as the case may be) whose period of validity should count from the date of completion of the renewal survey.

(b) in the case of a mandatory annual survey, provided there are no other outstanding recommendations to endorse the CSCE on account of the mandatory annual survey being held,

- (i) he shall mark the CSSE on the front page "See attached Annex for recommendations";
- (ii) issue an Annex to the CSSE stating the following recommendation:

"Annex to the
Cargo Ship safety Equipment Certificate

The present certificate ceases to be valid unless the following recommendation is dealt with:

(...) Revised, updated and approved (or examined for compliance) Plan(s) as required by Regulation II-2/20.1 (and Regulation II-2/41-2.1.1, <in the case of passenger ships>) and by circular number 19/99 of the Department of Merchant Shipping of the Republic of Cyprus, to be posted not later than (date + 3 months);

(...) Not later than (date + 3 months) fire fighting equipment and arrangements and life saving equipment and arrangements to be marked with symbols in accordance with IMO Assembly Resolutions A.654(16) and A.760(18). All other symbols and previous markings to be removed.

Dated at ... on the ...

...
Surveyor to"

- (iii) Upon verification of compliance with the aforementioned, the following entry should follow:

"The recommendation(s) listed above has/have been verified and is/are therefore deleted.

Dated at on the

.....
Surveyor to ..."

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2.9.2. Reporting. The attending surveyor is required and expected to make a specific and explicit statement in the report of the relevant survey as to whether he has examined and has verified that all the Plans found on board are in a readable state, updated, approved (or examined for compliance) and in accordance with the requirements of Regulation II-2/20.1 of SOLAS 74 as amended (and of Regulation II-2/41-2.1.1 of SOLAS 74 in the case of passenger ships) and of the present circular.

2.9.3. Extension of the period of compliance: If the owners or the managers or the operators anticipate that they will be unable to comply with the condition in question within the allowed period, the case should be referred by them to the Department for consideration.

The case should be referred to the Department prior to the expiry of the period stipulated in the recommendation together with details of the actions taken, the contemplated actions, a plan indicating when each action will be completed and any other material the applicants wish to bring to the attention of the Department in support of their request.

In such cases the Department will be issuing instructions on a case by case basis.

3. Safety Management System Requirements

3.1. Non-conformities. For those vessels which fall within the scope of Regulation IX/2.1 of SOLAS 74, in case they are found not to comply with the provisions of Regulation II-2/20.1 of SOLAS 74 and in the case of passenger ships, with the provisions of Regulation II-2/41-2.1.1 of SOLAS 74, this will raise automatically non-conformity(ies) against their safety management system (SMS).

The non-conformity(ies) will be considered as having been closed as from the time the recommendation in question will be considered as having been dealt with.

3.2. Implementation of the present circular during audits. As from the 1st January 2000 auditors are expected to verify, record and report at the initial and at each subsequent renewal audit, and at each mandatory annual audit of the shore-based part of the SMS, or at any audit leading to the issue of Interim DoC, or at any other occasional audit (i.e. audit following the addition or a new ship to the SMS, addition of a new branch office, addition of a new type of ship or audit held following instructions of the Department), whether Plans are available in the offices of the Company for all the vessels they operate and which have been issued with SMC or an Interim SMC (or for which an SMC or interim SMC is requested), and whether such Plans comply with the requirements of the present circular.

As from the 1 January 2000 auditors are expected at each initial, renewal, intermediate or additional audit of the shipboard part of the SMS, or at any audit leading to the issue of Interim SMC to verify, record and report whether the vessel is provided with updated Plans complying with the

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requirements of the present circular and whether the other aspects of the present circular are complied with.

Auditors are not required or expected to examine the Plans in detail or to confirm that these reflect the actual shipboard conditions and thus the audit should not be turned into a survey or plan review and approval exercise.

4. Change of flag

As from the 1st January 2000 classification societies are required and expected to take the necessary steps to give effect to the provisions of the present circular when change of flag surveys are in hand. In case plans are found NOT to be in accordance with the requirements of the present circular, then the provisions of paragraph **2.9.1.(a)** should be followed.

5. Change of Classification Society

As from the 1 July 1999 in case a Cyprus flag ship is transferred from one recognised and authorised classification society to another, plans are not required to be re-submitted for review and approval if and only if these have been already previously approved in accordance with the requirements of the present circular.

6. Recommended Practice

For vessels operating on fixed routes it is highly recommended that a copy of the Plan(s) is provided to the local fire brigade at each of the ports of call along the route of the vessel and to the search and rescue authorities covering the area of operation of the vessel.

7. Implementation by Inspectors of Cyprus ships

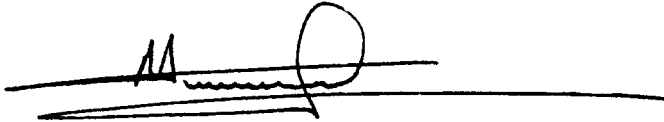
Inspectors of Cyprus ships will, with immediate effect, when carrying out initial inspections, document verifications or inspections of Cyprus ships, examine the Plans posted on board and the arrangements thereto for compliance with the requirements of paragraphs 2.1 to 2.9 of the present circular.

