FLAG & CLASS Monthly Marketing Report

船旗国&船级社 市场月报

PREAMBLE 序言：

The monthly report published by Register NU & Class NU is to provide all our customers with updated maritime news aim to create awareness of the new happenings and implementation of new regulation from time to time.
我们 *Register NU & Class NU* 的月报是为了给我们的客户提供您所需要的最新的海事信息。

Prepared by: **NU Group**

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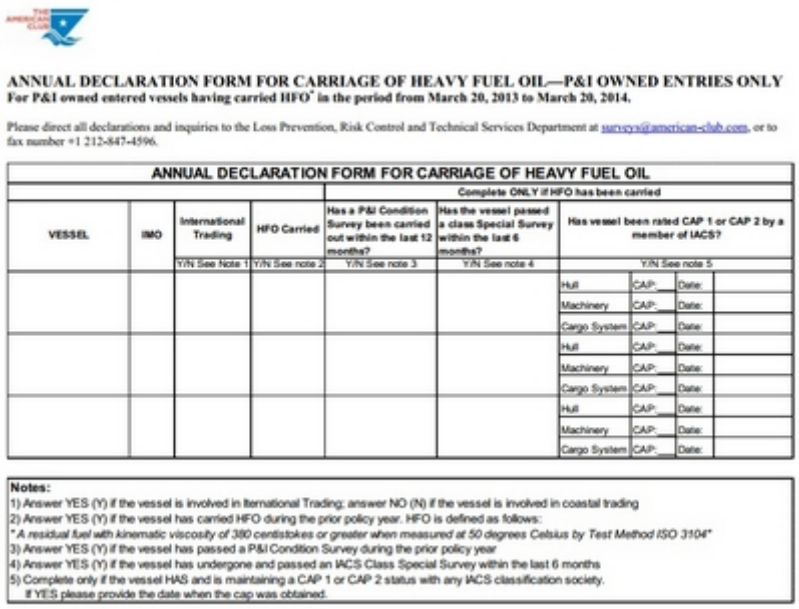
Condition survey requirement for tankers carrying HFO as cargo, Circular issued by the American P&I Club



ANNUAL DECLARATION FORM FOR CARRIAGE OF HEAVY FUEL OIL—P&I OWNED ENTRIES ONLY
For P&I owned entered vessels having carried HFO* in the period from March 20, 2013 to March 20, 2014.

Please direct all declarations and inquiries to the Loss Prevention, Risk Control and Technical Services Department at surveys@american-club.com, or to fax number +1 212-847-4596.

ANNUAL DECLARATION FORM FOR CARRIAGE OF HEAVY FUEL OIL

VESSEL	IMO	International Trading	HFO Carried	Complete ONLY if HFO has been carried: Has a P&I Condition Survey been carried out within the last 12 months?	Has the vessel passed a class Special Survey within the last 6 months?	Has vessel been rated CAP 1 or CAP 2 by a member of IACS?			
		Y/N See Note 1	Y/N See note 2	Y/N See note 3	Y/N See note 4	Y/N See note 5			
						Hull	CAP:__	Date:	
						Machinery	CAP:__	Date:	
						Cargo System	CAP:__	Date:	
						Hull	CAP:__	Date:	
						Machinery	CAP:__	Date:	
						Cargo System	CAP:__	Date:	
						Hull	CAP:__	Date:	
						Machinery	CAP:__	Date:	
						Cargo System	CAP:__	Date:	

Notes:
1) Answer YES (Y) if the vessel is involved in International Trading; answer NO (N) if the vessel is involved in coastal trading
2) Answer YES (Y) if the vessel has carried HFO during the prior policy year. HFO is defined as follows:
** A residual fuel with kinematic viscosity of 380 centistokes or greater when measured at 50 degrees Celsius by Test Method ISO 3104**
3) Answer YES (Y) if the vessel has passed a P&I Condition Survey during the prior policy year
4) Answer YES (Y) if the vessel has undergone and passed an IACS Class Special Survey within the last 6 months
5) Complete only if the vessel HAS and is maintaining a CAP 1 or CAP 2 status with any IACS classification society.
If YES please provide the date when the cap was obtained.

the Annual Declaration Form for Carriage of HFO (for P&I owned entered vessels having carried HFO in the period from March 20, 2013 to March 20, 2014).

