



FLAG & CLASS Monthly Marketing Report



船旗国&船级社 市场月报
2018年04月26日 26 April 2018

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**



WE DEDICATE TO PROVIDE ONE STOP SERVICES TO MARINE INDUSTRY

Shanghai office : Rm #8-I, No, 55 Lin Ping Road (North), Shanghai 200086, P.R. China

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PART I-CLASSNU CIRCULAR 通函



IMMARBE

INTERNATIONAL MERCHANT
MARINE REGISTRY OF BELIZE

CIRCULAR LETTER No. Merchant Marine Notice No. IMM/GOB 001/18
Issued under the authority of the Merchant Ships (Registration) Act of 2010 (Part 1/Section 5)

To: DEPUTY REGISTRARS, SHIP OWNERS/ISM OPERATORS/RECOGNIZED ORGANIZATIONS/SHIPPING AGENTS/GENERAL SAFETY INSPECTORS

Subject: THE NAIROBI INTERNATIONAL CONVENTION ON THE REMOVAL OF WRECKS, 2007 (WRECK REMOVAL CONVENTION)

1. INTRODUCTION

1.1. The Nairobi International Convention on the Removal of Wrecks, 2007 (Wreck Removal Convention) was adopted by the International Maritime Organization (IMO) in May 2007. On 14 April 2014 the Convention achieved the requisite number of ratifications causing the entry into force on 14 April 2015.

1.2. The Wreck Removal Convention provides a strict liability, compensation and compulsory insurance regime for States affected by a maritime casualty. It makes the registered owner of a ship liable for locating, marking and removing a wreck deemed to be a hazard in a State's Convention area.

1.3. The Government of Belize has authorized the accession of the Wreck Removal Convention through a resolution adopted on the 25th October 2017 in accordance with Section 61A (2)(b) of the Belize Constitution. It was signed by the Prime Minister and Minister of Finance of Belize, on the 30th day of November, 2017.

2. APPLICATION OF THE CONVENTION

2.1. All Belize registered ships of 300 GT and above (except for those vessels falling under Article 4 Exclusions) are required to carry on board a certificate attesting that insurance or other financial security is in force in accordance with the provisions of the Convention.

3. LIABILITY COVER

3.1. It is the Registered Owner's responsibility to obtain insurance or financial security to cover liability under this Convention.

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issued under the authority of the Merchant Ships (Registration) Act of 2010 (Part 1/Section 3)

3.2. A Certificate of Insurance or other Financial Security in Respect of Security Liability for the Removal of Wrecks (Wreck Removal Certificate) may be issued for insured parties where insurance cover is provided by:

1. Protection and Indemnity Club which is a member of The International Group of P&I Clubs; or
2. Member of an insurance body/group of similar international standing or
3. Banking Corporation or Financial Institutions of similar international standing

3.3. Proof of Insurance or other Financial Security must be provided in the form of:

1. A "Blue Card" -usually issued by P&I Clubs; or
2. An "Insurance certificate"; or
3. A "financial guarantee certificate".

3.4. The certificate showing proof of insurance must indicate:

1. Name of Ship
2. Gross Tonnage of the Ship
3. Name of Registered Owner
4. Principal place of business of registered Owner
5. IMO Ship Identification Number
6. Distinctive Numbers/Letters
7. Port of Registry
8. Must State "This is to certify that there is in force in respect of the above-named ship while in above-named ownership a policy of Insurance satisfying the requirement of Article 12 of the Nairobi International Convention on the Removal of Wrecks, 2007. (Wreck Removal Convention)
9. Period of the Insurance
10. Insurance cover will not cease before three months has lapsed from the date on which notice of termination is given.
11. Name of Insurer or Guarantor
12. Principal place of business of Insurer or Guarantor.

3.5. Belize registered vessels need only supply proof of liability cover, together with the requisite fee or receipt of payment, in order to initiate the process of certificate by this Administration.

