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最新的海事信息。

Prepared by: **NU Group**

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PART I—NU GROUP NEWS:

Asia Pacific Maritime (APM) 2014

第十三届亚太海事展览会

Asia Pacific Maritime (APM) is a one-stop market for the region's maritime community, showcasing the latest in marine engineering and port technology.

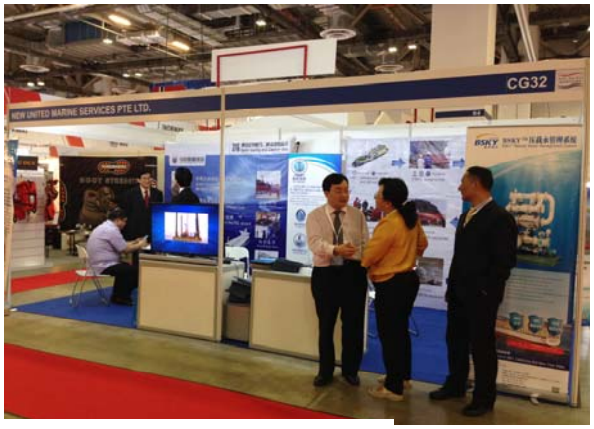
亚太海事展 APM 被誉为新加坡最重要的国际海事展，是亚太地区海事行业一站式的交易会，展示海事工程及港口科技领域的最新产品和技术。

APM offers a holistic business experience by combining a comprehensive exhibition, high-powered conferences and seminars, and a host of networking sessions that connect quality Asia Pacific buyers to international maritime suppliers.

APM 集展会、研讨会和小组讨论为一体，提供完整的行业体验。

Held between 19 – 21 March 2014, our company NU Group in Shanghai participated the 13th Asia-Pacific Marine Exhibitions, a 3 days event holds in Singapore.

2014 年 3 月 19 至 21 日，我们上海新宁捷船舶咨询服务有限公司参加了为期三天在新加坡举办的第十三届亚太海事展览会.



NU Group provides consultancy and services for Ships' registration; Statutory and Classification surveys; Ships' management, technical consultant; Insurance broker and Ship Sale & Purchase, etc.. We are dedicated to provide a One-Stop service to the marine industry.

新联集团为船舶、海上设施提供船舶登记、船级社、船舶管理、船舶技术咨询、船舶保险经纪及船舶买卖经纪等服务。我们致力于为航运界提供一站式服务。

At our exhibition booth CG32, Mr. Mark Wang, our General Manager has successfully closed a business deal. Our NU Group staff were overwhelm with excitement at the time of signing the agreement.

在展览会上，王总及参展人员与各方客商洽谈业务，现场成交了一些订单，令人振奋。

Maritime exhibition not only let us learn and understand the shipping industry professional standard of service, it also provides a platform for our company to move forward to a new height and to improve customer service quality.

海事展不单单让我们看到航运界各专业的服务标准，同时也看到了自己公司未来需开发的新项目，这些都会促使公司走上一个新的台阶，以达到为客户提供更好、更方便的服务！

PART II--INTERNATIONAL MARITIME NEWS 国际海事新闻：

IMO Sub-Committee on Ship Systems and Equipment Outcome – 1st Session, 10- 14 March 2014

The IMO's Sub-Committee on Ship Systems and Equipment held its 1st session (SSE 1) from Monday 10 through Friday 14 March 2014 under the chairmanship of Dr. S Ota (JAPAN) and his Vice-Chair, Mr. K Hunter (UK); both were subsequently re-elected for 2015. This Sub-Committee, acronym SSE, has assumed responsibility for many matters formerly dealt with by DE, FP and SLF; the remaining issues became the province of SDC (Ship Design and Construction) in line with the new, leaner IMO Sub-Committee structure. Three working groups (WG) were formed as follows:

WG1 Fire Protection, Mr. Eberly (USA)
WG2 Life-Saving Appliances, Mr. Yoshida (JAPAN)
WG3 Onboard Lifting Appliances and Winches, Mr. Lakeman (NL)

Also, one drafting group (DG) was formed as follows

DG1 Consideration of IACS Revised Unified Interpretations and proposed amendments to MARPOL Annex 1, Mrs. Kristensen (NORWAY)

Meeting Highlights

Ships carrying hydrogen and compressed natural gas, vehicles

WG1 produced a draft MSC Circular, subsequently agreed by the Sub-Committee for submission to MSC 93, which recommends that the shipper should provide a signed certificate or declaration that the vehicle fuel system, as offered for carriage, has been checked for leak-tightness and the vehicle is in proper condition for carriage prior to loading. In addition, each vehicle shall be marked, labelled or placarded that these conditions have been met accordingly.