Circular issued by the American P&I Club

The American P&I Club has issued circular No 8/14 regarding condition survey requirement for tankers carrying Heavy Fuel Oil (HFO) as cargo.

As part of a concerted industry effort to ensure higher ship standards, the International Group of P&I Club is continuing in its implementation of survey triggers for seagoing vessels of 10 years of age or more carrying HFO. As a consequence, all sea-going vessels aged 10 years or more which have carried heavy HFO as cargo within the previous 12 months will be subject to condition survey, unless:

- the vessel has undergone a P&I club condition survey during the previous 12 months; or
- the vessel has undergone a Special Survey during the previous 6 months; or
- the vessel has a valid Condition Assessment Program (CAP) rating of 1 or 2

with a classification society having membership in the International Association of Classification Societies (IACS).

HFO is defined as residual fuel with a kinematic viscosity of 380 centipoises when measured at

50 degrees Celsius by the ISO 3104 test method. This excludes vessels carrying intermediate fuel oils or heavy crudes, as well as those carrying bitumen or tar.

Operators should note that a declaration is now required so that the American P&I Club may determine whether HFO has in fact been carried by an insured vessel as cargo during a relevant policy period. ***Therefore, the first declaration must be made this year as soon as possible, but not later than October 31, 2014 for vessels carrying HFO between March 20, 2013 and March 20, 2014.***

If a vessel continues to carry HFO as cargo over a period of successive years, the Club is not obliged to carry out a survey every year. However, a survey will need to be held at least every three years after the first survey has taken place. It is at the Club's discretion whether or not to undertake surveys on a more frequent basis.

装载重燃油货物油轮的状况检验要求

美国保赔协会发布了关于装载重燃油（HFO）货物油轮的情况调查规定的 No 8/14 通告。国际保赔协会集团正继续对船龄达到和超过 10 年、装载重燃油的远洋船展开调查。因此，船龄达到和超过 10 年、在前 12 个月装载重燃油货物的远洋船将受到情况调查，除非：

- 船只已经在前 12 个月接受过保赔协会狀況調查；
- 船只在前 6 个月接受过特殊检查；或者
- 船只拥有的有效狀況评估项目（CAP）为 1 级或 2 级，并且船级社是国际船级社协会（IACS）的成员。

重燃油的定义是在用 ISO 3104 测试方法在 50 摄氏度下进行测量时，运动粘度达到 380 厘泊的残油，不包括装载中间燃油或重质厚油以及沥青或焦油的船只。

运营商应意识到需要进行申报，美国保赔协会才能判定重燃油是否是由一艘在相应的保险期限内的投保船只运载的。因此，今年应尽快进行首次申报，但不得晚于 2014 年 10 月 31 日。运载重燃油的船只则在 2013 年 3 月 20 日到 2014 年 3 月 20 日期间申报。

如果船只连续几年运载重燃油货物，保赔协会不必每年进行检查。然而，首次调查后必须至少每三年进行一次检查。保赔协会可以自主决定是否增加调查。

点击以下图片查看运载重燃油的年度申报表（2013 年 3 月 20 日到 2014 年 3 月 20 日期间运载重燃油、保赔协会所有的船只）。

---摘自 ISSC 独家编译 来源国际海员服务中心网

Goal-Based Standards (GBS) verification process is underway

Goal-based ship construction standards (GBS) audit teams will be established to verify construction rules for bulk carriers and oil tankers

IMO audit teams will shortly be established to verify construction rules for bulk carriers and oil tankers of classification societies which act as recognized organizations (ROs), following the receipt of requests for verification by the 31 December 2013 deadline.

A new SOLAS regulation II-1/3-10 on Goal-based ship construction standards (GBS) for bulk carriers and oil tankers was adopted by IMO's Maritime Safety Committee (MSC), at its eighty-seventh session in May 2010, by resolution MSC.290(87). This regulation, which entered into force on 1 January 2012, requires that all oil tankers and bulk carriers of 150 m in length and above, for which the building contract is placed on or after 1 July 2016, satisfy applicable structural requirements conforming to the functional requirements of the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers (GBS Standards) (resolution MSC.287(87)).

