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THÔNG BÁO KỸ THUẬT TÀU BIỂN
TECHNICAL INFORMATION ON SEA-GOING SHIPS

Ngày 01 tháng 02 năm 2016

Số thông báo: 007TI/16TB

Nội dung: Trang bị dụng cụ thử môi trường xách tay cho tàu biển từ ngày 01/7/2016.

Kính gửi: Các chủ tàu/ công ty quản tàu biển
Các đơn vị đăng kiểm tàu biển

Như chúng tôi đã thông báo đến các Quý Đơn vị tại Thông báo kỹ thuật tàu biển số 012TI/14TB ngày 15/8/2014, 013TI/14TB ngày 15/8/2014 và 006TI/15TB ngày 29/01/2015, Quy định XI-1/7 của Công ước quốc tế về an toàn sinh mạng con người trên biển (SOLAS), được sửa đổi, bổ sung bởi Nghị quyết MSC.380(94), có hiệu lực ngày 01/7/2016, yêu cầu tàu phải được trang bị dụng cụ thử môi trường xách tay.

Dụng cụ thử môi trường xách tay nói trên không được dùng như là một phần của trang bị bảo hộ an toàn cá nhân mà là một phần của trang thiết bị tàu. Dụng cụ này được sử dụng để thử môi trường của không gian kín từ phía ngoài của không gian đó, nhằm đảm bảo rằng không gian được thử an toàn cho người đi vào. Tối thiểu, việc thử được thực hiện để kiểm tra các loại khí sau: ôxy, các khí hoặc hơi dễ cháy, ôxít cacbon (CO), sunphua hydro (H₂S). Phải trang bị phương tiện thích hợp để hiệu chuẩn dụng cụ thử môi trường xách tay.

Tổ chức Hàng hải quốc tế (IMO) đã ban hành Thông tư MSC.1/Circ.1477 về hướng dẫn lựa chọn dụng cụ thử môi trường xách tay dùng để thử môi trường trong không gian kín của tàu theo Quy định XI-1/7 của Công ước SOLAS.

Liên quan đến nội dung nêu trên, chúng tôi xin gửi lại các Quý Đơn vị kèm theo Thông báo kỹ thuật này Nghị quyết MSC.380(94) và Thông tư MSC.1/Circ.1477. Đề nghị các Quý Đơn vị:

- Các chủ tàu/ công ty quản tàu biển trang bị cho tàu hàng hoạt động tuyến quốc tế có tổng dung tích từ 500 trở lên (tàu được cấp Giấy chứng nhận an toàn kết cấu tàu hàng) dụng cụ thử môi trường xách tay từ ngày 01/7/2016.

- Các đơn vị đăng kiểm kiểm tra xác nhận việc trang bị dụng cụ thử môi trường xách tay cho tàu tại các đợt kiểm tra an toàn kết cấu tàu hàng từ ngày 01/7/2016.

Thông báo kỹ thuật này được nêu trong mục: *Thông báo của VR/ Thông báo kỹ thuật TB* của trang tin điện tử của Cục Đăng kiểm Việt Nam: <http://www.vr.org.vn>.

Nếu Quý Đơn vị cần thêm thông tin về vấn đề nêu trên, đề nghị vui lòng liên hệ:

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Xin gửi đến các Quý Đơn vị lời chào trân trọng./.

Nơi nhận:

- Như trên;
- Phòng QP, TB, TS, CN, HTQT;
- Trung tâm VRQC, TH;
- Các chi cục đăng kiểm;
- Lưu TB./.

ANNEX 1

**RESOLUTION MSC.380(94)
(adopted on 21 November 2014)**

**AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA (SOLAS), 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b)(vi)(2) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its ninety-fourth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 January 2016 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified to the Secretary-General of the Organization their objections to the amendments;

3 INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2016 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention; and

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA (SOLAS), 1974, AS AMENDED**

**CHAPTER II-2
CONSTRUCTION – PROTECTION, FIRE DETECTION AND FIRE EXTINCTION**

**Part C
Suppression of fire**

Regulation 10 – Fire fighting

1 The title of existing paragraph 5.2 is replaced as follows:

"5.2 Machinery spaces of category A containing internal combustion machinery"

**CHAPTER VI
CARRIAGE OF CARGOES AND OIL FUELS**

**Part A
General Provisions**

Regulation 2 – Cargo information

2 The following new paragraphs 4 to 6 are added after existing paragraph 3:

"4 In the case of cargo carried in a container^{*}, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as defined in regulation III/3, the gross mass according to paragraph 2.1 of this regulation shall be verified by the shipper, either by:

- .1 weighing the packed container using calibrated and certified equipment; or
- .2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

5 The shipper of a container shall ensure the verified gross mass^{**} is stated in the shipping document. The shipping document shall be:

- .1 signed by a person duly authorized by the shipper; and
- .2 submitted to the master or his representative and to the terminal representative sufficiently in advance, as required by the master or his representative, to be used in the preparation of the ship stowage plan^{***}.