3.6. For vessels which are registered with non-State parties, in addition to the proof of liability cover and requisite fee, the following are required:

1. Application form
2. Copy of valid navigation patent issued by vessel's Registry.
3. Certificate furnished as Evidence of Insurance Pursuant to Article 12 of the Nairobi International Convention on the Removal of Wrecks, 2007.

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4. CERTIFICATION

- 4.1. A Wreck Removal Certificate will be issued by IMMARBE for a maximum insurance period of 12 months to confirm each vessel is in compliance with the Convention.
- 4.2. The certificate will be issued in accordance with Article 12 of the Convention and relevant Belize legislation upon receipt of proof of insurance or financial security from the vessel's P&I Club or another appropriate financial guarantor.
- 4.3. If there are any changes to the issued certificate, the owner must inform IMMARBE immediately, for any change will invalidate the certificate.

5. FEES

- 5.1. Belize registered vessels
- 5.2. Vessels registered in States not party to the Convention
- 5.3. All Wreck Removal Certificates will be forwarded to the applicant by courier.

Courier fees are: US\$50.00 for North America, South America and the Caribbean
US\$75.00 All other countries

6. MAKING AN APPLICATION

6.1. For ships registered with a non-state party, an application form must be completed for the issuance of a Wreck Removal Certificate.

The form may be forwarded to IMMARBE via electronic copy to immarbe@immarbe.com or any of its designated offices worldwide. The application form Number F-169-WRC is attached to this circular but may be downloaded from our website www.immarbe.com.

6.2. All details must be provided in full, in order to expedite processing of the Wreck Removal Certificate

6.3. To ensure an application for a Wreck Removal Certificate is processed quickly, please ensure that all requirements as stated under 3.3. above are submitted.

6.4. All Belize registered requiring renewal of their Wreck Removal Certificate need to apply to the Belize Administration for renewal. IMMARBE will no longer accept Wreck Removal Certificates to be issued by other member states of the Convention to its fleet of ships.

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6.5. Any Wreck Removal Certificate issued to a Belize Registered vessel by other recognized State Party prior the accession of this Convention will be valid until its expiration. Upon expiration, the renewal shall be done in accordance with above item 6.4

6.6. If any changes should occur on the insurance coverage/financial security or early termination, the parties should notify immediately IMMARBE of these changes in order to update the certificate.

7. OFFENCES

7.1. Any shipowner and operator who disregards the provisions contained in this Circular could face disciplinary actions as contained in our Statutory Instrument No. 56 of 1999, Registration of Merchant Ships Disciplinary Regulations 1999.

8. DATE OF ENFORCEMENT

8.1 The Nairobi Wreck Removal Convention enters into force for IMMARBE on the 17th of April 2018.

Annette Garel (Mrs)
Senior Deputy Registrar
IMMARBE HEAD
OFFICE



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PART II--- KNOWLEDGE 涨知识

《船上见习/培训记录簿》填写须规范

规范填写

〇〇

◆

是《海船船员适任考试、评估和发证规则》、《海船船员船上培训管理办法》等规定的要求；

◆

是高级船员适任证书升级换证审核的重要材料；

◆

是海事机构审验船员资历中见习、培训情况的重要依据。

〇〇

常见问题

要求《记录簿》规范填写也是为了航运建设更加规范化，标准化。而我们的《记录簿》，psco在检查的时候也常常发现这样那样的问题，**常见的问题**有：

- 1、填写**内容空洞**，训练内容完全按照书本抄写；
- 2、船员间**相互抄袭**，见习人员在同一船舶，甚至不在同一船舶，但填写内容大部分或完全一致。部分船员提交的《记录簿》是从**网络上下载范本抄袭**；
- 3、存在**找人代写**现象，填写中的字迹从教员、评估员到船长、轮机长及监督员系同一笔迹；
- 4、填写的船上**见习资历与船舶服务簿实际资历不符**；
- 5、船上**培训时间不足、训练内容未完成**或未按《记录簿》的要求进行训练；
- 6、部分科目需要**实船训练**的，但所填写的训练内容与实际船舶种类、吨位、航区等情况不符。

