標　題：
現存ばら積み貨物船の損傷時復原性免除要件について

NKテクニカルインフォーメーション

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関係船主・造船所各位

各船毎に適用される期限に従って既に実施されていますばら積み貨物船の安全強化のためのSOLAS条約及びIACS統一規則で定められた構造並びに損傷時復原性要件のうち、損傷時復原性要件を満足できない区画配置を有する船舶については代替処置を講じる事が出来る旨、以前ＮＫテクニカルインフォーメーションＮｏ.296(平成10年12月25日付)にてお知らせしており、鋼船規則Ｃ編31B 2.1-2にも規定されています。

このたび，鋼船規則検査要領C31B 2.1-2(3)で述べられている（SOLAS第12章9規則に基づく）“貨物倉へ浸水した場合に本船が取るべき措置及び退船準備に関する手順書”の内容に対する統一解釈がIACSにて添付のとおりまとまりましたのでお知らせ致します。

検査員は上記代替処置のための現場検査時に当該手順書を本書に従い本船上で備え付けられている事を確認致しますが，内容について本会の承認を得る必要はありません。

また，既に上記代替処置の確認検査を完了している船舶については，これまでの手順書を有効なものと認めますので再確認の必要はありません。

本件に関してご不明な点は、本部 検査技術部にお問い合わせ下さい。

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SC154 Provision of Detailed Information on Specific Cargo Hold Flooding Scenarios (SOLAS XII/9.3)

(Mar. 2000)

This Unified Interpretation is applicable only to bulk carriers which are constructed before 1 July 1999 but not capable of complying with SOLAS XII/4.2.

Where bulk carriers are shown to be not capable of complying with SOLAS XII/4.2 due to the design configuration of their cargo holds, SOLAS XII/9 permits relaxation from the application of regulations 4.2 and 6 on the basis of compliance with certain other requirements, including provision of detailed information on specific cargo hold flooding scenarios.

1. General - The information should comprise at least the following:

1.1 Specific cargo hold flooding scenarios.
1.2 Instructions for evacuation preparedness.
1.3 Details of the ship's means for leakage detection

2. Specific cargo hold flooding scenarios

2.1 Flooding assumptions:

2.1.1 The flooding of the foremost cargo hold is to be used as the starting point for any respective flooding scenario. Subsequent flooding of other spaces can only occur due to progressive flooding.

2.1.2 The permeability of a loaded hold shall be assumed as 0.9 and the permeability of an empty hold shall be assumed as 0.95, unless a permeability relevant to a particular cargo is assumed for the volume of a flooded hold occupied by cargo and a permeability of 0.95 is assumed for the remaining empty volume of the hold. The permeability of a hold loaded with packaged cargo shall be assumed as 0.7.

2.2 Loading conditions to be considered:

2.2.1 Flooding scenarios should be developed for loading conditions loaded down to the summer load line even if not in compliance with the requirements of Regulation 4.2. The scope to be covered should include at least the following:

- A homogenous and, if applicable, an alternate hold loading condition are to be considered.
- In case one or more loading conditions meet the requirements of regulation 4.2, this should be noted.
- A packaged cargo condition, if applicable.

2.2.2 In case the vessel is able to withstand flooding of the foremost hold at a lower draught, guidance in the form of limiting KG/GM curves, based on the flooding assumptions in 2.1, should be provided. Curves should indicate the assumed trim and whether the foremost hold is homogeneously loaded, loaded with high density cargo (alternate hold loading), loaded with packaged cargo or empty.

2.3 Presentation of results

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The results should clearly indicate the reasons for non-compliance with the survival criteria given in Reg. XII/4.3 and explain the implications regarding the need to abandon ship. e.g. immersion of a weathertight closing appliance if the stability characteristics are otherwise satisfactory may indicate that there is no immediate danger of foundering, provided the bulkhead strength is adequate, particularly if the weather conditions are favourable and bilge pumping can cope with any progressive flooding.

3. Guidance for evacuation

The following guidance in this IACS Interpretation with regard to preparation for evacuation is in the most general terms. Responsibility for the preparation of detailed information rests with the operator of the ship.

3.1 In any case of detection of severe flooding (made in accordance with UR S 24), preparations for abandoning the vessel shall be envisaged in accordance with the applicable rules and procedures, such as SOLAS III, STCW and the ISM Code.

3.2 In the context of severe weather conditions the weather itself may have substantial influence on the development of the flooding and consequently the time remaining to execute the abandoning of the ship could be much shorter than estimated in any pre-assessed flooding scenario.

Note: This UI SC 154 is to be uniformly implemented by IACS Members and Associates from 1 January 2001.

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