

CCS 技术通告

Technical Information

(2014 年) 技术通告第 15 号总第 137 号
2014 年 05 月 06 日 (共 3+3 页)

发：本社总部有关处室，本社验船师、审核员，船东和管理公司

东京备忘录发布集中大检查初步结果的通告

各有关船公司：

东京备忘录近期发布了通告，介绍了东京备忘录 2013 年 9 月 1 日至 2013 年 11 月 30 日开展集中大检查的相关情况。通告指出，在集中大检查期间，有 72 艘次直接因为集中大检查缺陷导致滞留。尽管大检查的整体结果总体满意，鉴于大检查期间 25 %的滞留是直接因为集中大检查滞留，初步结果突显出船舶推进和辅助机械设备的有效控制仍然面临着较大挑战。在此期间，我社共有 701 艘船舶被检查，1 艘船舶因为集中大检查滞留。

详见本通告附件。

请船公司予以关注并采取必要措施。

本通告在本社网站 (www.ccs.org.cn) 上发布，并由各分社转发所辖区域内的有关船公司。

特此通告！

中国船级社

本通知在实施过程中如有任何疑问，请与总部：*营运入级处* 联系。

电话/Tel: (010) 58113599 传真/Fax: (010) 58112807 E-mail 地址: cdwork@ccs.org.cn



TOKYO MOU SECRETARIAT

Ascend Shimbashi 8F
6-19-19, Shimbashi, Minato-ku
Tokyo 105-0004
Japan

Tel: +81-3-3433-0621
Fax: +81-3-3433-0624
E-mail: secretariat@tokyo-mou.org
Web site: www.tokyo-mou.org

通告

船舶的推进和辅助机械，

控制面临挑战

在历年来的港口国监督（PSC）检查中，推进和辅助机械的缺陷一直是排名前六位的缺陷类别之一。东京备忘录区域内检查缺陷总数中平均 7%为机械设备的缺陷。为确保对 SOLAS 公约 II-1 章的遵守，东京备忘录成员在 2013 年 9 月 1 日至 11 月 30 日开展了关于推进和辅助机械的集中大检查（CIC）。

在这三个月期间，东京备忘录成员国共进行了 8257 次港口国监督检查，其中 6367 次检查涉及本次 CIC 检查（77.1%）。在集中大检查期间，共有 282 艘次滞留，其中有 72 艘次即滞留艘次的 25.5%直接因为集中大检查缺陷导致滞留。与集中大检查主题有关的滞留比率为 1.13%，而在整个集中大检查期间的滞留率为 4.4%。

初步结果显示在本次大检查中发现的最典型的缺陷类型为应急电源和应急照明 468 项（占总数的 25.4%），主、辅锅炉和锅炉给水系统类缺陷 319 项（占总数的 17.3%），为降低船上人员的危险性有关的机器保护装置如运动部件、热表面、触电危险和其他危险 278 项（占总数的 15.1%）和机舱清洁 276 项（占总数的 15%）。

集中大检查涉及最多的船舶类型是散货船（占检查总数的 34%），其次是普通干货船/多用途船（占检查总数的 23%）和集装箱船（占检查总数的 6%）。与此相反，与集中大检查主题有关的滞留中，普通干货船/多用途船占总滞留数的 35%，散货船占 24%，集装箱船占 18%。

集中大检查涉及最多的船旗是巴拿马旗（占检查总数的 31%），其次是香港（中国）旗（占检查总数的 9.8%），利比里亚旗（占检查总数的 7.2%），新加坡旗（占检查总数的 7%），马绍尔群岛旗（占检查总数的 5.2%）以及韩国旗（占检查总数的 5%）。

与集中大检查主题有关的滞留船旗中，滞留比率最高的是科摩罗 100%（检查 1 艘滞留 1 艘），纽埃和西班牙各 50%（检查 2 艘滞留 1 艘），直布罗陀 4.8%（检查 21 艘滞留 1 艘）以及朝鲜 3.7%（检查 54 艘滞留 2 艘）。