Under the GBS Standards, construction rules for bulk carriers and oil tankers of classification societies which act as recognized organizations (ROs) or national Administrations will be verified, based on the Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers (resolution MSC.296(87)) (GBS Guidelines). According to the timetable approved by MSC 87, the deadline for the receipt by IMO of initial verification requests from classification societies was 31 December 2013.

In support of the Committee's request that the verification process should be conducted as efficiently as possible, the International Association of Classification Societies (IACS) has delivered its Common Package 1 comprising various IACS requirements to support the requests from its member societies.

Based on the requests for verification audits, the IMO Secretariat will establish GBS Audit Teams as soon as possible, to conduct audits for verification of the subject construction rules. The outcome of the audits will be submitted to the MSC in May 2016 at the latest and, if approved by the MSC, those construction rules will be applied to bulk carriers and oil tankers to be built on or after 1 July 2016.

On 20 December 2013, IMO Secretary-General Koji Sekimizu met with the Chairman of IACS, Mr. Roberto Cazzulo, Chairman of RINA Services, who confirmed that the IACS Council had adopted new harmonised Common Structural Rules (CSR) for oil tankers and bulk carriers, which will be presented to IMO for GBS verification as its Common Package 2, by the end of June 2014.

Commenting on the above developments, Mr. Sekimizu expressed his satisfaction with the timely and efficient manner in which the GBS verification process was being progressed, as instructed by the Maritime Safety Committee.

IMO – the International Maritime Organization – is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

From Web site: www.imo.org

IMO：《目标型船舶建造标准》审核正在进行中

2013 年 12 月 31 日—国际海事组织（IMO）接受各船级社规范审核申请的截止日期过后，IMO 审核组将明确各船级社（认可组织（ROs））的散货船和油轮的建造标准。

2010 年 5 月召开的 MSC87 会议上，IMO 正式通过了有关《国际散货船和油轮目标型船舶建造标准》（GBS）的《国际海上人命安全公约》（SOLAS）修正案，在第 II-1/3-10 条明确了 GBS 标准的适用范围。这一规定已于 2012 年 1 月 1 日生效，要求船长为 150 米及以上，而且建造合同规定于 2016 年 7 月 1 日及以后建造的油轮和散货船，应满足适用的结构要求，这些需符合散货船和油轮目标型船舶建造标准（MSC.287(87)决议）的功能性要求。

在 GBS 标准下，基于国际散货船和油轮的建造标准（MSC.287(87)决议）（GBS 指南），船舶设计和建造的规范和规则由国家主管机关或认可组织制定。根据海上安全委员会 87 届会议批准的时间表，IMO 接受各船级社规范审核申请的截止日期为 2013 年 12 月 31 日。

为支持委员会高效执行审核过程，国际船级社协会（IACS）发布了各项国际船级社协会规定组成的 Common Package 1。

国际海事组织秘书长将基于这些审核申请，尽快建立 GBS 审核组，对于这些主要建造规定进行审核。2016 年 5 月，MSC96 会议最终确定所有送审规范的 GBS 标准符合性验证结果。如得到批准，这些建造标准将适用于 2016 年 7 月 1 日及以后建造的散货船和油轮。

2013 年 12 月 20 日，国际海事组织秘书长关水康司先生会见了国际船级社协会主席、意大利船级社主席 Roberto Cazzulo 先生。Roberto Cazzulo 先生确认国际船级社协会委员会已经采纳油轮和散货船的新统一船舶共同结构规范（CSR），这一规范将提交给国际海事组织进行船舶共同结构规范确认，在 2014 年 6 月前将其作为 Common Package 2。

Annual summary of marine safety reports

During last year, there were 30 incidents
Marine Safety Forum has issued Information Note providing an annual summary of Marine Safety Reports during 2013.

