

標 題：

ブラジルに入港する船齢18年以上
の船舶の現状検査について

NKテクニカル インフォメーション

No. : No.427

Date : 平成 13 年 11 月 30 日

船主 各位

拝啓 貴社ますます御清栄のこととお喜び申し上げます。

標記の現状検査については、弊会テクニカルインフォメーション No.165 にてお知らせいたしましたとおりでありますが、今般この Decree が改正され、Maritime Authority Standard No.4 として新たに制定されました。

この現状検査は、以下のとおり実施されておりますので、お知らせ致します。

記

1. 現状検査の適用

1) 本規則は、ばら積み船、鉱石運搬船及び鉱油船で比重が 1.0ton/m³ 以上の貨物を運送する船舶に適用されます。

2) はじめてブラジルの港に入港する船舶は、必ず現状検査を要求されます。

この検査結果が良好であれば、有効期限が1年間の合格証書が発行され、この期間内の入港時に於ける現状検査は免除されます。

2. 検査申請

1) 検査申請書は、船主殿よりブラジル政府が承認した船級協会 (NK,LR,ABS,DNV,RINA,GL)のうち、本船が登録されている船級以外の船級協会へ提出して戴くことになります。

2) 検査場所及び日時が決まりましたら、10 労働日前までに DPC へ申込書 (添付書式を参照下さい) を提出して下さい。なお、写しを CP/DL/AG(Port Captain/ Delegate/Agent)及び検査を依頼する船級協会に提出して下さい。

3. 検査準備

1) 次に示す書類を本船に備えて下さい。

a. 前回の入渠時あるいは定期検査時の板厚計測結果を含む検査記録書

b. 船級協会発行の各種条約証書類の有効期限及び次回検査日並びに船級検査の次回検査日を示す書類 (サーベイスステイタス)

c. 全ての条約証書、国籍証書及び船級証書

d. 船主、運航者、荷主、船舶保険、貨物保険及び P & I CLUB に関する書類

2) 板厚計測業者を事前に手配して下さい。

尚、本船にも板厚計測器を備えられることをお勧め致します。

(次頁へ)

ClassNK

財団法人 日本海事協会

東京都千代田区紀尾井町4番7号 〒102-8567

3)バラストタンクは、極力バラスト水を排出し、適宜マンホールを開放のうえ通気を行って下さい。

4. 検査内容

1)書類審査

上記3.1) に示す各種書類を本船上にて審査

2)検査の程度

主として、船体の年次検査相当の検査に加えて、検査官の指示した貨物倉の内部検査及びバラストタンクの内部検査。

3)板厚計測

前回の板厚計測記録をもとに船殻構造部材の板厚を Spot 計測

4)その他

DPC の検査官が訪船し、船級検査員と共に本船を検査致します。

5. 検査報告書

検査を実施した船級検査員が、船主殿へ所定の報告書（添付資料をご参照下さい）及び写真を提出致します。船主殿はこれらの書類の正と写しを CP/DL/AG (Port Captain/ Delegate/Agent)に提出します。

ブラジル政府 (DPC)の連絡先は、次のとおりです。

MARINHA DO BRASIL

DIRECTORIA DE PORTOS E COSTAS (DPC)

住所 : Rua Teofilo Otoni4 Centro

Rio de Janeiro-RJ BRAZIL

CEP 20090-070

電話 : 55-21- 3870-5236

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尚、弊会は本件に関するお問い合わせあるいはご相談に応じております。窓口は検査部となっておりますので、御利用下さい。

検査部: TEL: 03-5226-2027 / 2028

FAX: 03-5226-2029

E-mail: svd@classnk.or.jp

敬具

添付 1. Marine Authority Standard No.4 (Temptative Translation)

◇2018年3月31日までの担当部署

財団法人 日本海事協会 (ClassNK)

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NORMAM-04
MARITIME AUTHORITY STANDARD Nº 4

CHAPTER 2

CONDITION SURVEY — BULK CARRIERS

0201 — DEFINITIONS

- a) Heavy bulk cargoes — ore or other similar products with a specific weight equal or greater than 1.0 ton/m³
- b) Age of Vessel — as from date of delivery, which can be found in the Supplement to the International Oil Pollution Prevention (IOPP) Certificate (FORM A- Record of Construction and Equipment for Ships Other than Oil Tankers).
- c) GEV — DPC Special Inspections Group (DPC - Ports and Coasts Directorate; GEV — *Grupo Especial de Vistorias*).

0202 — APPLICATION

Regardless of their flag or size, condition surveys should be carried out for all bulk carriers and combined ore-oil or ore-bulk-oil carriers aged eighteen years and older, operating in Brazilian ports for loading bulk solids with specific weight of 1.0 ton/m³ or more, such as iron ore, bauxite, manganese and phosphate. A declaration of the specific weight of the cargo by the charterer, shipowner or representative is not necessary.