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如果《记录簿》存在上述这些问题，就会被海事执法人员**要求退回**，这样公司及船员个人都会造成不利影响。

对公司而言，不但影响了船员资源开发的有序推进，而且影响了多年来与海事机构建立的良好信誉。

对船员个人而言，《记录簿》要重新填写，有的甚至还被主管机关要求重新启封《记录簿》，从头开始见习，**直接影响到个人的证书办理时间**，影响到船员的整个职业生涯规划。

填写要求

在填写的时候要按照要求规范填写，**填写要求**主要有：

- 1、填写《记录簿》前应仔细阅读《使用说明》中“关于正确填写《记录簿》的几点说明”，认真完成每一项实习项目和内容，并完整地填写每项实习报告。
- 2、《记录簿》填写**字迹要清楚，内容必须完整**。请尽量写满见习报告的作业纸（包括附页），如页数不够，可另附纸张。
- 3、在两艘或两艘船以上完成实习/见习的船员，船舶服务记录中必须填写所有实习/见习船舶的服务记录，并经船长签名，《记录簿》中**服务记录必须与服务簿中服务记录一致**。此外，还须填写所有实习船舶的资料。
- 4、必须按说明中规定填写“教员检查见习进度表”及“船长（轮机长）检查见习记录表”，“船公司培训监督员检查记录表”由**公司填写**。“评价报告”中“船长鉴定意见”栏由**最后一艘实习船船长填写**。

注意

“评价报告”中“船长鉴定意见”填写的内容须包括：该实习船员是否按照培训内容的要求实习/见习培训以及**成效如何**、是否适任岗位、是否建议海事局核发发适任证书等，**最后签名并加盖船章**。

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注意事项

在填写《记录簿》的时候，还有几个**注意事项**要多加注意。



- 1、必须通过相应职务的适任证书考试才可以将《船上见习/培训记录簿》开封；
- 2、需按照《船上培训记录簿》的使用说明规定填写（注：第6页的船舶服务记录及第六部分的船长鉴定意见一栏须加盖船章）；



- 3、海事局只认可《船上培训记录簿》开封日期之后的在船工作海上资历满足要求方可换证；

海上资历的计算方法

《船上培训记录簿》开封日期、服务簿的上船任职时间及收到《船上培训记录簿》时间中的较后者为计算开始时间，仅计算在船见习/培训时长，在此期间更换船舶或休假的不计算在内。

- 4、满足海上资历要求，换证时需上缴《船上培训记录簿》和完整的船员服务簿复印件（如系统内已有经过认可的相应任职资历的，可免于提交船员服务簿复印件）。

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VDR 和 EPIRB-- 蓝盾安检工作室

一、配备要求

1.VDR自浮式记录介质

MSC.333 (90) 决议规定, 在2014年7月1日或以后安装的VDR, 在记录介质方面, 除需配备长期性记录介质和固定式记录介质外, 还需配备一个安装在自浮式保护容器内的自浮式记录介质, 其结构还应符合A.810(19)决议要求, 该决议是关于EPIRB的性能标准。VDR自浮式记录介质既包括了记录驾驶室声音和相关设备信息的记录介质, 又具有EPIRB的功能(为方便起见, 以下将VDR自浮式记录介质统称为VDR-EPIRB)。



2.EPIRB

SOLAS公约1988修正案V章第7.1.6规定: 每艘船舶应设有1台EPIRB, 其功能是在船舶遇险沉没时, 自动浮到水面, 发求救信号, 信号包括船旗、识别码等信息, 通过COSPAS-SARSAT系统转发到地面站, 使搜救者能有效地组织营救; EPIRB也可在遇险时由人工触发报警。

