

標題:

IACS の打ち出した Bulk Carrier への 8 つの方策

ClassNK

テクニカル インフォメーション

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各位

去る2002年3月15日、IACS(International Association of Classification Society)ではBulk Carrierの安全性の向上を図るため、以下の対策を実施すると発表しました。

IACSのmemberである弊会はこれらの対策を原則実施する予定ですが、以下に述べる「3.」については現時点での実施は早急であり、さらに検討を要すると主張を繰り返しております。

対策1. 2.及び3.で触れられているIACS UR (Unified Requirement)についてはIACSのWeb Site (<http://www.iacs.org.uk/>)にTechnicalという項目のもとBulk carrier measures, March 2002”として掲載されておりますので、こちらを御覧下さい。

(直ちに実施される対策)

1. SOLAS Chapter XIIの早期実施 (長さ150m以上の就航中のbulk carrier)
SOLAS XII章で要求されている現存船のNo. 1 Cargo Holdへの浸水要件への適合(No. 1/No.2 Cargo hold間のBulkhead, No. 1 Cargo holdのdouble bottomの強化等)を一層早めることとしました。具体的には
 - 船齢10年未満(2003年7月1日の時点)の船は船齢10年までに
 - 船齢10年以上15年未満(2003年7月1日の時点)の船は2003年7月1日以降次の IS または SSのうち早い方のDue dateまでに改正UR S23によりUR S19(No. 1/No.2 Cargo hold間のBulkheadの強度基準)及びUR S22(No. 1 Cargo holdのdouble bottomの強度基準)に適合すること。
2. ESP の改正 (就航中の Bulk carrier,長さを問わず)
SS No.3 で行われる Close-up Survey を SS No.2 及びその後の中間検査に適用する。
3. 貨物倉浸水警報の設置(新造、就航中の Bulk carrier,長さを問わず)
SOLAS Chapter XII で設置が一部要求されている貨物倉の浸水警報を現存船、新造船の全貨物倉に設置する。

(技術要件の詳細を検討、詰めた後に実施する対策)(適用対象の長さによる制限など詳細は検討中)

4. Bulwark, breakwater, forecastle の設置(新造船、就航船)(審議継続→2002年9月末まで)
船首楼のない現存船には Bulwark 又は break water を設置し、新造船には船首楼を設置すること。
5. Fore-deck fitting (新造船、就航船)(審議継続→2002年6月末まで)
船首部青波荷重に耐えうる船首部甲板ぎ装品に対する規則を作成する。

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NOTES:

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6. ハッチカバー強度の強化(就航船)(審議継続→2002年9月末まで)
船首部 0.25L に設置されるハッチカバー強度を新造船相当に強化する。
7. Hold Frame の強度を強化(就航船)(審議継続→2002年7月末まで)
UR S12 で新造船に要求されている規則を基に、就航船の Hold Frame の強度規則を実施する。
8. 船首部区画への浸水警報の設置(新造船、就航船)(審議継続→2002年3月末まで)
貨物区域より前方の区画への浸水警報を設置する。

ご参考までに IACS の Press release (英文)を添付致します。

お問い合わせ先

本 Information 全般に関して	国際室 (Tel: 03-5226-2038 / Fax: 03-5226-2039)
本会規則への取り入れについて	開発部 (Tel:043-294-6672 /Fax: 043-294-6699)

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

財団法人 日本海事協会 (ClassNK)

本部 管理センター 国際室

住所: 東京都千代田区紀尾井町 4-7 (郵便番号 102-8567)

Tel.: 03-5226-2038

Fax: 03-5226-2039

E-mail: xad@classnk.or.jp

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添付: IACS Press Release

ClassNK テクニカル インフォメーション
No. TEC-0 添付

IACS

INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES LTD.

PERMANENT SECRETARIAT: 5 OLD QUEEN STREET LONDON SW1H 9JA UNITED
KINGDOM

TEL: +44(0)20 7976 0660 FAX: +44(0)20 7976 0440

INTERNET E-Mail: permsec@iacs.org.uk Web Site: www.iacs.org.uk

PRESS RELEASE

FOR IMMEDIATE RELEASE

MARCH 15, 2002

CONTACT: Robin Bradley, IACS, UK - (+44) (0) 20 7976 0660

IACS TAKES ACTIONS TO IMPROVE THE **SAFETY REGIME FOR BULK CARRIERS**

New requirements to enhance the safety of bulk carriers were announced today (March 15) by the International Association of Classification Societies (IACS). Igor Ponomarev, IACS Chairman, told a briefing in London: "This important initiative involves all IACS members and is directed primarily at existing bulk carriers. Taken together with our extensive work programme concerning new vessels, these IACS measures address continued public and industry concerns over bulk carrier safety following recent losses. The new initiatives for existing vessels will, inter alia, accelerate the schedule for strengthening of the foremost cargo hold's transverse corrugated bulkhead and double bottom, address the strength of the side structure in cargo holds, increase requirements for forward hatch covers, require the installation of improved bulwarks or breakwaters when the ships are not fitted with a forecastle, and will further increase the requirements of the IACS Enhanced Survey Programme (ESP) earlier in the service life of these ships.