Smoke control and ventilation

The Sub-Committee noted WG 1′s considerations on development of a draft Performance Standard, that it would be best to first develop broad functional requirements to benchmark intended smoke control system objectives and then to develop a recommended list of action items as the basis for future work. Possible amendments to SOLAS chapter 11 – 2 will no doubt follow in train.

Developments of amendments to SOLAS Regulation 11-2/20 and associated guidance on air quality management for ventilation of closed vehicle spaces, closed RO-RO and special category spaces

It was agreed that the air quality control system should not be applicable to the new SOLAS regulation 11 – 2/20-1 (requirement for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo) since the current SOLAS requirements consider gasoline and diesel as fuel only.

Sample extraction smoke detection system in FSS Code

A draft Unified interpretation on the requirement for sample extraction in chapter 10 of the FSS code was agreed for submission to MSC 94. It stipulates that if the CO^2 system discharge pipes are used for the smoke sample, the control panel can be located in the CO^2 room but only if there is an indicating unit (repeater panel) on the navigation bridge.

Use of flexible bellows

Noting that flexible bellows (not made of steel or equivalent material) protect the ventilation duct most effectively, especially in that they absorb machinery vibration, it was agreed that a short length, not exceeding 600 mm, of flexible bellows constructed of combustible material may be used for connecting fans to the ducting in the air conditioning room; this recommendation will be forwarded to MSC 93 for consideration.

Fire protection

A correspondence group was established to further consider smoke control, ventilation systems in ro-ro cargo spaces and also to revise / update MSC Circular 729. It will report to SSE 2.

Development of life safety performance criteria for alternative design and arrangements for fire safety

Following general discussion of this subject in Plenary, it was decided to establish a Correspondence Group under the coordination of the UNITED STATES. It will seek to review available research, methodologies and standards vis-à-vis human exposure to fire effluent and consider whether safety margins in shore-side building design are adequate for use in ships. An appropriate framework for assessment of minimum life-safety performance criteria and safety margins to address survivability when exposed to heat, smoke, toxicity, reducing visibility, etc in relation to evacuation time will also be explored, following which a report will be submitted to SSE 2.

Draft goal- based guidelines on the framework of requirements for ships' life- saving appliances

Having addressed these goal-based guidelines the WG identified:

1. a need to restructure / rearrange SOLAS Chapter III for it to be more user-friendly; and
2. the importance of evaluating feasibility, adequacy and effectiveness of future proposals on new requirements.

2009 MODU Code

Draft amendments to the MODU Code were agreed for submission to MSC 94. These related to Practice musters and drills and in addition, a set of associated draft Guidelines on alternative methods for lifeboat drills on MODUs was developed; they might also be used in conjunction with the provision of on-board training and instruction.

GISIS database regarding the evaluation of hooks under the requirements of MSC.1/Circ.1392

The intent behind this MSC Circular is that existing on load release hooks are only re-approved when the function of the hook itself is safe without the use of additional operating mechanisms or devices similar to 'fall preventer devices'. Such devices should be considered as being in addition to, and not form part of, the original hook's mechanism. Despite this clear and unambiguous intent, some re-approved hooks effectively constitute fall preventer devices thus denying assurance that the modifications guarantee the safety characteristics of the hooks. In addition, information provided on the GISIS database advises that a particular hook found to be 'compliant after modification' affords scant details as to how this has been achieved. A substantial industry coalition represented strong views to the Sub-Committee following which the Chairman invited member governments to submit papers to MSC 93 and noted the USA's assertion that a new Output of interpretation for MSC Circular 1392 should be considered.