0203 — EXEMPTION FROM CONDITION SURVEY

- a) Regardless of age, bulk carriers whose total bulk load does not exceed thirty percent of the deadweight of the vessel (dwt) are exempt from this inspection. The deadweight values for combined carriers (ore-oil or ore-bulk-oil) are available in the Supplement to the International Oil Pollution Prevention (IOPP) Certificate (FORM B).
- b) A carrier in transit need not be inspected, unless at the request of the shipowner, in which case the vessel should be prepared for inspection as stipulated in Item 0205(b)

0204 — CARRYING OUT INSPECTIONS

The inspections will be carried out in daylight, on any day after the arrival of the vessel in any Brazilian port, by a team consisting of the Special Inspections Group (GEV), a representative of the CP / DL / AG (Port Captain/Delegated/ Agent) and the Classification society contracted by the shipowner.

Whenever a Special Inspections Group (GEV) representative is not on the team, an official from the CP / DL / AG or civilian equivalent should participate in the inspection in order to ensure full compliance with the procedures outlined in this Maritime Authority Standard (NORMAM— *Norma da Autoridade Maritima*).

Except when expressly stated otherwise by the DPC, the inspection should be carried out even in the absence of the Special Inspections Group (GEV) or CP / DL / AG.

0205 – INSPECTION PRE-REQUISITES

a) Classification society

The shipowner or its duly-appointed representative should contract one of the classification societies recognized by the Brazilian Government to take part in the inspection, other than that rating the vessel in its class, together with the Special Inspections Group (GEV). The inspectors of these classification societies should be exclusive surveyors.

b) Conditions of the vessel

Before starting the inspection, the vessel should be anchored, totally unloaded, gas freed and without ballast, observing the safety measures applicable thereto.

c) Request for Inspection

The shipowner or its duly-appointed representative should forward a Request for Condition survey (SVC – *Solicitação de Vistoria de Condição*) to the DPC, through a document completed strictly in accordance with the model given in ANNEX 2-B. The Request for Condition Survey (SVC) should be submitted to the DPC within at least 10 (ten) working days prior to the date of arrival of the vessel, forwarded by mail or telefax. Copies of the Request for Condition Survey (SVC) should be immediately sent to the CP / DL / AG of the port where the inspection is to take place and the contracted Classification society.

Inspections to check off requirements outstanding from the previous Condition survey will be handled by the vessel's Classification society. At the discretion of the DPC, the Special Inspections Group (GEV) may make a subsequent inspection to verify the conditions of the vessel, based on the list of requirements presented by the vessel's Classification society. To enable decisions to be taken with regard to this inspection, the shipowner or its duly-appointed representative should advise the DPC and CP / DL / AG of the vessel's arrival date, with advance warning of at least 10 (ten) working days, and attaching the report from the vessel's Classification society on the problems that have been resolved.

d) Documentation

The Statutory Certificates stipulated in the International Conventions, of which Brazil is a signatory, the class and vessel registration certificates, and the documents verifying the registered name of the shipowner, operator, owner of the cargo, insurer of the hull, insurer of the cargo and insurer of the vessel (P&I Club) should be available on board at the time of the inspection.

e) Support

The shipowners or their duly-appointed representatives should supply all material and local transportation assistance, as well as contracting specialized companies, etc. as required to undertake the Condition survey. Prior contact should also be made with the contracted classification societies to settle details on the support which will be necessary. The CP / DL / AG should inform the Port Administrations and Federal Revenue Bureaus of the content of this Maritime Authority Standard (NORMAM) and the consequent need for authorization to be given for the inspectors to board the anchored vessels.

When the sea conditions at the location where the vessel is anchored make the sea journey and/or boarding unsafe for the inspectors, the CP / DL / AG is recommended to authorize the vessel to be anchored in a sheltered location, if possible, so that the Condition survey may be carried out before the vessel is berthed for loading;

f) Compensation

The Condition survey or release for loading of vessels with defects may be authorized by the DPC on payment of a compensation, according to the terms outlined in Item 0103 of this Maritime Authority Standard (NORMAM).

0206—INSPECTION SITE

At the request of the shipowner or its duly-appointed representative, the inspections may be undertaken at a port other than that where the vessel is to be loaded, when such port offers better access conditions, support and safety for the inspectors. However, the vessel may be released for loading only by the CP / DL / AG at the port where the vessel is to be loaded.

0207—SCOPE OF INSPECTION

a) Certificates

The Statutory Certificates stipulated in the International Conventions of which Brazil is a signatory, should be verified as well as the class certificates and ship register certificate.

b) Internal Structure

While the inspection is in progress, the inspectors should make a visual appraisal of the internal structures of the cargo holds, ballast tanks, double-bottom and topside ballast tanks (wing tanks) as well as other tanks, if any, at the discretion of the inspector. The thickness of structures and plates should be spot checked, based on the last thickness gauging report.

c) Watertightness

A visual and watertightness inspection should also be undertaken of holds/tanks on the main deck, paying special attention to the coamings, hold-covers, clamps and sealing methods, access hatches/manholes to the holds or double-bottom tanks, clamps and sealing devices.

0208—RELEASE OF THE VESSEL FOR LOADING

The inspector from the contracted Classification society will issue a declaration, after analyzing the result of the inspection.

