

標題

シンガポール政府特別指示
PSC 拘留への対策について

ClassNK

テクニカル インフォメーション

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各位

シンガポール政府(MPA)より、外国港 特にオーストラリアにおける PSC 拘留への対策に関して指示 (No.FSC5.02, 2012年2月15日付)がありましたのでお知らせいたします。

詳細につきましては添付をご参照ください。

MPA からの主な指示事項は、以下のとおりです。

1. シンガポール籍の全ての管理船に対し、会社の Shore Personnel または本船 Senior Officers による Thorough Inspection (ISM 関連の事項を含む) の実施と Deficiency/ Non-conformity の是正。直ちには是正できない Serious Deficiency/Non-conformity の場合、MPA、弊会ならびに PSC へ報告。
2. 本船がオーストラリアに入港する場合、入港前に MPA へ、「Thorough Inspection が完了しており、是正もしくは報告していない Serious Deficiency/ Non-conformity はない」旨の Master's Declaration の送付。

(連絡先: MPA: shipping@mpa.gov.sg 弊会: 下記部署)

2011年のオーストラリアにおける拘留原因となった主な欠陥に関し、弊会の PSC 関連データベースをもとに集計いたしましたので、MPA より要求されている、会社による Thorough Inspection 実施の際にお役立て下さい。

また、船舶が PSC 検査において指摘された欠陥の情報を弊会ホームページに毎月掲載しておりますのでご参照ください。

<http://www.classnk.or.jp/> > 業務サービス > 条約関連 > 安全管理システム(ISM) > PSC月例情報

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。

[検査に関する問い合わせ]

一般財団法人 日本海事協会 (ClassNK)

本部 管理センター 検査技術部

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NOTES:

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[審査に関する問い合わせ]

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添付:

1. Message from MPA Ref. No. FSC5.02 (dated 15 February 2012)
2. Major Reasons of Detention at Australian Ports in 2011

Our ref: FSC 5.02

Dear Sir / Madam

The MPA is committed to maintain a quality fleet in the Singapore Ship Registry. To this end, we have been engaging our shipowners and companies, including our authorised classification societies (ROs), through various forums, regular meetings and dialogue sessions to urge them to maintain and operate their vessels safely at all times. We have constantly promoted the continual improvement of company's safety management systems to achieve better safety performance. We have also been sharing relevant information on all ship detentions in the Singapore Ship Registry in order to make our companies and ROs aware of the common deficiencies that caused ship detentions (i.e. ships that are operating at higher/unacceptable risk levels) so that they can implement necessary measures to avoid similar problems for their fleet.

In this respect, please be informed that we are currently experiencing high rate of port State control (PSC) detention in the months of January and February, and in particular in Australian ports. Seven out of 12 PSC detentions have taken place there. Please see attached list of PSC detentions and table of detention deficiencies below this email to understand the problem. You will notice that these ships are still being detained on grounds of common deficiencies that we have been highlighting to our companies for preventive action before their ships encounter the same problem.

The MPA takes a serious view of any ship detention in the fleet. The current situation is really unacceptable. We are taking firm and deterrent actions to address this undesirable development.

The Director of Marine will not hesitate to take necessary action to verify, monitor and ensure the proper maintenance and operation of Singapore ships and company's safety management systems. These actions may include priority ship boarding by MPA's Flag State Control (FSC) surveyors to carry out expanded inspections and audits, imposing additional and unscheduled surveys and/or audits on ships and their companies at intervals deemed necessary to achieve the desired results.

Your company is hereby requested to take the following actions:

1. Urgently disseminate this information to key personnel in your office and onboard your ships;
2. Arrange for your vessels to be thoroughly inspected by shore personnel or senior ship's officers to ensure the vessel, its equipment and system, and the crew are in good order, and to deal with any deficiencies or non-conformances in accordance with the provisions of the ISM Code. Serious deficiencies on the vessel which cannot be rectified immediately shall be reported to your company, MPA (shipping@mpa.gov.sg) and/or the ROs which issued the ship's certificates, as well as the competent authority of the port State if the vessel is calling at a foreign port.
3. If your company has any Singapore ships calling at Australian port(s), submit a declaration from the ship's master to MPA by email that action as required in item No.2 has been carried out on his/her vessel and that there is no serious deficiencies which have not been properly dealt with, or which have not been reported to the appropriate authorities, prior to calling at the first Australian port. Failure to comply with this instruction will be taken seriously.

We seek your kind understanding and urgent attention on the matter. We hope that with your company's cooperation and efforts to achieve our mutual objectives, there will be no need for MPA to take exceptional measures. Dialogue sessions are being organised to follow up with our companies and ROs.

For sake of good order, your company is requested to acknowledge receipt of this email to my colleague, Mr Ng Tian Ann (Tian_Ann_NG@mpa.gov.sg). Any query relating to this email should also be addressed to him.

Thank you.