Development of requirements for on-board lifting appliances and winches

In light of the number of accidents, the Sub-Committee noted WG 3s views on the need for further consideration of available data involving on-board lifting appliances and winches in order to determine the scope and application of measures necessary for potential future regulations. Incident data analysis methodology was endorsed as also was the view that initial consideration of the scope of potential measures should be broad, and not limited only to cargo-handling lifting appliances. However it will not include personnel / passenger elevators (lifts) and escalators on board ships nor equipment regulated by the LSA Code. Application will be considered for all ships to which SOLAS applies but MOUs certified under the MODU Code will be exempt, as also will fishing vessels. It was observed that the focus of potential measures will ultimately determine whether they should apply to existing ships only, or existing and new ships; if certification is included within potential measures, a transitional period for existing ships should be considered. Based on presently available incident data, the following items were noted:

1. insufficient safety procedures in place;
2. lifting hooks not engaging properly;
3. training in operation and maintenance; and
4. operational and maintenance conditions that could induce failure of on-board lifting and winches, particularly that of wire rope.

Since WG 3 opinion was divided on the issue of mandatory or non-mandatory status of potential measures for on-board lifting appliances and winches, the matter will be considered at SSE 2 following production of a draft framework and refinement by a correspondence group coordinated by NEW ZEALAND. Meanwhile, Member States and international organizations, including industry organizations such as ICHCA whose members have access to marine claims data, were invited to gather incident reports involving lifting appliances and winches, making them available to the correspondence group as soon as possible after SSE 1.

IACS Unified Interpretations (UIs)

This is a continuous item on the biennial agenda, established by MSC 78, so that IACS can submit any newly developed or updated UIs for consideration by the Sub-Committee. Assembly 28 expanded the output to include all the proposed UIs to provisions of IMO safety, security, and environment-related Conventions. The most relevant to Inter-Manager are:

1. Agreement to a draft UI and associated draft MSC circular (for approval at MSC 94) on the load testing of hooks intended for the primary release of lifeboats.
2. The expectation that MSC 93 will adopt mandatory requirements for periodic servicing and maintenance of launching appliances and on-load release gear however there is no indication as to limitation regarding service providers.
3. The establishment of a drafting group to finalise the draft text of proposed amendments to MARPOL regulation I/12 and prepare consequential amendments to relevant UIs for approval at MEPC 67.
4. Agreement of a draft UI and associated draft MSC Circular on the embarkation station and stowage location of the life-raft together with adequate means of illumination.
5. The forwarding to MSC 94 of a draft UI relating to the provisions in Chapter 9 of the FSS Code on Fixed Fire Detection and Fire Alarm Systems and likewise for Chapter 5, a draft UI relating to the release operation of the CO^2 System.
6. An invitation to IACS to prepare a draft MSC circular on fixed gas fire-extinguishing systems and fixed fire detection and fire alarm systems. This will seek to clarify the number of setting points to the discharge control for the fire-extinguishing medium and also, the time period of the power supply to the latter system.

Guidelines for evaluation and replacement of lifeboat release and retrieval systems

ILAMA invited the Sub-Committee to reconsider the requirements for a post-installation towing test after replacement of a lifeboat release and retrieval system which would permit alternative testing with no personnel in the lifeboat and the lifeboat not being disconnected from the falls during the test. The proposal received scant support, rather the opposite, and it was decided not to proceed with the issue further.

The Polar Code

It was generally agreed that additional performance or test standards may be necessary but that detailed discussion should not be started until after MSC 93 has finalized the Polar Code.