Highlights:

1. Incident categories are consistent with the requirements of the MAIB and the British Port's Association's National Reporting System. This allows comparability of incident data between ports. Under the system incidents can be categorised as more than one type.
2. There were **30 incidents** in 2013. This equates to 1.14 incidents per 1000 vessel movements.
3. Incidents involving ***pilot boarding and disembarkation, including problems with pilot ladder arrangements and rigging amount to six, or 20%, of the incidents.***
4. The incidents involving transfer/acceptance of control between bridge conning stations also amount to six, or 20%.
5. Total movement is the sum of arrivals, departures, shifts and non-statistical movements in the reported year. In 2013 this amounted to 26,363 movements.
6. The categories are as follows:
   - Collision (contact between vessels moored or underway).
   - Contact (contact between vessels and fixed objects and structures).
   - Grounding.
   - Near miss or misc.
   - Fire, explosion, flooding.
   - Pollution.
   - Person overboard.
   - Other on board incident.
   - Machinery failure, mechanically disabled or hull failure.
   - Capsized, sinking or listing.
   - Accidents resulting in injury, or worse, to Boards staff or port users whilst vessels are underway within the waters of the port.

Summary of Incident Categories in 2013

	Incident Type	Count of Incidents
1	Collision.	8
2	Contact.	5
3	Grounding.	2
4	Near miss or misc.	15
9	Machinery failure, mechanically disabled or hull failure.	1
11	Accidents resulting in injury to Boards staff or port users.	1
Total		**32**
Note; In the above table two incidents have two categories.		**Net 30**

Summary of Incident Causes in 2013

Incident Cause	Count of Incidents
Crew error	15
Pilot error	2
Machinery/equipment failure	9
Weather	1
Other	3
Total	**30**

Incident Types in 2013

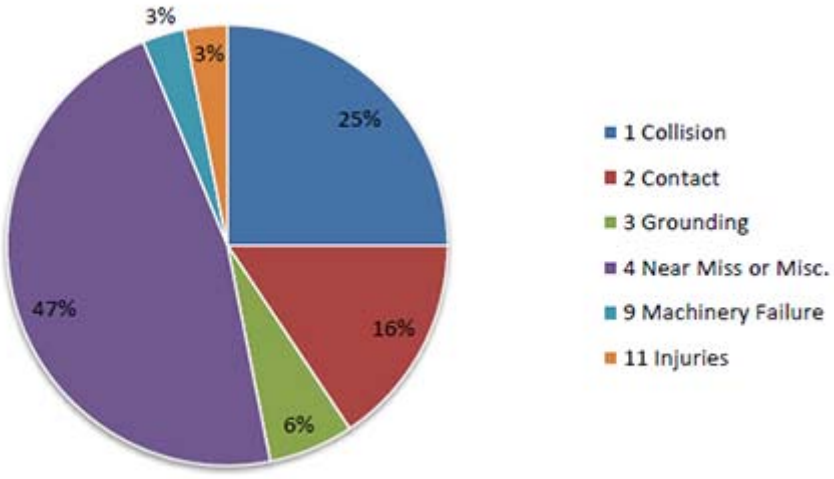


Figure 1, Incident Types in 2013

Incident Causes in 2013

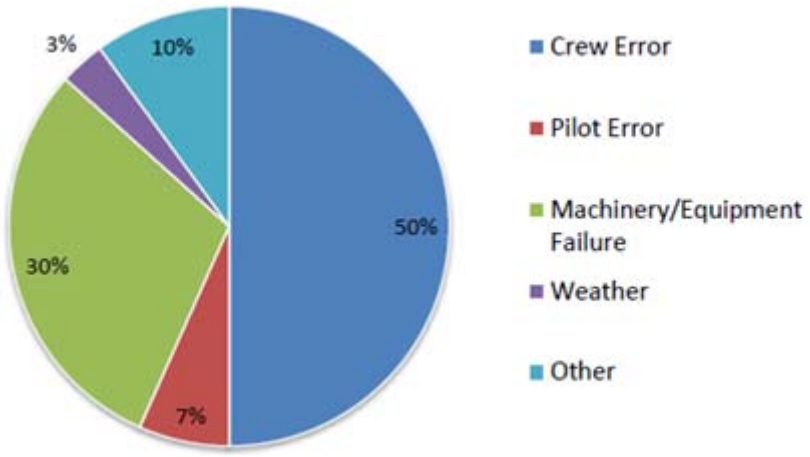


Figure 2, Incident Causes in 2013

Source: Marine safety Forum, Marine Information Note 14-01

PART II--DOMESTIC MARITIME NEWS 中国海事新闻:

【上海海事局将在自贸区设立海事办事处】上海海事局 2 月底将在中国（上海）自由贸易试验区内设立海事办事处，跟进自贸区建设及相关海事研究。

Shanghai Maritime Bureau will establish office in experimental Shanghai Free Trade Zone by end of February, 2014.

