

標題

Viet Nam 及び Switzerland 籍 船に搭載される
Immersion suits 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

ベトナム及びスイス各国政府より当該国籍船に搭載される Immersion suits に関しまして、以下の通り通知されましたのでお知らせ致します。

1. ベトナム籍

- (1) SOLAS Chapter IX Reg.1 に定義されるばら積み貨物船を除く船舶が北緯 25 度及び南緯 25 度の間の海域を航行する場合にあって、Vietnam Register 本部により個船毎に承認された場合には、イマーシヨンスーツの搭載を免除することができる。
- (2) “Workstation”とは航行時に日常的に作業を行う場所をいい、通常見張りを行う場所を除く。“Remotely located workstation”とは通常イマーシヨンスーツを収納する場所から水平に計測して 100m を超える場所にある”Workstation”をいう。“Remotely located workstation”には、それぞれの場所に作業員分のイマーシヨンスーツ (1 人に対し 1 個) を備える。
- (3) “Watch station”とは通常見張りを行う場所(船橋、機関制御室等)をいう。“Remotely located watch station”とは通常イマーシヨンスーツを収納する場所から水平に計測して 50m を超える場所にある”Watch station”をいう。“Remotely located watch station”には見張要員分のイマーシヨンスーツ (1 人に対し 1 個) を備える。
- (4) SOLAS Chapter III Reg.7.3 に従い、救助艇の乗組員として割り当てられた者に対しイマーシヨンスーツを備える。SOLAS Chapter III Reg.32.3 に従い備えられたイマーシヨンスーツは Reg.7.3 に適合したものと見なされる。
- (5) 救命胴衣として分類されるイマーシヨンスーツであっても、SOLAS Chapter III Reg.7.2 で要求される救命胴衣を備える。
- (6) Technical Information 021KT/05TB.E をベトナム籍船に備える。

(次頁に続く)

NOTES:

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2. スイス籍

- (1) 機関室及び機関制御室が船尾側にあり、救命艇を含む上部構造、招集場所、船橋及び居室が船首側又は船体中央部付近にある場合は、機関の自動制御を含む機関室の当直要員のためにイマーシヨンスーツを備えること。船橋にはイマーシヨンスーツは要求されない。
- (2) 機関室、機関制御室、上部構造、救命艇への招集場所及び乗組員の居室が船尾付近にあり、船橋が船体中央部に近くまた船尾から離れている場合（船橋が通常イマーシヨンスーツを備えている場所から離れている場合）、これらの場所（この場合では船橋）で通常見張り又は作業を行う要員分のイマーシヨンスーツを備える。
- (3) 上部構造やその付近に船橋、機関室、機関制御室、居室やイマーシヨンスーツの設置場所があり、通常イマーシヨンスーツを備えている場所から離れている見張りや作業場所はないことを旗国政府が判断した船舶は、追加のイマーシヨンスーツを要求されない。
- (4) イマーシヨンスーツは以下に示すような容易に使用できる場所に備える。
 - (i) イマーシヨンスーツの積み付けに適切な部屋
 - (ii) デッキ上の box や store room（例えば、招集場所や乗艇場所付近）
 - (iii) 乗組員の各居室
- (5) 74/88SOLAS 3 章 第 31 規則 1.4 に記載される、船首又は船尾の先端から最も近い救命用の端艇及びいかだの近いほうの端までの水平距離が 100 メートルを越える場合に要求される前方もしくは後方の追加の救命いかだには、イマーシヨンスーツは要求されない。
- (6) 船舶管理会社はスイス籍船の船長へスイス政府からのレターの写しを提出すること。

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。

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添付:

1. Technical Information 021KT/05TB.E
2. スイス政府からのレター



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THÔNG BÁO KỸ THUẬT- TECHNICAL INFORMATION

Date: 18 November 2005

Ref. No.: 021KT/05TB.E

Subject: Provision of immersion suits in accordance with Regulation III/32.3 of SOLAS 74 for Vietnamese cargo ships engaged on international voyages.