Date of next meeting SSE 2nd Session agreed on March 23-27, 2015

Source: IMO

IMO 船舶系统和设备分委会（SSE）第 1 次会议要点快报

简介： 国际海事组织船舶系统和设备分委会第 1 次会议（SSE1）于 2014 年 3 月 10 至 14 日在伦敦召开，来自日本的分委会主席 Susumu Ota 先生主持了会议。由交通运输部中国船级社、海事局、公安局、武汉船用机械有限公司以及江苏佼燕船舶设备有限公司和驻英使馆海事处组成的中国代表团出席了本届会议。本次会议共有 21 项议题，除全会外，还设立了三个会上工作组（消防、救生、船用起货设备）和一个起草组（MARPOL 公约 I/12 修订）。本次会议共批准了 16 份文件。

IMO 船舶系统和设备分委会（SSE）第1 次会议要点快报
中国参加SSE1 代表团
2014 年3 月20 日
一、总体情况：
国际海事组织船舶系统和设备分委会第1 次会议（SSE1）于2014 年3 月10至14 日在伦敦召开，来自日本的分委会主席Susumu Ota 先生主持了会议。由交通运输部中国船级社、海事局、公安局、武汉船用机械有限公司以及江苏佼燕船舶设备有限公司和驻英使馆海事处组成的中国代表团出席了本届会议。本次会议除全会外，还设立了三个会上工作组（消防、救生、船用起货设备）和一个起草组（MARPOL 公约I/12 修订）。本次会议共批准了16 份文件。参会要点快报如下：
二、重要议题
1、船舶载运以氢气和压缩天然气为燃料的车辆要求的制定（议题3）全会审议了日本提交的相关建议，并交由会上成立的消防工作组做了进一步研究，在提案建议文本的基础上，制定了现有车辆运输船舶载运压缩氢气或天然气动力车辆所需采取的安全措施建议草案。分委会同意了工作组的建议，并准备了相应的海安会通函草案，将提交MSC93
批准。
2、制定对SOLAS II-1/40.2 电气装置一般要求的修正案（议题4）分委会审议了丹麦提交的将IEC有关电气安全标准在SOLAS公约文本中强制化的公约修正案草案（文件SSE 1/4），多数国家认为丹麦提案基于一艘渔船事故，现有的SOLAS公约和在脚注中引用有关IEC标准就足够了，而且在ISM规则中有关系统维护的内容已充分足够，因此没有制定对SOLAS II-1/45电气装置一般要求的修正案的必要性。分委会请海安会注意到该议题工作已完成。
3、烟气控制和通风（议题5）

全会审议了德国和中国提案，并交由会上成立的消防工作组进行了讨论。工作组制定了评估烟气控制系统的功能性要求和性能标准草案，并对开展下一步工作需要考虑的问题提出了建议。上述工作将交由会后成立的消防通信工作组做进一步研究。

4、有关闭式车辆处所、闭式滚装处所和特种处所对SOLAS 公约第II-2/20 条的修正案和相关空气质量管理指南的制订（议题6）全会审议了本议题下通信工作组报告，并交由会上成立的消防工作组进行了讨论。工作组根据全会选择方案2 的决定，制定了有关SOLAS 公约II-2/20.3 条的修正草案，明确适用于新建和现有船舶，但不适用于载运以氢气和压缩天然气为燃料车辆的船舶。该修正案将报MSC94 审议。同时，就MSC/Circ.729“滚装处所通风系统的设计指南和操作性建议修正草案”，工作组还认为现阶段不可能对其做进一步实质性的研究，但提出了为完成此项工作需要考虑的问题。此项工作将交由会后成立的消防通信工作组做进一步研究。

5、消防安全替代设计和布置（MSC/Circ.1002）中有关生命安全性能衡准的制订（议题7）全会审议了本议题下3 份提案文件（包括中国提交的两份提案），认为应继续制定性能衡准，从技术角度深入研究考虑中国提案的具体建议，连同“烟气控制和通风”议程一并考虑。会议决定成立会间通信工作组，由美国作为协调人开展如下工作：梳理关于火灾产生的物质的可允许水平的现有方法论及标准，考虑建筑设计中的安全余量是否充足，并制定适当的与最小脱离时间相关的最低人命安全衡准和安全余量的评估框架，向SSE2 提交报告。本议题的完成时间延期到2015 年。