PART III--SHIPPING NEWS 航运见闻:

USCG to test Automatic Identification System (AIS) Aids to Navigation (ATON)

Exact content, location, and times of broadcast will be announced in future local notices

In the near future, the U.S. Coast Guard and other authorized agencies and organizations (i.e., U.S. Army Corps of Engineers, National Oceanic and Atmospheric Administration, Marine Exchange of Alaska) will begin transmitting AIS ATON messages and marine safety information via AIS for testing and evaluation. The exact content, location, and times of these broadcasts will be announced in future Local Notices to Mariners.

AIS is an internationally adopted radio communication protocol that enables the autonomous and continuous exchange of navigation safety related messages amongst vessels, lifeboats, aircraft, shore stations, and aids to navigation (AIS ATON).

AIS ATON stations broadcast their presence, identity (9-digit Marine Mobile Service Identity (MMSI) number), position, and status at least every three minutes or as needed. These broadcasts can originate from an AIS station located on an existing physical aid to navigation (Real AIS ATON) or from another location (i.e., AIS Base Station).

An AIS Base Station signal broadcasted to coincide with an existing physical aid to navigation is known as a Synthetic AIS ATON. An electronically charted, but non-existent as a physical aid to navigation, is identified as a Virtual AIS ATON.

How an AIS 'Isolated Danger' ATON will potentially be potrayed per IHO and IEC standards on paper charts/ RNCs, radar and ENCs

Other examples of how AIS ATON will be potrayed on future (IEC 62288, Ed.2 compliant) radars

The latter two can be used to depict an existing aid to navigation that is off station or not watching properly or to convey an aid to navigation that has yet to be charted.

All three variants can be received by any existing AIS mobile device, but they would require an external system for their portrayal (i.e., AIS message 21 capable ECDIS, ECS, radar, PC).

How they are portrayed currently varies by manufacturer, but the future intention is for the portrayal to be in accordance with forthcoming International Standards (i.e., IEC 62288 (Ed. 2), IHO S-4 (Ed. 4.4.0)).

Mariners capable of receiving and displaying these test AIS messages are encouraged to provide feedback and report any anomalies to the USCG NAVCEN Website:http://www.navcen.uscg.gov

【独家·海事新技术】美国海岸警卫队检测自动识别系统助航设备

美国海岸警卫队检测助航设备自动识别系统未来的当地通告中将宣布准确的广播内容、地点和时间。

在不远的将来，美国海岸警卫队和其它授权机构和组织（即美国陆军工程兵团、国家海洋和大气管理局、阿拉斯加海上交换局）将通过自动识别系统（AIS）传输 AIS ATON（助航设备）信息和海上安全信息用于检测和评估。未来当地给船员的通告中将公布这些广播的时间。

自动识别系统是国际上采纳的无线电通信协议，使得船只、救生艇、飞机、近海电台和助航设备（AIS ATON）之间可以自动连续交换和导航安全相关的信息。

AIS ATON 电台至少每隔 3 分钟或按需要播放它们的存在、身份（九位数的海上移动服务身份（MMSI）号码）、方位和状态。这些广播可以是现有的物理助航设备（实际的 AIS ATON）上面的自动识别系统站或另一个电台（即助航设备基站）发出的。

自动识别系统站发出的信号和现有的物理助航设备一样的话，称为合成 AIS ATON。电子化绘制不是像物理助航设备一样真实存在的，称为虚拟 AIS ATON。自动识别系统“独立的危险物”ATON 是如何在纸质海图/无线网络控制器（RNCs）上被潜在绘制为遵照国际航道组织和国际电工委员会（IEC）标准的？