The standardized model of the declaration is contained in ANNEX 2-A, whose completion should be limited to the fields contained therein. The field entitled "Repairs to be Undertaken" should include, if appropriate, any thinned structures encountered and the recommendations contained in the vessel's Statutory Certificates for the structure and watertightness, although without mentioning the period allowed by the Classification society or by the Administration of the Vessel's flag country.

Immediately after completing the Condition survey, the original and copy of the declaration should be sent to the Port Captain, Delegate or Agent. In accordance with the result of the Condition survey, the Port Captain, Delegate or Agent will decide whether or not to authorize the Vessel for loading, through an official ruling stamped by the CP / DL /AG on the back of the Declaration. This same official ruling should be attached to the copy of the Declaration, which will be delivered to the shipowner's duly-appointed representative or the Charterer for presentation at the loading terminal. The original of the Declaration should be filed with the CP / DL / AG.

On the first working day following the inspection, the shipowner or its duly-appointed representative should send to the DPC a copy of the declaration issued by the inspectors. Should the Special Inspections Group (GEV) inspectors and/or the contracted Classification society note damages or deficiencies requiring in-depth analysis or urgent structural repairs, the vessel can only be released for loading if approved by the DPC.

The shipowner or its duly-appointed representative should advise the vessel's Classification society, which will supervise the repairs and/or deal with the outstanding requirements noted. In this case, the release of the vessel will depend on the presentation of a report by the vessel's Classification society, attesting that the deficiencies noted have been resolved.

0209—PRESENTATION OF DOCUMENTS

After the inspection is completed, the shipowner or its duly-appointed representative should present copies of the following documents to the DPC.

- a) A detailed final report on the outcome of the inspection, issued by the contracted Classification society, accompanied by a report giving the results of thickness measurements together with photographs, in accordance with its rules.
- b) The Statutory Certificates stipulated in the International Conventions, of which Brazil is a signatory, as well as the class and vessel registration certificates.
- c) Documents which verify the official name of the shipowner, the operator, the insurer of the hull and the insurer of the vessel (P&I CLUB).

Should the vessel present deficiencies, the shipowner or its duly-appointed representative should also submit the detailed report from the vessel's Classification society to the DPC, covering repairs to the damages encountered during the Condition survey.

0210—DOCUMENT OF COMPLIANCE AND VALIDITY PERIOD

After the documents have been analyzed, checking that no deficiencies have been observed or that the deficiencies noted in the inspection have been resolved, the DOCUMENT OF COMPLIANCE will be issued for the vessel, with a validity period of 1(one) year as from the date of the inspection. The model of the Document of Compliance is included in ANNEX 2-C. When the vessel returns to a Brazilian port, the Special Inspections Group (GEV) may board the vessel to verify whether the deficiencies have been effectively resolved, so it can issue the DOCUMENT OF COMPLIANCE.

On request from the shipowner or Vessel charterer, Condition surveys subsequent to the first survey may be conducted, up to 2 (two) months before the termination of the validity period for the DOCUMENT OF COMPLIANCE. In this case the validity of the new DOCUMENT will be counted from the expiry date of the previous DOCUMENT OF COMPLIANCE.

0211—VESSEL CONTROL

The DPC will periodically disclose on the Internet a listing of the vessels inspected, and will send a copy of this list by E-mail to the CP / DL / AG.

In the case of vessels shown on the list as not released for subsequent loading, due to deficiencies pointed out by the Special Inspections Group (GEV) or contracted Classification society inspectors, the shipowners (or their duly-appointed representatives) Should resolve these deficiencies and forward the inspection report to the DPC, with at least 10 (ten) business days advance notice, prior to the return of the vessel for operation at Brazilian ports.

The vessel should be inspected to verify that the repairs were carried out and/or deficiencies resolved, preferably by the representative of the vessel's Classification society with head offices in Brazil. Should this inspection have been carried out abroad, then the representative in Brazil must make a statement on any reports issued by the vessel's Classification society abroad, issuing a document for the Ports and Coasts Directorate (DPC) certifying that the defects were resolved by the vessel's Classification society contracted by the shipowner. Classification societies with no representation in Brazil may indicate one of the classification societies recognized by the Brazilian Government to undertake this inspection and issue the report.

ANNEX 1-G

COMPENSATION TABLE

2-Condition survey :

- a) inspection carried out in the presence of the Special Inspections Group (GEV) representative:

- fees

GROSS TONNAGE	VALUE
Up to 1,000	R\$ 500.00
from 1,000 to 5,000	R\$ 650.00
from 5,000 to 10,000	R\$ 900.00
from 10,000 to 15,000	R\$ 1,050.00
Over 15,000	R\$ 1,200.00

- inspector fees: R\$ 240.00 for the first day, and
R\$ 160.00 for each subsequent day;
- round trip air-ticket for the inspector, from Rip de Janeiro to the location of the inspection.

- b) inspection carried out not in the presence of the Special Inspections Group (GEV) representative:

- fees: R\$ 300.00