6、SOLAS 第II-1（第C、D、E 部分）和III 章替代设计和布置有关安全目标和功能性要求的新框架要求的制定（议题8）全会审议了该议题下提案，并决定将提案交由工作组讨论。工作组对包括我国提案SSE 1/8/4 在内的6 份提案，以及上次会议（DE57）工作组文件进行了讨论。我国提案得到采纳，并将在下一步工作中予以考虑。

会议成立会间通讯工作组，主要任务：1）考虑本届会议提案和工作组讨论意见，进一步完善“目标型船舶救生设备要求框架的导则”，在工作方法上考虑德国提出的安全水平法，以及“差距分析”结果；2）如果时间允许，考虑推进SOLAS III“替代设计与布置”的安全目标和功能性要求导则的制订。同时，更新、制订了相应的工作计划。该议题下另一件事项，即ILAMA（ SSE 1/8/3）提出了对多米尼加在提案MSC92/13/3 中修订MSC.1/Circ.1206/rev.1，可用液压或机械试验装置进行模拟试验来替代吊架降落式救生艇、救助艇承载释放机构年度试验要求提议的支持。 分委会认为对试验要求的任何修订至少应保持现有的安全水平，并提请MSC93 关注分委会观点。

7、救生设备规则有关浸水服保温性能的修订（议题9）

全会审议了SSE 1/9 文件，以及DE 57 会议未及审议的DE 57/9，DE57/9/1，DE57/9/2，DE57/9/3文件。关于浸水服保温性能，考虑到需要通过进一步实践以确定衡准及试验方法，分委会决定将此项工作列入后两年工作计划，等待有关工作取得成果后再作讨论。

8、LSA 规则关于自由降落式救生艇自由漂浮能力的制定（议题10）

全会审议了该议题下DE57未及审议文件：DE 57/10。鉴于相关方工作没有进展，分委会决定不再进行相关要求的制订，并提请MSC93取消此项工作。

9、移动平台规则2009有关救生艇试验的修订(议题11)

全会审议了该议题下的两份文件SSE 1/11（巴西）， SSE 1/11/1（马绍尔），由救生设备工作组制订了移动平台规则2009 第14.12 有关救生艇试验的修正案，相关指南和MSC 通函案，将提交MSC94 海安会批准。通函中指出主管机关可考虑导则也应用于1979 年和1989 年MODU

规则。

10、对涉及救生筏维修要求的A.761(18) 的修正（议题12）

全会审议了该议题下DE 47 会议未及审议的提案DE57/15。同意对A.761（18）决议5.11 条的修正草案，将提交MSC94 海安会批准。

11、船用起货设备要求制定（议题13）

分委会审议了该议题下的3份文件和2份信息文件，并成立工作组。讨论决定适用范围

1. 不局限于船用货物装卸用起重设备；
2. 不包括客船上的电梯等；
3. 不包括LSA规则中的救生用起重装置，除非有多重功能；
4. 不包括MODU规则的起重设备；
5. 暂不包括渔船的起重设备。

分委会原则同意了下一步详细的工作计划，并成立通信工作组，协调人为新西兰。分委会预定于2017年完成指南和SOLAS修正案的制定。

12、原油船主机喷油系统双套管低压燃油管系要求的考虑（议题14）

全会审议了由MEPC58 转来的2 份文件。会议对该要求是仅限于原油船还是扩大到所有船舶进行了讨论，最后决定目前暂时先考虑原油船；此外，对原油船主机喷油系统的低压燃油管系是否确实需要双套管要求仍存在分歧。会议决定在下一次会议继续讨论。

13、SOLAS 公约第II-2 章有关液货舱辅助透气装置规定修正案的制订（议题15）

全会审议了本议题下2 份提案文件，在讨论了新增加的“隔离措施应允许大量的蒸气、空气或惰性气体混合物充分释放”的要求后，会议同意对SOLAS 公约第II-2/4.5 和 II-2/11.6 条的修正草案，将提交MSC94 批准。

14、有关泡沫型灭火器要求对SOLAS 公约第II-2/10.5 条修正案的制订（议题16）

全会审议了中国提交的1 份提案文件，建议取消已经安装了水基灭火系统的机器处所对135 升泡沫灭火器的配置要求。 各国代表团对此持赞同和反对的意见各占一半，会议未达成一致意见，此议题延期一年继续开展工作。