To whom it may concern

At the section 78 (from 12 May to 21 May 2004), the Maritime Safety Committee (MSC) of the International Maritime Organization adopted the Resolution MSC.152(78) which makes amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974 as amended. These amendments shall be deemed accepted on 01 January 2006 and shall enter into force on 01 July 2006. The Regulation 32.3, Chapter III - SOLAS 74 as amended, for provision of immersion suits has been completely revised as follows:

"Regulation 32. Personal life-saving appliances

The existing text of paragraph 3 is replaced by the following:

.3 Immersion suits

- 3.1 *This paragraph applies to all cargo ships. However, with respect to cargo ships constructed before 1 July 2006, paragraphs 3.2 to 3.5 shall be complied with not later than the first safety equipment survey on or after 1 July 2006.*
- 3.2 *An immersion suit complying with the requirements of section 2.3 of the Code* shall be provided for every person on board the ship. However, for ships other than bulk carriers, as defined in regulation IX/1, these immersion suits need not be required if the ship is constantly engaged on voyages in warm climates where, in the opinion of the Administration, immersion suits are unnecessary.*
- 3.3 *If a ship has any watch or work stations which are located remotely from the place or places where immersion suits are normally stowed, additional immersion suits shall be provided at these locations for the number of persons normally on watch or working at those locations at any time.*

- 3.4 *Immersion suits shall be so placed as to be readily accessible and their position shall be plainly indicated.*
- 3.5 *The immersion suits required by this regulation may be used to comply with the requirements of regulation 7.3.*

**Code means the LSA Code*

With reference to the above amendments, please be informed of the application of these amendments as follows:

1/ Application:

- .i New ships (which have keel laid on or after 01 July 2006): to be complied at the delivery of the ship.
- .ii Existing ships (which have keel laid before 01 July 2006): to be complied at the first survey of Safety Equipment (annual, periodical or renewal survey) on or after 01 July 2006.

2/ Exemption:

A ship other than a bulk carrier, as defined in regulation 1/Ch IX/SOLAS 1974, as amended, which is constantly engaged on voyages in warm climates of the sector of the globe between latitude 25 degrees North and 25 degrees South, may be exempted from the above requirement, provided that the exemption is subject to official approval of VR Head Office for each specific case.

3/ *Workstation* is any place of the ship where the crew is occupied performing its normal duties except watch-keeping duties. *Remotely located workstations* are those located more than 100 metres, measured horizontally, from the place where the immersion suits are stowed. If the vessel has such *remotely located workstations*, additional immersion suits shall be provided at these locations for the number of persons normally working at those locations (one immersion suit for each person)

4/ Watch station is any place of the ship where the crew performs its normal watch- keeping duties (wheel-house, engine control room, ...). *Remotely located watch stations* are those located more than 50 metres, measured horizontally, from the place where the immersion suits are stowed. If the vessel has such *remotely located workstations*, additional immersion suits shall be provided at these locations for the number of persons normally working at those locations (one immersion suit for each person).

5/ According to Regulation 7.3, Chapter III, SOLAS 74, as amended, an immersion suit shall be provided for every person assigned to crew the rescue boat. (normally 3 immersion suits for each rescue boat). The immersion suits provided as per Regulation 32.3 are also considered to be complied with Regulation 7.3.

6/ A ship shall continue to carry the number of life jackets required by regulation 7.2, Chapter III, SOLAS 1974, as amended, even if its immersion suits are classified as lifejackets.

7/ Inspection and service of the immersion suits:

.i Monthly inspection of the immersion suits shall be carried out by crew members according to Regulation 20.7, Chapter III, SOLAS 1974, as amended and the Circular MSC/Circ.1047 (see the attached).

.ii The immersion suits shall be serviced and tested periodically with interval not exceeded 3 years according to Circular MSC/Circ.1114 (see the attached).