尽管大检查的整体结果总体满意，鉴于大检查期间 25 %的滞留是直接因为集中大检查滞留，初步结果突显出船舶推进和辅助机械设备的有效控制仍然面临着较大挑战。

本次大检查由东京备忘录与巴黎备忘录联合开展。其他备忘录在此期间也开展了相同的大检查。

东京备忘录港口国监督委员会将在 2014 年 11 月对本次大检查结果的详细分析做进一步的审议，并将完整报告提交至国际海事组织。



TOKYO MOU SECRETARIAT

Ascend Shimbashi 8F
6-19-19, Shimbashi, Minato-ku
Tokyo 105-0004
Japan

Tel: +81-3-3433-0621
Fax: +81-3-3433-0624
E-mail: secretariat@tokyo-mou.org
Web site: www.tokyo-mou.org

PRESS RELEASE

SHIP'S PROPULSION AND AUXILIARY MACHINERY, A CHALLENGE TO KEEP UNDER CONTROL

Defects related to propulsion and auxiliary machinery installations have traditionally been one of the top six categories of deficiencies recorded during port State control (PSC) inspections in previous years. An average of 7% of the total number of the deficiencies identified within the Tokyo MOU region are related to machinery installations. For the purpose of verifying compliance with the requirements of SOLAS Convention Chapter II-1, member Authorities of the Tokyo MOU undertook a Concentrated Inspection Campaign (CIC) on Propulsion and Auxiliary Machinery from 1 September to 30 November 2013.

During the three-month's period, a total of 8,257 inspections were carried out during the CIC by the Tokyo MOU member Authorities, of which 6,367 inspections were conducted with a CIC questionnaire (77.1%). A total of 282 detentions were recorded during the CIC inspections, among which 72 or 25.5% of them were detained as a direct result of the CIC. The CIC-topic related detentions rate is 1.13% while the overall CIC detention rate is 4.4%.

Preliminary results indicated that the most significant deficiencies found during the campaign were related to the emergency source of power and emergency lighting 468 (25.4%), main and auxiliary boilers and boiler feed systems 319 (17.3%), protective arrangements for machinery to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock or other hazards 278 (15.1%) and cleanliness of the engine room 276 (15%).

The highest number of CIC inspections relating to ship types were conducted on bulk carriers (34% of the inspections), followed by general cargo/multipurpose ships (23%) and container ships (16%). In contrast to the above, 35% of the CIC-topic related detentions were identified on general cargo/multipurpose ships, 24% on bulk carriers and 18% on container ships.

The highest number of CIC inspections relating to flag were carried out on ships under the flags of Panama (31% of the inspections), followed by Hong Kong (China) (9.8%), Liberia (7.2%), Singapore (7%), Marshall Island (5.2%) and Republic of Korea (5%).

The flags with the highest CIC-topic related detention rate were Comoros with 100% (1 detention out of 1 inspection), Niue and Spain each 50% (1 detention out of 2 inspections), Gibraltar 4.8% (1 out of 21 inspections) and DPR Korea 3.7% (2 out of 54 inspections).

Although the overall results of the CIC are generally satisfactory, given the fact that 25% of the detentions were CIC-topic related during the campaign period, the preliminary results highlight that propulsion and auxiliary machinery installations on board remain a challenge to keep under control.

The Campaign was carried out jointly with the Paris MOU. Other MOUs have followed the same arrangements during the campaign.

A detailed analysis of the results of the campaign will be considered by the Port State Control Committee in November 2014, after which a full report will be submitted to the International Maritime Organization.

1 April 2014

Contact

Tokyo MOU Secretariat
Ascend Shimbashi 8F
6-19-19, Shimbashi
Minato-ku, Tokyo
Japan 105-0004

Telephone: +81-3-3433 0621
Facsimile: +81-3-3433 0624
E-mail: secretariat@tokyo-mou.org
Web-site: www.tokyo-mou.org