In case they find that the ship in question does not meet the said requirements they should raise appropriate recommendation(s) in the Report of Inspection they make using, for the recommendation(s), the wording indicated in paragraph 2.9.2(a).

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8. Changes in Statutes

Any reference to the provisions of SOLAS 74, STCW 78/95, the ISM Code and the STCW Code as well as to IMO Assembly Resolution A.654(16), A.756(18) and A.760(18), and to MSC/Circ. 451 are the ones applicable to those in force on the 1st July 1999. After that date any changes or amendments or alterations thereof will be considered to apply and override the provisions of the present circular, without any notice.



Capt. Andreas A. Constantinou
Senior Marine Surveyor
on behalf of the Director
Department of Merchant Shipping

cc: Permanent Secretary, Ministry of Communications and Works
Permanent Secretary, Ministry of Foreign Affairs
Maritime Offices of the Department of Merchant Shipping abroad
Diplomatic and Consular Missions of the Republic
Honorary Consular Officers of the Republic
Cyprus Shipping Council
Cyprus Shipping Association (Sea Rovers) Ltd
Union of Cypriot Shipowners
Cyprus Bar Association
International Association of Classification Societies (IACS)
File Nr. 32/4/7/11
File Nr. TEN 1/5
File Nr. TEN/10

REMARK: This Circular and all subsequent clarifications that may follow can be found on our web page :www.shipping.gov.cy

キプロス籍の火災制御及び救命設備図の検査実施要領

1. 確認検査の時期

キプロス籍船がキプロス政府の指示 (Circular 19/99) に適合しているかどうかの確認は、2000年1月1日以降の最初の SE/SPA 更新検査または SE MAS/IS (HSSC 適用後は AS/PS) の時期に実施する。

2. 検査の実施

2.1 検査申請

受検地の支部/事務所に検査を申請する。申請書に火災制御及び救命設備図 (以下統合図^(*注1)) という) を1部添付する。

2.2 図面の確認

支部/事務所は提出された統合図が次を満足している事を確認する。

- 1) IMO Resolution A654(16)及び A760(18)に示された記号(色付き)が使用されていること。
- 2) 乗組員が理解できる言語及び英語により記述されていること。

2.3. 船上での検査

検査員は船橋、各 Mess Room あるいはその近く、および各制御場所に統合図が掲示されている事を確認する。統合図が booklet の形式になっている場合には、1部は船上の容易に接近可能な場所に保管され、各航海士に1部ずつ支給されていることを確認する。さらに、統合図の写しが風雨密容器に入れられて甲板室の外側に恒常的に設置されていることを確認する。

- 1) 本船の救命設備および消火設備に統合図の記号が標識として示されていることを確認する。標識はすべて色付けされていること。消火設備の場合は消火装置が備えられている部屋の入り口、消火装置に保護されている区画の入り口 および避難経路に標識が掲げられていることを確認する。個々の消火機器には標識を付ける必要はない。
- 2) 統合図が実際の救命設備および消火設備の配置と一致していることを確認する。

2.4 検査結果

- 1) すべての要件に適合していることが確認された場合、船橋に掲示された統合図に NK の本会の丸印を押印する。
- 2) 不適合が認められた場合：
 - 更新検査の場合は検査後 3 ヶ月有効な 指定付短期証書を発行する。指定事項は Circular 19/99 の 2.9.1(a)による。
 - MAS/IS の場合は SE 証書の表に "Sea attached Annex for recommendations" と記載し、添付3の Form の Annex を添付する。Annex に Recommendation を明記し署名する。

2.5 要件に適合し 指定が解除された場合:

- 短期証書が発行されている場合、通常の処理にしたがって short-term/full term 証書を発行する。
- Annex が証書に添付されている場合、Annex の該当欄に署名する。

3. 検査記録書

Form LSM に適合している旨、指定事項を付した旨 あるいは指定を解除した旨記載する。

4. 承認図控え

支部/事務所に提出された統合図に本会丸印を押印して 用済み後検査技術部へ送付する。

(*注 1) 貨物船の場合、Fire Control Plan と Life Saving Appliances Plan を統合して一つの図面とする。旅客船の場合は Fire Control Plan と Life Saving Appliances Plan は別々の図面としてよい。

NIPPON KAIJI KYOUKAI

ANNEX TO THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

The present Certificate ceases to be valid unless the following recommendation is dealt with:

() Revised, updated and approved(or examined for compliance) Plan(s) as required by Regulation II-2/20.1 and by circular number 19/99 of the Department of Merchant Shipping of the Republic of Cyprus, to be posted not later than

(_____)
date + 3 months

() Not later than (_____) fire fighting and life saving
date + 3 months

equipment and arrangements to be marked with symbols in accordance with IMO Assembly Resolutions A.654(16) and A.760(18). All other symbols and previous markings to be removed.

Date _____

Place _____

Stamped

Signed _____

(Surveyor to NIPPON KAIJI KYOKAI)

The recommendation(s) listed above has/have been verified and is/are therefore deleted.

Date _____

Place _____

Stamped

Signed _____

(Surveyor to NIPPON KAIJI KYOKAI)