"Bulk carrier safety is our central priority for 2002. Our objectives include progressing the measures we announce today for existing ships and completing our reassessment of strength requirements for

hatch cover scantlings – a key recommendation of Mr Justice Colman’s Re-opened Formal Investigation (RFI) report into the loss of the Derbyshire. The Association is also pursuing a rapid and successful conclusion of its recently commenced work to improve the side structure integrity of existing bulk carriers.”

For future new buildings, the Association intends to complete major elements in the work programme of the IACS Bulk Carrier Safety Steering Committee. This committee has over the last months had various consultations with the industry, which have given IACS valuable input to our work.

The IACS Chairman added: “Our new, eight-point package of requirements for existing bulk carriers contributes to the International Maritime Organization’s fast-track regulatory programme in this area. A number of the new measures follow through on the risk control options set out in the IACS Formal Safety Assessment study of fore-end watertight integrity, submitted to the IMO in January of last year. The new measures apply to existing vessels with a length of 150 m or greater, although some will also apply to smaller vessels and, in certain cases, to new vessels.”

The new requirements for existing ships consist of two sets of actions. The first set, consisting of three measures, has been adopted and will take effect on January 1, 2003:

1. Earlier implementation of SOLAS Chapter XII requirements. The objective is to bring forward the reinforcement of the corrugated transverse bulkhead between No.1 and No.2 holds and the double bottom of No. 1 hold. This is now to be complied with at 10 years for vessels under 10 as of July 1, 2003 and at the due date of the next Intermediate or Special Survey (whichever comes first) after 1 July 2003 for vessels of 10-15 years of age as of July 1, 2003. Previously, these requirements were applied at 15 years. The changes are introduced through the adoption of a new revision of IACS UR S23, which covers the early implementation of the already existing IACS UR S19 and UR S22 for existing single side skin bulk carriers.
2. Adoption of a new revision of UR Z10.2 (Hull Surveys of Bulk Carriers). This amended Unified Requirement now extends ESP requirements for close-up surveys at Special Survey No.2 and also requires Intermediate Surveys of bulk carriers of 10-15 years of age to have essentially the same scope as Special Survey No.2.
3. Extended application of IACS’ UR S24, requiring the installation of water ingress detection and alarms in all cargo holds of existing bulk carriers, as well as newbuildings.

The remaining five measures, to be introduced in the second phase of actions towards existing bulk carriers, are under development. The target is to complete the requirements in time to give owners sufficient notice to plan for and implement the modifications by the due date of the next Intermediate or Special Survey commenced on or after January 1, 2003. Those measures are:

4. Requirements for the installation of an improved bulwark or breakwater on existing bulk carriers when not fitted with a fore-castle, and a fore-castle on new vessels, to provide more protection for forward hatches and fore-deck fittings.
5. Requirements to increase the integrity of fore-deck fittings on existing and new bulk carriers, to

resist green water loading.

6. Implementation of hatch cover requirements within the forward 0.25 L of existing vessels that are generally equivalent to UR S21 requirements for new vessels. UR S21 is currently under review for revision in light of the findings of further model tests carried out by the UK with input from IACS in conjunction with the findings of the RFI on the loss of the Derbyshire.
7. Implementation of requirements for the strength of side shell frames of existing vessels taking into consideration IACS UR S12, which today is applicable only for side frames of new bulk carriers.
8. Fitting of water ingress detection and alarms for spaces forward of the cargo area.

IACS has established a Fast Project Team to address measures 4, 6 and 7. It is intended to complete measure 7 by end-July 2002 and measures 4 and 6 by end-September 2002. Detailing of measures 8 and 5 are scheduled to be completed by end-March and end-June 2002 respectively.

The full text of the measures already detailed and approved by IACS can be found on IACS web-site (www.iacs.org.uk). The requirements not yet detailed will be released as soon as they are approved, for the industry to have as much lead time as possible in preparation for necessary modifications and strengthenings of bulk carriers affected.

Meanwhile, IACS work continues, as stated above, on developing revised requirements for hatch covers and fore-deck fittings in response to the RFI report's recommendations. The report called for more model tests. IACS reacted swiftly, producing the specification for the tests - performed at MARIN, in The Netherlands. The test data were received by IACS in November 2001. This allowed IACS to commence a full re-assessment of hatch cover strength requirements (UR S21) under extreme sea conditions. Initial work suggests further development of S21 may be required, to address some damage flooding scenarios.

Requirements for new bulk carriers are also being considered. Current work has produced a set of proposals, from the IACS Bulk Carrier Safety Steering Committee, for harmonised notations and standard loading conditions for bulk carriers. These proposals, which are developed in co-operation with the industry, are expected to be adopted over the next few months.

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