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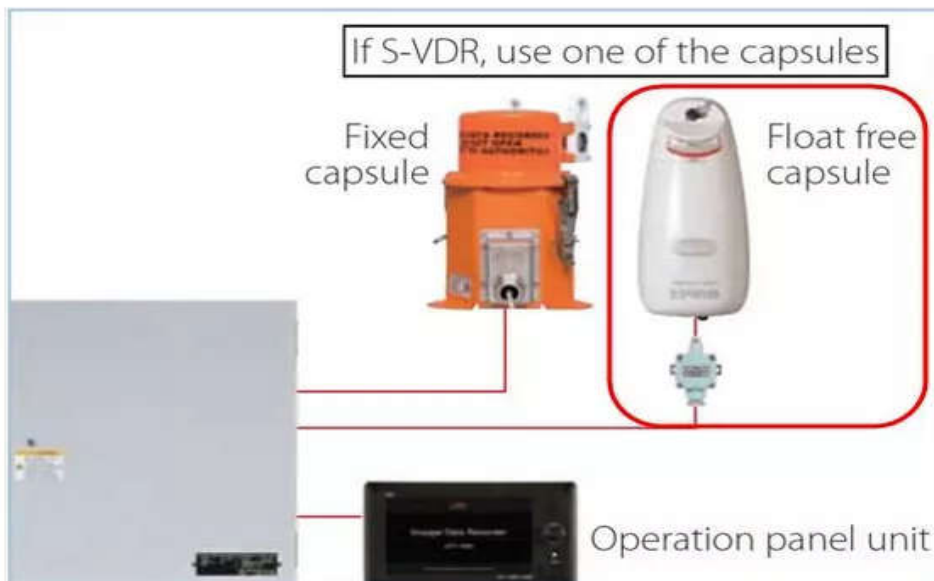


二、VDR-EPIRB和EPIRB

从以上图片来看，VDR-EPIRB和EPIRB几乎完全相同。他们到底有什么区别呢？下面小编就带大家了解一下VDR-EPIRB和EPIRB的异同点。

1.VDR-EPIRB

VDR-EPIRB为非独立的设备，需通过数据线与VDR主机相连，既具有EPIRB的功能，也包括自浮式记录介质的要求，该装置位于罗经甲板上保护壳内。



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打开保护盖。



MSC.333 (90) 决议规定，自浮式记录介质应安装在一个自浮式保护容器内并满足下列所有要求：

1. 设有易于钩取和回收的装置；
2. 记录的数据至少应保存到记录终止的六个月后；
3. 其结构符合A.810(19)决议规定的要求，并使其在回收作业期间尽可能降低遭受破坏的风险；
4. 应能发送初始定位信号且能在不少于7天/168个小时的时间内至少48小时发送定位导航信号；和
5. 事故之后应能获取记录介质，但应防止记录数据物理性或电子操纵引发的改变或删除。



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2.EPIRB

EPIRB是一个独立的设备，通常放置于驾驶室左右的某一翼或罗经甲板上方无遮蔽的地方。



A.810(19)决议对EPIRB部分要求如下：

- 1.浮离后能自动启动；
- 2.具有指示正在发射信号的指示装置；
- 3.在静水中能直立浮起，在任何海况下均具有正稳性和足够的浮力；
- 4.能手动启动和手动关闭；
- 5.在不使用卫星系统的情况下，能测试卫星示位标是否处于正常工作；
- 6.表面颜色为黄色或橙色，并配有反光材料；
- 7.备有适宜作系绳的浮力短索，其布置应能防止设备浮离时被缠在船舶结构上；
- 8.配有短时工作周期照明灯(0.75crl). 在暗处能被起动，向附近的幸存者和救助者指示其位置；
9. 406MHz 卫星示位标的电池容量应足以维持其工作至少48h。



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三、注意事项

从SOLAS公约的角度来说，EPIRB属于GMDSS设备，而VDR-EPIRB属于航行设备，对于同时安装了VDR-EPIRB和EPIRB的船舶，因设备不同，检验、操作和维护保养要求也不尽相同。注意事项如下：