未来（国际电工委员会 62288, Ed.2 兼容）雷达上绘制 AIS ATON 的其它例子。

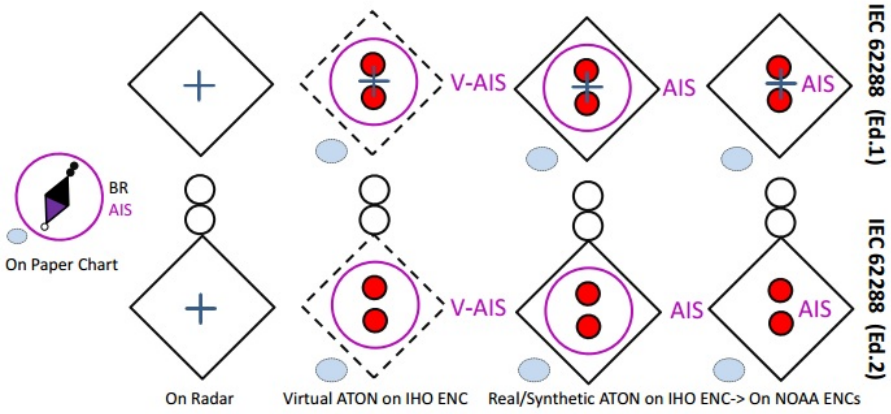
后两者可以用于绘制电台外现有的或没有仔细观测的助航设备或传输还没绘制好的助航设备。

现有的助航设备移动设备可以接收这 3 个变量，但需要一个外部系统才能绘制（即助航设备信息 21 可用的电子海图、云服务器（ECS）、雷达、个人电脑）。

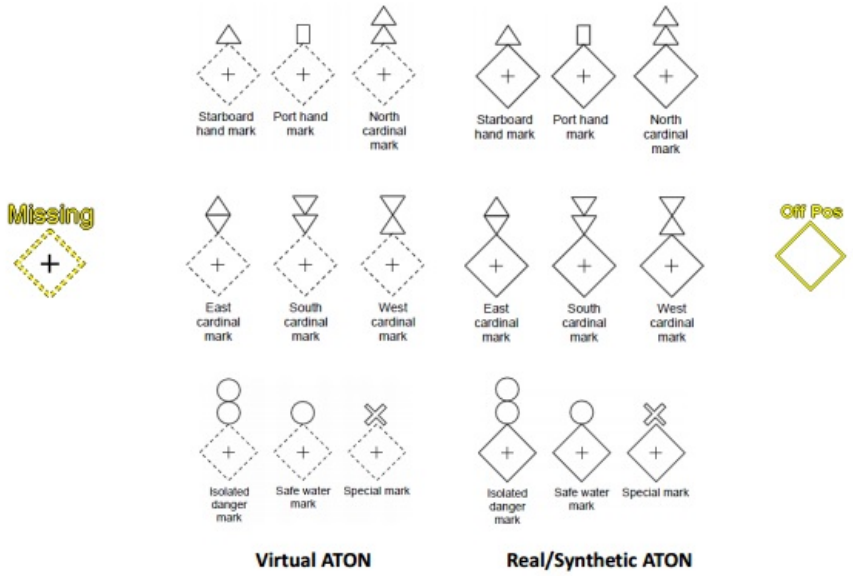
不同制造商绘制的方式不同，但是未来的绘制应符合即将到来的国际标准（即国际电工委员会(Ed. 2)、国际航道组织（Ed. 4.4.0）。鼓励可以接收并显示这些测试的自动识别系统信息的船员向海岸警备队导航中心（USCG NAVCEN）网站：http://www.navcen.uscg.gov 提供反馈并报告反常现象。

-----摘自 ISSC 独家编译 来源国际海员服务中心网

How an AIS 'Isolated Danger' ATON will potentially be potrayed per IHO and IEC standards on paper charts/ RNCs, radar and ENCs



Other examples of how AIS ATON will be potrayed on future (IEC 62288, Ed.2 compliant) radars



PART IV--MARTITIME ENCYCLOPEDIA 海事百科:

1. Flag State

International law requires that every merchant ship be registered in a country. This country in which the ship is registered is called its flag state and the flag is worn at the stern of the vessel.

Alternatively, ocean going merchant vessel can opt to practice "Flag-of-Convenience"; i.e. to register in a sovereign state different from that of the ship's owners to reduce operating costs; political or avoid regulations of the owner's country.