For Director of Marine

Lim Hock Lye ▪ Assistant Director (Flag State Control) ▪ Maritime and Port Authority of Singapore (MPA)

▪ DID: (65) 6375 6219 ▪ Fax: (65) 6375 6231 ▪ www.mpa.gov.sg

Our Vision ▪ A leading maritime agency driving Singapore's global maritime aspirations

Our Mission ▪ To develop and promote Singapore as a premier global hub port and an international maritime centre, and to advance and safeguard Singapore's strategic maritime interests

PS: When you are sending emails to the Flag State Control Department, please direct them to our common email address: shipping@mpa.gov.sg. Thank you

Detention deficiency

- 0117 - Safety Management Certificate (SMC/ISM Code) - Interim SMC issued in October 2011 and valid till April 2012 due to change of company. Internal audit not performed within 3 months. Internal audit planned for this vessel in July 2012.**
- 0221 - Certificates for master and officers - Second Engineer holding COC of III/3, not III/2 as required, as per Minimum Safe Manning Document issued to vessel by the Flag State.**
- 0230 - Manning specified by minimum safe manning document - Vessel's manning not as specified by minimum safe manning certificates - insufficient GP and IR ratings.**
- 0615 - Rescue boats - Rescue boat launching arrangements defective.**
- 0739 - Emergency Fire Pump - Unable to pressurise the fire main.**
- 0743 - Fire-dampers - Port and starboard engine room fire dampers defective.
Fire-dampers – Engine room fire dampers defective**
- 0936 - Steering gear - No. 2 Steering gear motor out of operation.**
- 0938 - Damage to hull due to weather or ship operation - Bulbous bow damaged due to collision during mooring.**
- 1430 - Auxiliary engine - Emergency generator does not start or connect automatically to emergency switchboard on failure of the main supply.**
- 1550 - Lights, shapes, sound-signals - Horizontal arc of visibility for stern light not as per regulation.**
- 1623 - MF/HF radio installation - MF/HF DSC test failed.**
- 1745 - 15 PPM alarm arrangements - 15 ppm alarm for oily water separator not working.**
- 2043 - Monitoring of voyage or passage plan - Monitoring of passage plan not adequate to prevent vessel running aground (pilot on board).**
- 2530 - Resources and personnel - Deficiency No.1, 2 and 3 are objective evidence that the vessel's SMS does not ensure the vessel is manned as required by the safe manning certificates.**
- 2535 - Development of plans for shipboard operations - Safety Management System fails to ensure that hours of work/rest records are recorded accurately. Master is unable to ensure that the officers are sufficiently rested.**
- 2535 - Development of plans for shipboard operations - SMS fails to ensure watchkeeping rest hours are recorded correctly. Master unable to ensure watchkeepers are rested as per STCW requirements.**
- 2535 - Development of plans for shipboard operations - As evidenced by deficiency No.1 and No.2, the vessel's SMS does not provide for adequate development of plans for shipboard operations.**
- 2535 - Development of plans for shipboard operations - Vessel's SMS does not ensure appropriate charts are used for the voyage, as evidenced by deficiency No.1.**

Major Reasons of Detention at Australian Port in 2011

Term: 1 January- 31 December 2011

Nos. of detention	Deficiency Code	Keyword	Details (number of finding)
27	11101 11129	Lifeboat Arrangements	- <u>On-load releasing gear defective/ inoperable (20)</u> - Steering system defective (3) - Engine & Its Starting System (2) - Crew's insufficient familiarization with the operation (2)
11	07114 07115	Fire Dampers	- E/R Fire Damper (at fan or funnel) defective/ inoperable (11)
10	05102/ 105 05114	Radio Installation	- HF/MF defective (5) - Reserve power source defective (5)
7	10111 10112 10127 10133	Charts (incl. ECDIS).	- Insufficient charts for intended voyage (Paper x2 + ECDIS x1) - Charts not updated (1 + 1) - Officer's non familiarization with operation of ECDIS (1) - Charts not utilized (1)
7	04102 07108/ 113	Emergency Fire Pump	- Emergency Fire Pump defective/ not sufficiently working (7)
7	14104/107/108 14119	Oil & oily mixtures	- Oily water separator/ 3 way valve/ 15ppm alarm inoperable (2) - Crew's inadequacy/ non familiarization to the operation (4) - Illegal modification of sample line (1)
6	03104 03105 03108	Closing Appliances required by Load Line	- Hatch Cover hinges & locking devices defective (3) - Air Pipe Head defective (2) - Air Vent defective (1)
6	14402	Sewage Treatment Plant	- Sewage Treatment Plant defective (6)
3	04103 13108	Emergency Generator	- Emergency Generator defective/ not able to start (3)

Nos. of detention	Deficiency Code	Keyword	Details (number of finding)
20	15106	Development of plans for shipboard operations	<ul style="list-style-type: none"> - SMS fails to ensure that approved navigation chart (10) - SMS fails to ensure watch keeping rest hours are recorded correctly (9) - Passage Plan prepared non- Designated shipping Area (1)
11	15104	Maintenance of the ship and equipment	<ul style="list-style-type: none"> - ISM has not ensured maintenance of ship and equipment (6) - Company SMS is not effective in maintenance of ship & equipment (3) - SMS fails to identify equipment the sudden operation failure (1) - Maintenance of ship & equipment are not effective (1)
9	15109	Masters responsibility and authority	<ul style="list-style-type: none"> - SMS not ensure using large scale chart (7) - Master has not ensured watch-keepers are adequately rested (2)