1

检验要求

EPIRB

对于客船，在《客船安全证书》期满日之前3个月内，对于货船，在《货船无线电安全证书》期满日之前3个月内或周年日前后3个月内进行年度检验。检验可以在船上进行，也可以在一个经认可的试验站进行；以及按不超过5年的间隔期在经认可的岸基维护站进行维护。检验应按照MSC.1/Circ.1040/Rev.1要求进行，检验证书应放船备查。

VDR-EPIRB

对于VDR的检验要求见MSC.Circ.1222 MSC.1/Circ.1222，GUIDELINES ON ANNUAL TESTING OF VOYAGE DATA RECORDERS (VDR) AND SIMPLIFIED VOYAGE DATA RECORDERS (S-VDR)通函，该通函于2006年12月11日通过，其时MSC.333 (90) 决议尚未通过和生效，因此，该通函既未涵盖对自浮式记录介质的检验要求，也未包括对示位标、电池、静水压力释放器的检验内容。目前VDR厂家或其授权机构加入了自浮式记录介质和EPIRB的检验内容。

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FURUNO Form No. VTR1700
Test Report No. MA016422

Check List of VR-7000/7000S Float-free DRU

Use this check list for APT (annual performance test) and SBM (shore-based maintenance) of VR-7021F.
In case of VR-3000/3000S/5000, following check is not required because float-free DRU is not used for these models.

Maintenance required by MSC.1/Circ.1040/Rev.1		YES	NO	N/A
1	Fitted position and mounting for float-free operation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Lanyard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Visual inspection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Self-test routine	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Labeling Beacon Serial No.: 110410 Ship's name, 15 Hex ID (Hexadecimal Identification Digits), MMSI/Call sign, and Due date of the next SBM	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Decoding Decoded information when float-free DRU is operated in self-test mode. (avoid distress transmission) 15 Hex ID: 2EC48D1DEFFBFF MMSI: 37428900 Call sign: 3EMU (* Ref. National requirements)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Used EPIRB tester			
7	Encoded MMSI No. Correspondence with the assigned MMSI No. (Ref. National requirements)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Registration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Battery Type: 87459 (X-89340) <input checked="" type="checkbox"/>	Expiry date (MM/YYYY): DEC-2020	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Hydrostatic Release Unit Type: X-86218 (X-97820 and 80184) <input checked="" type="checkbox"/>	Expiry date (MM/YYYY): NOV-2019	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	406MHz Emission in self-test mode	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12	121.5MHz Emission in self-test mode	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13	SBM interval Next SBM date (MM/YYYY): DEC-2020 Previous SBM date or installation date (DD/MM/YYYY): DEC-2015	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
14	Remounting of the float-free DRU in its bracket	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
15	Presence of operating instructions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Float-free DRU		YES
9	Ensure that DRU is located on the deck in accordance with the guidelines in the installation manual.	<input checked="" type="checkbox"/>
10	Ensure that the DRU and the bracket are not damaged, dirty, or not corroded.	<input checked="" type="checkbox"/>
11	Ensure that the color does not fade and the fluorescent reflective tape does not degrade.	<input checked="" type="checkbox"/>
12	Ensure that the label is not damaged and readable.	<input checked="" type="checkbox"/>
13	Ensure that fixing bolts are not loose.	<input checked="" type="checkbox"/>
14	Ensure that the silicone grease is applied to between the capsule and docking module.	<input checked="" type="checkbox"/>
15	Ensure that the silicone sealant is applied to the cable entrances and the fixing bolts.	<input checked="" type="checkbox"/>
16	Ensure that the cables are not damaged.	<input checked="" type="checkbox"/>

对于同时安装了VDR-EPIRB和EPIRB的船舶，都应按照MSC.1/Circ.1040/Rev.1要求进行年度检验和不超过5年的间隔期由经认可的岸基维护站进行维护，船上应持有两份有效的EPIRB检验报告。

