

標 題:

油タンカーおよびばら積貨物船
のバラスタンの塗装色について

NKテクニカル インフォメーション

No.: 252

Date: 平成 10 年 4 月 17 日

関係船主、造船所 各位

拝啓、貴社益々ご清栄のこととお喜び申し上げます。

さて、油タンカー および ばら積貨物船の バラスタンの 塗装 についての SOLAS 新規則 第 II-1 章 3-2 規則 (1996 年改正) に関連し、リベリア および マン島政府より 1998 年 7 月 1 日 以降起工の 油タンカー および ばら積貨物船の バラスタンの 上塗りの色は バラスタンの内部検査において錆の色が識別できる色としなければならないという添付文書による 指示がありました。

従いまして、上記旗国籍の該当する 油タンカー および ばら積貨物船の バラスタンの 塗装色は添付の両国政府指示文書に従うことが要求されますので お知らせいたします。

また リベリア 政府より契約日が 1997 年 6 月 9 日以前の船には適用されないこと、および 適用する ばら積貨物船の定義は SOLAS IX 章によるという指示がありましたのでかさねてお知らせいたします。

お問い合わせ：船体部

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以上

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財団法人 日本海事協会

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FACSIMILE

TO FAX NUMBER: 00 81 3 5226 2039
NAME OF ORGANISATION: Nippon Kaijai Kyokai, Tokyo, Japan
FOR THE ATTENTION OF: T. Kaji esq., General Manager
YOUR REFERENCE: 97Q1 1272
FROM: W.J. Wade, Principal Marine Surveyor
DATE: 6th January, 1998
OUR REF: Gen'l. 177F/WJW
PAGE 1 OF 1 including this sheet)

Amendment to SOLAS - New Reg. II - I/3-2 Corrosion Prevention of Sea Water Ballast Tanks.

I refer to, and thank you for, your fax of 15th December and would advise as follows:

This Administration concurs with the guidelines for corrosion prevention in sea water ballast tanks set in IMO Resolution A 798 (19) and would prefer to have the ballast tank coating in a light colour. While this could mean a greater initial cost, the long term savings in reduction of survey time might recover some or all of these increased costs.

As you are aware, the concept behind the requirement for a light colour is to facilitate in-service inspections and to enable rapid identification of any breakdown in the coating such that rust can be readily distinguishable. If however, it can be shown that such rapid identification is possible with a darker coating which does not reduce the effectiveness of the final coating, then we might be persuaded to consider such an alternative.

I trust the foregoing is self explanatory and sufficient for your purposes, however, in the event that you require further clarification, please do not hesitate to revert.

Kind regards,

7 JAN 1998

John Wade,
Principal Marine Surveyor.



THE REPUBLIC OF LIBERIA

BUREAU OF MARITIME AFFAIRS

OFFICE OF THE DEPUTY COMMISSIONER OF MARITIME AFFAIRS

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TELEX: 275301 IRI UR

TO: T. Nakanishi DATE: 13 August 1997

COMPANY: NKK New York

COUNTRY: USA FAX NO: 201 944 8183

FROM: Anthony Dupree, Jr. - Chief, Marine Technical Division

SUBJECT: Corrosion Prevention of Seawater Ballast Tanks and Escape Means from Sleeping Rooms

REF: Your fax 97NY/532 of 18 July 1997

PAGES: Two page(s), including this cover sheet. If you do not receive all the pages, please call 703-620-4880.

This is in response to your fax of 18 July 1997 regarding the subject issues. We researched the papers submitted to the Sub-Committee on Ship Design and Equipment to determine why the statement "preferably of a light color" appears in regulation 3.2.2 of reference (a). It is clear that the primary reason the last coating should be light in color is to facilitate the in-service inspection of the seawater ballast tanks. The color of the coating materials must also be easily distinguishable from rust as stated in 2.8 of reference (b). In addition, the layers should be of contrasting colors to ensure full coverage with each coating by providing a contrast between the layers. Therefore, while we agree that some tank coating layers may be black or dark brown, the final covering layer must be of a light color, distinguishable from the color of rust, to facilitate the in-service inspection of the ballast tanks.

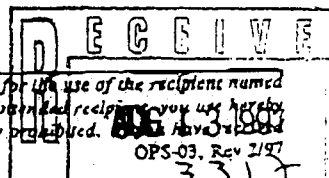
It should be noted that this Administration has no specific rules regarding where sacrificial anodes are required to be used in combination with the tank coatings. Sacrificial anodes should be installed where and when deemed necessary by the classification society and in accordance with the societies rules.

When a tank coating system is used to protect the seawater ballast tanks, the classification society (acting on behalf of the Administration) must be satisfied:

1. That coatings manufacturers have provided the owners with evidence of the quality of product and its ability to satisfy the vessel owner's requirements.
2. That the shipyard and/or its subcontractors have provided clear evidence of their experience in satisfactory coating application.
3. That the final covering layer is of a light color, distinguishable from the color of rust, to facilitate the in-service inspection of ballast tanks.
4. The coating standard, job specifications, inspection, maintenance and repair criteria are acceptable.

With regards to the escape means from sleeping rooms; kick-out panel are mandatory. Means of escape

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TO:

DATE: 13 August 1997

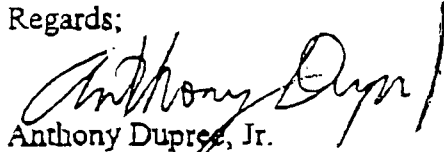
PAGE: 2

FACSIMILE TRANSMISSION FORM

from sleeping rooms should be in accordance with the applicable SOLAS requirements.

If you have any further questions, please contact me.

Regards;



Anthony Dupree, Jr.

Chief, Marine Technical Division

VOID

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