15、IACS 统一解释（议题17）

16、SSE2 临时议程及两年计划（议题18）

分委会准备了2014-2015 的两年工作状态报告及SSE2 的临时议程拟提交MSC93，并成立消防、消防替代设计和布置的人命安全衡准、救生设备和船上起货设备4 个会间通讯组，并拟在SSE2 上成立消防、救生设备及船上起货设备3个工作组。SSE2 时间定为2015 年3 月23-27 日。

摘自：CCS

PART III—SPECIAL BULLETIN 专题新闻

Special Report: MH370 ends in southern Indian Ocean

Malaysia Airlines flight MH370, carrying 239, including 154 Chinese, lost contact with air traffic control 02:40 a.m. local time, March 8, "ended" in the southern Indian Ocean.

PERTH/BEIJING, March 30 (Xinhua) -- A total of seven Chinese ships convened Sunday in waters west of Australia's Perth to coordinate their search for missing Malaysia Airlines Flight MH370.

【聚焦】海上的失联飞机 MH370 究竟怎么找？

按照@中国海上搜救中心的命令，中国海事局所属“海巡 01”轮正全速驶往巽他海峡附近水域，参与马航失联客机的搜救工作。究竟海巡船如何寻找失踪的飞机呢？这其实是一个逐渐缩小搜索区域的过程，基本上可以分为三步走：

第一步：广域搜寻。依靠卫星或者飞机和航船的目视观察，在所有可能的海域寻找失事客机的漂浮物，包括漂浮的航油，部分机体残片、乘客行李等，然后综合洋流、风向等参数，确定飞机坠海的大致海域。

第二步：在第一步确定的飞机大致坠海区域内，通过船载扫测设备找出飞机具体沉没位置。目前，“海巡 01”轮上装备有国内最先进的多波束侧扫声纳，可以运用声纳成像原理，对海底进行扫测。可以每小时扫测 39 平方公里的海域，但是最大工作水深不能超过 600 米。通过扫测，可以发现疑似机体残骸。

黑匣子里面发出声纳信号的水下信标

第三步：寻找的焦点——“黑匣子”。找寻黑匣子的过程主要得靠“听”。黑匣子发出信号的元件叫做水下信标，这个小东西是个两截一号电池大小的圆柱状物体。因为体积小，携带的能量有限，还得坚持一个月不断发出信号，所以它只能每隔一秒钟发出一个很小的声纳信号，这个信号，在 3 到 5 公里的范围内能被船上的黑匣子搜寻仪听到，从而确定飞机残骸的具体位置。”海巡 01“轮还装备有国内目前最先进的深水机器人，可以下潜至海底 600 米，通过声纳成像为飞机残骸精确定位。

【船舶黑匣子】空难事故发生后，飞机往往解体，甚至被烈火烧毁。人们到现场救援的时候，总是会寻找事故“见证人”——黑匣子。船上也有这种实时记录并保存船舶发生事故前后船体有关信息的“船用黑匣子”哦，一起来了解一下吧：

VDR的目的

以一种安全和可恢复的方式，保持存储船舶发生事故前后一段时间的与船舶位置、动态、物理状态、命令和操纵相关的信息。

VDR产生的背景

1、国际贸易的发展，海上运输业的膨胀，船舶向着大型化、快速化发展，一旦有海难事故发生，不仅对生命财产造成很大的损失，而且对生态和海洋环境造成灾难性的不可恢复后果。
2、海难事故使IMO面临巨大公众压力；
3、船舶遇险后需要客观证据解释原因；
4、其他交通工具已经在使用类似的设备；
5、包括飞机、汽车、火车等交通工具都先后配备了黑匣子。

VDR的安装要求

1、所有所有2002 年7月1日以后建造的客船；
2、2002年7月1日以前建造的客滚船不晚于2002年7月1日之后的第一个检验日；
3、2002年7月1日以前建造的客船不晚于2004 年1月1日；
4、2002年7月1日以后建造的3000总吨以上国际航行船舶，必须建造时安装。

摘自宁波海事局