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下图为EPIRB年检报告

MESCO Limited. #481-3, Cheonghak2-Dong, Youngdo-ku, Pusan, Korea Phone : +82-51-412-0642 Fax : +82-51-413-9374 Website : www.mesco.co.kr e-mail: inmarsat@mesco.co.kr		 메스코주	
406MHz EPIRB Annual Test Report No:Mec-Ep 17-101201			
Issued in accordance with IMO MSC/Circ.1040/Rev1.0 guidelines as required by SOLAS Reg.IV/15.9			
This is to certify that the 406 MHz Satellite EPIRB on			
Ship's Name:	CMA CGM TIGRIS		
Call Sign:	9HA3801	MMSI:	256062000
EPIRB Make & Type:	Kannad/SPORTPRO	EPIRB S/N:	100-58604
Decoding 15 Hex ID :	A008D55934D34D1	Decoding ID :	256062000
Has been tested in accordance with MSC/Circ.1040/Rev 1.0 as required by SOLAS Regulation IV/15.9			
Next annual test Due:	(Month/Year)	OCT/2018	
Next shore-based maintenance Due:	(Month/Year)	FEB/2021	
Battery expiry date:		FEB/2021	
Hydrostatic Release Unit(HRU) Type and Expiry date:		/MCMURDO, NOV/2018	
Paragraph of the Annex to Msc/Circ.1040 /Rev 1.0	Requirement	Test	Results Yes/No
3.1	Check Position and mounting for float-free operation	- Position - Mounting	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.2	Verify the presence of a firmly attached lanyard in good condition, the lanyard should be neatly stowed, and must not be tied to the vessel or the mounting bracket	- Lanyard present - Condition/- Stowage - Not attached to vessel	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.3	Carry out visual inspection for defects	-Visual inspection	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.4	Carry out the self-test routine	-Self-test	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.5	Check that the EPIRB identification (15 Hex ID and MMSI) is clearly marked on the outside of the equipment	-Hex ID Marked -MMSI ID Marked	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.6	Decode the EPIRB 15 Hexadecimal ID (15 Hex ID) and MMSI ID from the transmitted signal, checking that the decoded information (15 Hex ID and MMSI ID data) is identical to the identification marked on the beacon	-15 Hex ID Decoding -MMSI ID Decoding	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.7	Checking that the MMSI number encoded in the beacon corresponds with the MMSI number assigned to the ship	-Corresponds beacon MMSI Number	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.8	Checking registration through documentation or through the point of contact associated with that country code.	-Registration(Not applicable for Hellenic Flag)	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.9	Check the battery expiry date	-Battery expiry	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.10	Check the hydrostatic release and its expiry date	-HRU condition -HRU expiry date	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.11	Check the emission in the 406 MHz band using the self-test mode or an appropriate device to avoid transmission of a distress call to the satellite	-406MHz transmission	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.12	If possible, check emission on the 121.5 MHz freq. using the self-test mode or an appropriate device to avoid activating the SAR system	-121.5 MHz transmission	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.13	Check that the EPIRB has been maintained by an approved shore-based maintenance provider at intervals required by the Administration	-Valid EPIRB maintenance Report	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.14	After the test, remount the EPIRB in its bracket checking the no transmission has been started	-EPIRB remounted -EPIRB not transmitting	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.15	Verify the presence of beacon operating instructions	-Instructions present	<input checked="" type="checkbox"/> <input type="checkbox"/>
Approved Radio Firm(Stamp)		Place of Survey (City / Country)	BUSAN, KOREA
		Date of Survey (dd-mm-yyyy)	12.10.2017
		Radio Surveyors signature :	

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MESCO
메스코주

406MHz EPIRB Annual Test Report No:Mec-Ep 17-1012VDR

Issued in accordance with IMO MSC/Circ.1040/Rev1.0 guidelines as required by SOLAS Reg. IV/15.9

This is to certify that the 406 MHz Satellite EPIRB on

Ship's Name:	CMA CGM TIGRIS	MMSI:	256062000
Call Sign:	9HA3801	EPIRB S/N:	06369
EPIRB Make & Type:	JOTRON/TRON40S	Decoding ID :	256062000
Decoding 15 Hex ID :	20041E461EFFBF		