Refer to below figure on the maritime flag position at the stern of the ship.

1. 【船旗国】船旗国（flag state）指船尾所悬挂的国旗所属的国家，即对船舶进行注册登记授予船舶国籍的国家，故又称船舶登记国。国际航行船舶除了在本国登记，还可根据政治、军事和经济上的需要，选择在在他国登记，所以就有了方便旗船。那国旗该如何悬挂呢？请见下图：

2. Purpose of Bulkheads

a. Divide the main hull of a ship into different compartments intended for installation of various machinery and equipment, storage of cargo, fuel, water, etc.

b. Transverse bulkheads within the ship’s structure, starting from ship’s bottom top until the upper main deck, increase the structural rigidity of the vessel. In addition, the Watertight Bulkheads avoids ingress of water to prevent grounding.

c. Longitudinal bulkheads contribute to the longitudinal strength of the ship, reduce the risk of vessel capsize.

d. Fire-resistance

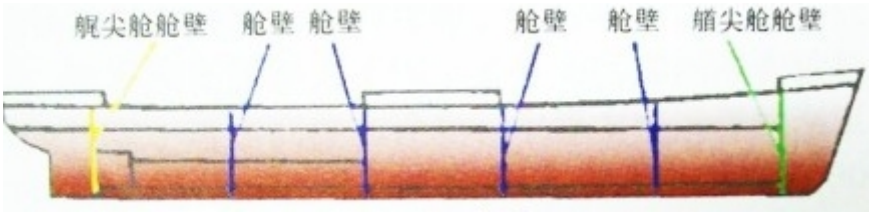
2. 【舱壁的作用】

a. 将船体内部分隔成若干个舱室，以便安装各种机械设备及装载货物、燃油、水等；

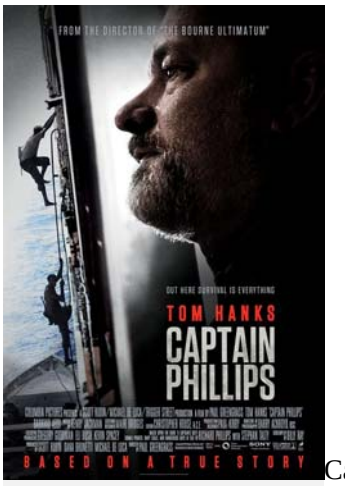
b. 横舱壁保证船体横向强度和刚性，是船底、舷侧和甲板等结构的支座，其中水密横舱壁保证船舶抗沉性能；

c. 纵舱壁可减少自由液面对船舶稳性的影响，增强船舶的总纵强度；

d. 防火作用。



PART V--STUDIO 海事相关影视：



Captain Phillips is a 2013 American thriller film directed by Paul Greengrass and starring Tom Hanksand Barkhad Abdi. The film is based on the true story of 2009 Maersk Alabama hijacking, an incident during which merchant marine Captain Richard Phillips was taken hostage by pirates in the Indian Oceanled by Abduwali Muse. It is the first American cargo ship to be hijacked in two hundred years.

《菲利普斯船长》影片改编自真实事件，时值 2009 年，马士基船公司“阿拉巴马”号船在印度洋遭遇索马里海盗劫持，船长理查德•菲利普斯主动把自己交给海盗为人质以换取其他船员的安全。此后理查德曾尝试逃跑，却被海盗追回，在被劫持 5 天之后，船长终于在 4 月 12 日被美军的突击小组所解救，成为美国英雄。

据报道，“马士基•阿拉巴马”（Maersk Alabama）号停泊在塞舌尔维多利亚港时，船员在一间舱室发现了两名美国海上安保人员的尸体。而这艘船正是描述海盗袭击的电影《菲利普斯船长》的原型船。这两名 44 岁的船舶安保员生前受雇于三叉戟集团（Trident Group）。美国国务院称，由于“阿拉巴马”号悬挂美国国旗，海岸警卫队也已着手调查。“阿拉巴马”号集装箱船 2009 年曾一度登上头条。2013 年，好莱坞影星汤姆•汉克斯塑造了菲利普斯船长的荧幕形象。*来源:航运界*