6 If the shipping document, with regard to a packed container, does not provide the verified gross mass and the master or his representative and the terminal representative have not obtained the verified gross mass of the packed container, it shall not be loaded on to the ship.

* The term "container" should be considered as having the same meaning as defined and applied in the International Convention for Safe Containers (CSC), 1972, as amended, taking into account the *Guidelines for the approval of offshore containers handled in open seas* (MSC/Circ.860) and the *Revised recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended* (CSC.1/Circ.138/Rev.1).

** Refer to the *Guidelines regarding the verified gross mass of a container carrying cargo* (MSC.1/Circ.1475).

*** This document may be presented by means of EDP or EDI transmission techniques. The signature may be an electronic signature or may be replaced by the name, in capitals, of the person authorized to sign."

CHAPTER XI-1 SPECIAL MEASURES TO ENHANCE MARITIME SAFETY

3 The following new regulation 7 is added after existing regulation 6:

"Regulation 7 – Atmosphere testing instrument for enclosed spaces

Every ship to which chapter I applies shall carry an appropriate portable atmosphere testing instrument or instruments*. As a minimum, these shall be capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Instruments carried under other requirements may satisfy this regulation. Suitable means shall be provided for the calibration of all such instruments.**

* Refer to the *Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7* (MSC.1/Circ.1477).

** Refer to the *Revised recommendations for entering enclosed spaces aboard ships* (resolution A.1050(27))."

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MSC.1/Circ.1477
9 June 2014

**GUIDELINES TO FACILITATE THE SELECTION OF PORTABLE ATMOSPHERE
TESTING INSTRUMENTS FOR ENCLOSED SPACES AS REQUIRED BY
SOLAS REGULATION XI-1/7**

1 The Maritime Safety Committee, at its ninety-third session (14 to 23 May 2014), having considered the proposal by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its eighteenth session (16 to 20 September 2013), approved the *Guidelines to facilitate the selection of portable atmosphere testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7*, as set out in the annex.

2 The Guidelines are intended to be read in conjunction with new SOLAS regulation XI-1/7 (Atmosphere testing instruments for enclosed spaces) upon its entry into force and the *Revised recommendations for entering enclosed spaces aboard ships* (resolution A.1050(27)).

3 Member Governments are invited to bring the annexed Guidelines to the attention of all parties concerned.

ANNEX

GUIDELINES TO FACILITATE THE SELECTION OF PORTABLE ATMOSPHERE TESTING INSTRUMENTS FOR ENCLOSED SPACES AS REQUIRED BY SOLAS REGULATION XI-1/7

Introduction

1 These Guidelines are to facilitate the selection of a portable atmosphere testing instrument for enclosed spaces as required by SOLAS regulation XI-1/7. They are intended to be read in conjunction with this SOLAS regulation and the *Revised recommendations for entering enclosed spaces aboard ships* (resolution A.1050(27)). They are not intended to constitute a performance standard for such equipment.

2 It should be noted that, given a ship's specific characteristics and operations, additional atmospheric hazards in enclosed spaces may be present that may not be detected by the instrument recommended to be selected by these Guidelines, and in such cases, if known, additional appropriate instruments should be carried.

General

3 These Guidelines refer to the instrument that is used to test the atmosphere in an enclosed space before entry and at appropriate intervals thereafter until all work is completed. They do not refer to a personal gas detector that is intended to be carried by an individual whilst inside the enclosed space.

4 The instrument should be capable of remote sampling and detection for all gases that it is designed for, without interference from the atmosphere or other characteristics of the intervening space.

5 Upon activation, the instrument should perform a "self-test" which indicates that the instrument is functioning correctly.

6 Training requirements should be considered when selecting the instrument. Any atmosphere testing should be performed by trained personnel.

Gases and vapours to be measured

7 The instrument should be capable of measuring and displaying concentrations of:

- .1 oxygen;
- .2 flammable gases or vapours (% of LFL);
- .3 carbon monoxide; and
- .4 hydrogen sulphide,

8 The instrument should clearly and unambiguously show which gas or vapour it is measuring (noting that the display may be switchable or menu accessible).

9 If the instrument is fitted with an alarm function, it should activate at the appropriate level as determined by the flag State Administration.

Use of the instrument for atmosphere testing of enclosed spaces on board ships

10 The instrument should be suitably protected, having due regard for the environment and temperatures in which it is expected to operate.

11 The instrument should be capable of being easily carried.

12 The instrument should be suitably protected from the ingress of dust and water.

13 The minimum battery life of the instrument (with fresh batteries of recommended type) should be 10 hours.

14 The instrument should be intrinsically safe.

15 The instrument display should be readable in all lighting conditions.

Calibration

16 The manufacturers' instructions should have clearly defined calibration requirements.

17 If the instrument is fitted with an alarm or shutdown function that activates if the manufacture's calibration interval is exceeded, this should not stop the instrument from functioning during actual use and the unit should not restart once the alarm or function has been activated.

Instruction manual

18 The instrument should be provided with a manual that describes its features and alarms and explains how to calibrate, operate and maintain it. The information in this manual should be available in the working language of the ship.