Has been tested in accordance with MSC/Circ.1040/Rev 1.0 as required by SOLAS Regulation IV/15.9

Next annual test Due:	(Month/Year)	OCT/2018
Next shore-based maintenance Due:	(Month/Year)	MAY/2020
Battery expiry date:		MAY/2020
Hydrostatic Release Unit(HRU) Type and Expiry date:		/X-97820, NOV/2018

Paragraph of the Annex to Msc/Circ.1040 /Rev 1.0	Requirement	Test	Results Yes/No
3.1	Check Position and mounting for float-free operation	- Position - Mounting	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
3.2	Verify the presence of a firmly attached lanyard in good condition, the lanyard should be neatly stowed, and must not be tied to the vessel or the mounting bracket	- Lanyard present - Condition/- Stowage - Not attached to vessel	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
3.3	Carry out visual inspection for defects	- Visual inspection	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.4	Carry out the self-test routine	- Self-test	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.5	Check that the EPIRB identification (15 Hex ID and MMSI) is clearly marked on the outside of the equipment	- Hex ID Marked - MMSI ID Marked	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
3.6	Decode the EPIRB 15 Hexadecimal ID (15 Hex ID) and MMSI ID from the transmitted signal, checking that the decoded information (15 Hex ID and MMSI ID data) is identical to the identification marked on the beacon	- 15 Hex ID Decoding - MMSI ID Decoding	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
3.7	Checking that the MMSI number encoded in the beacon corresponds with the MMSI number assigned to the ship	- Corresponds beacon MMSI Number	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.8	Checking registration through documentation or through the point of contact associated with that country code.	- Registration(Not applicable for Hellenic Flag)	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.9	Check the battery expiry date	- Battery expiry	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.10	Check the hydrostatic release and its expiry date	- HRU condition - HRU expiry date	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
3.11	Check the emission in the 406 MHz band using the self-test mode or an appropriate device to avoid transmission of a distress call to the satellite	- 406Mhz transmission	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.12	If possible, check emission on the 121.5 MHz freq. using the self-test mode or an appropriate device to avoid activating the SAR system	- 121.5 MHz transmission	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.13	Check that the EPIRB has been maintained by an approved shore-based maintenance provider at intervals required by the Administration	- Valid EPIRB maintenance Report	<input checked="" type="checkbox"/> <input type="checkbox"/>
3.14	After the test, remount the EPIRB in its bracket checking the no transmission has been started	- EPIRB remounted - EPIRB not transmitting	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
3.15	Verify the presence of beacon operating instructions	- Instructions present	<input checked="" type="checkbox"/> <input type="checkbox"/>

Approved Radio Firm(Stamp)	Place of Survey (City / Country)	BUSAN, KOREA
	Date of Survey (dd-mm-yyyy)	12.10.2017

上图为 VDR-EPIRB 年检报告

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维护保养

6.2.1 EVERY MONTH:

- Self-test (see chap. 6.1.1 and 6.1.2)
What the self-test actually does is to send out a short test signal on 121,5 and 406,037MHz, testing the output of the transmitter. While transmitting the test signal, the battery voltage, output power and phase lock is tested. During the test of the 406MHz transmitter a test message is transmitted, this test message is coded with a special synchronization code and will not be recognized as real alert by the Cospas-Sarsat satellites.
- Visual Inspection
 - The Tron 40VDR should be easily removed and replaced in the Bracket
 - Check for defects on the EPIRB or brackets
 - Make sure that the Tron 40VDR and Bracket are not painted or otherwise covered with chemicals, oil, etc
 - Is the lanyard firmly attached to the Tron 40VDR ? (and not tied to the vessel)
- Check the expiry dates on:
 - EPIRB Battery
 - Hydrostatic Release Unit (HRU)