8/ At the first SE survey on or after 01 July 2006, the surveyor shall verify the immersion suits provided on board ship in compliance with the Regulation 32.3 and entry the number of immersion suits on Record of Equipment for the Cargo Ship Safety Equipment Certificate (form E).

9/ This Technical Information must be placed on board ships flying Vietnamese flag.

Manager of Sea-going Ship's Class. & Reg. Dept.



Nguyen Vu Hai



Schweizerisches Seeschiffahrtsamt
Office suisse de la navigation maritime
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New SOLAS-Regulation for personal life-saving appliances of all cargo ships MSC.152(78)

Dear Sirs,

The new SOLAS-Regulation for chapter III, reg.32.3.2 ff. for immersion suits of all cargo ships will be in force from 01st July 2006, based on MSC.152(78).

Due to change of regulation 32, for each person on board of cargo ships one personal immersion suit has to be provided (new paragraph 3.2).

Regarding to the new paragraph 3.3, "if a ship has any watch or work stations which are located remotely from the place or **places where immersion suits** are normally stowed, additional immersion suits shall be provided at these locations for the number of persons normally on watch or working at those locations at any time".

For explanation and clarification of this **regulation**, the Swiss flag state administration, Swiss Maritime Navigation Office, requires for following ships additional immersion suits for Swiss flagged vessels, for **which** SOLAS 74/88 as amended, applies:

- 1) Cargo ships with engine and engine control room aft and the superstructure with survival crafts, assembly **station**, bridge and living quarters forward (forecastle deck or midships): Regarding to the amount of watchkeeping personal in the engine room (including AUT-operation of the engine) one immersion suit for each watchkeeper has to be provided. No additional immersion suits for the bridge are required.
- 2) Cargo ships with engine, engine control room, superstructure, living quarters for the crew and assembly stations with survival crafts on the aft end and where the bridge is close to the midships section or in front of - separate and far from the aft locations (i.e. the bridge is remotely from the place or places where immersion suits are normally stowed), additional immersion suits shall be provided at these locations (i.e. bridge) for the number of persons normally on watch or working at those locations at any time.

Following cargo ships are not to provide with additional immersion suits:

Those Swiss flagged cargo ships, which have bridge, engine, engine control room, living quarters and *stowage of immersion suits* in or in the direct vicinity of the superstructure and which have no watch or work station as per determination of the flag states administration, located remotely from the normally stowage of immersion suits, are not requested to fit more immersion suits than the 100%, required for each person on board (regulation.32.3.2).

Stowage of immersion suits:

The immersion suits shall be so placed as to be readily accessible. Following places in the area of the superstructure are possible:

- An adequate room for stowage of immersion suits
- On deck in a box or store room (i.e. in vicinity of assembly station or survival craft stations)
- Corresponding cabin of crewmember

No immersion suits are required for the life raft forward/aft for ships where the horizontal distance from the extreme end of the stem or stern to the nearest end of the closest survival craft is more than 100 meter referring to SOLAS Convention 74/88, chapter III, regulation 31.1.4.

Purpose of the a. m. determination:

An individual and probably different interpretation of this regulation shall be avoided by clarification of the flag states requirement. **Swiss** flagged cargo ships have to be equipped to a.m. request accordingly.

Background of the new regulation:

For all persons on board of cargo ships an immersion suit should be available. Especially these persons, who are on the way to the survival crafts and are not able to reach them just in time in abandon ship situations, should get a greater chance of survival by wearing an immersion suit at minimum. With the personal life-saving appliance, they are able to reach the survival crafts in the water or to be rescued by them.

With the protection by immersion suits the individual safety and chance of rescue will be increased effectively.

The shipping companies are requested to submit one copy of this letter to the masters of their ships, sailing under Swiss flag.

Sincerely yours,

SWISS MARITIME NAVIGATION OFFICE

p. p.

Lukas Roth