责任船员应根据说明书的要求，定期检查VDR-EPIRB和EPIRB，确保电池和释放器处于有效期，反光带张贴良好，可浮锁收纳良好无缠结，定期自测。按照说明书的要求，正确处理VDR自浮式介质发生的一般性故障，注意VDR面板显示的报警信号和系统状态，如有警报，按说明书要求进行处理，如无法处理，及时报公司安排维修。



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3. TROUBLESHOOTING

Alert no.	Alert name	Description	Action	
412511	FixedDRU Recording Failure	Fixed DRU is unable to write.	Restart VDR.	
412512	FloatDRU Recording Failure	Float-free DRU is unable to write.		
412513	LongTermDevice Recording Failure	Long Term Device is unable to write.		
412515	FixedDRU Exchanged	Fixed DRU is replaced.		
412516	FloatDRU Exchanged	Float-free DRU is replaced.		
412517	LongTermDevice Exchanged	Long Term Device is replaced.		
412518	No.1 LongTermDevice Error	No.1 Long Term Device is error.		
412519	No.2 LongTermDevice Error	No.2 Long Term Device is error.		
412521	FixedDRU Memory Shortage	Data cannot be recorded more than 48 hours.		Modify RADAR/ECDIS input image resolution.
412522	FloatDRU Memory Shortage	Data cannot be recorded more than 48 hours.		
412523	LongTermDevice Memory Shortage	Data cannot be recorded more than 720 hours.		

3 操作

责任船员应熟悉VDR-EPIRB和EPIRB的操作和测试。

5.3 TEST

To perform the self-test, the EPIRB has to be removed from the bracket. FB-60 bracket: Release FB-60 top cover by removing the cotter pin.

1. Push and hold switch in TEST position for 15 seconds. Keep hands and other objects away from the antenna.
2. Test passed after one single flash only!
3. Release the switch and put the EPIRB back into the bracket

WARNING

The EPIRB can drop out of the FB-60 bracket when releasing top cover



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PART III---FOCUS 关注

疲劳！船员和船长怎么办？

疲劳已经越来越成为海上从业人员的困扰，尤其是对于船长和值班人员。

你知道吗？困倦和疲劳影响着安全和长期的身心健康，**表现如下：**

长期的工作（超过6个月）会导致困倦，睡眠质量下降，动力不足，这些会引发船上事故；

夜间值班的人容易在工作岗位上打盹睡着；

船长通常在航次结束时需要时间来缓解压力和疲劳。

疲劳因素：

长时间的疲劳将导致健康紊乱，包括身体上和精神上。其潜伏性发作、长时间持续、复杂的起因等等特点，严重影响着人的行为和健康。

影响船员疲劳和困倦情况的主要问题有：

层出不穷的新规定和要求；

越来越多的检查和纸质工作；

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不好的船上生活条件；

缺少恰当的维护；

在港期间作业；

在新船上工作；

同事的素质和职业能力；等等。

根据上述发现，为避免给船员的安全和福利产生不良影响，以下提供一些有助于船员提升对疲劳意识的建议：

对所有船员：

保持适当的睡眠；

平衡和规律的饮食；

防止无聊；

采取策略性小睡；

经常锻炼；

喝足够量的水；

考虑采取一些放松技巧（如冥想和瑜伽）；等等。

对船长：

在安全会议中涵盖与疲劳相关的经验教训；

提高船员对疲劳的长期后果的认识；

确保船况维护良好；

实行工作轮换，打破单调，保持船员警觉；

以恰当的方式安全演习，以减少对休息/睡眠时间的干扰；

对值班做法和职责安排进行调整，以确保得到充分休息；

对于患有疲劳的船员应给予足够的时间供其缓解和克服；等等。

调查研究发现，有效的疲劳风险管理能使得船员更容易入睡，减少困倦；改善船舶设计对于减少船员的困倦和疲劳也有明显的作用。

以上信息，不仅船员们，包括船东、船舶经营人、协会组织和监管机构都应意识到，并采取有效的措施，以实现健康、安全的航运实践。

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