

- 29 The following sentence is added to paragraph 7.1.1.2:
- "In all cases, regardless of the pattern, the extent of thickness measurements should be sufficient as to represent the actual average condition of the plate."
- 30 In annex 10 to Annex B - "Recommended procedures for thickness measurements". General, the following words are added at the end of paragraph 2.
- "and the maximum allowable diminution should be stated."
- 31 In Appendix 2 to annex 10 to Annex B - "Reports on thickness measurement", a new column headed "Maximum allowable diminution (mm)" is added.

第 55/2015 號行政長官公告

中華人民共和國於一九九九年十二月十三日以照會通知聯合國秘書長，經修訂的《1974年國際海上人命安全公約》自一九九九年十二月二十日起適用於澳門特別行政區；

國際海事組織海上安全委員會於二零零三年六月五日透過第MSC.144(77)號決議通過了《散貨船和油輪檢驗期間的強化檢查方案指南》(經修正的第A.744(18)號決議)的修正案，該修正案自二零零五年一月一日起適用於澳門特別行政區；

基於此，行政長官根據澳門特別行政區第3/1999號法律第六條第一款的規定，命令公佈包含上指修正案的MSC.144(77)號決議的中文及英文文本。

二零一五年五月十一日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 55/2015

Considerando que a República Popular da China, por nota datada de 13 de Dezembro de 1999, notificou o Secretário-Geral das Nações Unidas sobre a aplicação da Convenção Internacional para a Salvaguarda da Vida Humana no Mar de 1974, tal como emendada, na Região Administrativa Especial de Macau a partir de 20 de Dezembro de 1999;

Considerando igualmente que, em 5 de Junho de 2003, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.144(77), adoptou emendas às Directrizes relativas ao Programa Reforçado de Inspeções no âmbito das Vistorias a Graneleiros e Petroleiros (resolução A.744(18), tal como emendada), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Janeiro de 2005;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da Região Administrativa Especial de Macau, a resolução MSC.144(77), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 11 de Maio de 2015.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.144 (77) 號決議

(2003 年 6 月 5 日通過)

通過《散貨船和油輪檢驗期間的強化檢查方案指南》 (經修正的第 A.744 (18) 號決議) 的修正案

海上安全委員會，

憶及《國際海事組織公約》關於本委員會職能的第 28 (b) 條，

也憶及 A.744 (18) 號大會決議，大會據此通過了關於散貨船和油輪檢驗期間的加強檢驗計劃導則 (導則)，

進一步憶及《1974 年海上人命安全國際公約》(SOLAS)(下稱“公約”)關於修正導則程序的第 VIII (b) 條和第 XI/2 條，

注意到在通過 A.744 (18) 號大會決議時，大會要求海安會和環保會根據適用導則取得的經驗保持對本導則進行審議並進行必要的更新，

也注意到海安會 MSC.49 (66) 號決議、MSC.105 (73) 號決議、MSC.125 (75) 號決議和本公約 1997 年締約國政府大會第 2 號決議，按照本公約第 VIII (b) 條和第 XI/2 條海安會和本公約締約國政府大會據此通過了 A.744 (18) 號大會決議的修正案，

在第 77 屆會議上審議了按照本公約第 VIII (b) (i) 條規定建議和散發的本導則的修正案，

- 1 根據本公約第 VIII (b) (iv) 條規定，通過散貨船和油輪檢驗期間的加強檢驗計劃導則的修正案，文本載列於本決議的附件中；
- 2 根據本公約第 VIII (b) (vi) (2) (bb) 條規定，決定該修正案將視為於 2004 年 7 月 1 日被接受，除非在此日期前，有三分之一以上的本公約締約國政府或商船隊總和不少於世界商船隊總噸位的 50 % 的締約國政府已經通知他們反對該修正案；
- 3 提請各締約國政府注意根據本公約第 VIII (b) (vii) (2) 條規定，按上述第 2 段被接受之後，該修正案將於 2005 年 1 月 1 日生效；
- 4 要求秘書長按照本公約第 VIII (b) (v) 條將本決議核證無誤的文本和本附件中修正案的文本轉發給本公約所有締約國政府；
- 5 進一步要求秘書長將本決議及其附件的文本轉發給非本公約締約國的本組織的成員國。

附件

《散貨船和油輪檢驗期間的強化檢查方案指南》（經修正的第 A.744 （18）號決議）的修正案

附件 B

油輪檢驗期間的加強檢驗計劃導則

- 1 在附件 12 第 2 節“縱向強度評估”的現有段落後增加下述新的段落：

“在縱向強度評估中的船體樑狀況應按照附錄 3 中所述的方法決定。”

- 2 在附件 12 附錄 2 的末尾增加下述新的附錄 3：

“附錄 3

縱向強度評估中厚度測量的取樣方法和修理方法

1 縱向強度評估的範圍

縱向強度應在 0.4L 船中處評估，範圍為包括液貨艙在內的船體樑長度，並應在 0.5L 船中處評估，範圍為可能超出 0.4L 船中的附近液貨艙，液貨艙包括壓載水艙和貨艙。

2 厚度測量的取樣方法

2.1 根據附錄 B 第 2.5 節的要求，橫截面的選擇應保證可以對儘可能的在腐蝕環境下的液貨艙進行厚度測量，即通過與安裝了加熱線圈的貨艙共用分隔板的壓載水艙、其他壓載水艙、允許裝載海水的貨艙和其他貨艙。只要存在與安裝了加熱線圈的貨艙共用分隔板的壓載水艙和允許裝載海水的貨艙，就應選擇對其進行厚度測量。

2.2 被取樣的橫截面的最低數量應符合附件 B 的附件 2。選取的橫截面應為被懷疑厚度可能出現最大削減的位置或按照 2.3 規定進行的甲板板和底板測量所反映的厚度削減最大的位置，且橫截面應離開被局部換新或加強的區域。

2.3 在按照附件 2 要求必須測量的貨物區域內的每塊甲板或船底板上應至少測量兩點。

2.4 在按照附件 2 要求所測量的每一橫截面的甲板和船底的 0.1D (D 係指船舶的模型深度) 處，腹板和面板上的每一縱材和桁樑均應測量，每塊板應從縱材之間的一點進行測量。

2.5 對於第 2.4 段規定以外的按照附件 2 要求所測量的每一橫截面的縱板，腹板和面板上每一縱材和桁材均應測量，且每塊板應至少從每塊列板的一點予以測量。

2.6 每一構件的厚度應對每一構件橫截面的所有測量值取平均來決定。

3 縱向強度缺陷情況下的附加測量

3.1 如果發現一處或多處橫截面不足以滿足本附件中所給出的縱向強度要求，則應增加進行厚度測量的橫截面的數量，以保證在 0.5L 船中區域的每一液貨艙均被取樣。部分位於但超出 0.5L 區域的液貨艙處所應被取樣。

3.2 對於每一修理區域的前一橫截面和後一橫截面也應進行額外的厚度測量，測量的程度應保證修理截面的周邊區域也應符合附件 B 的要求。

4 有效的修理方法

4.1 為符合本附件要求進行的換新或加強的範圍應符合第 4.2 段的要求。

4.2 換新或加強的構板的最小持續長度不應少於主構板間距的兩倍。此外，被替換的構板（板材、加強筋、桁腹板和側板等）前部和後部的每一接板的對接處的厚度消耗不應在重大腐蝕範圍內（就特定的板材而言 75% 允許的消耗）。對接處厚度之差超過下限厚度的 15%，則應提供過渡斜坡。

4.3 包括安裝墊板或改動構板在內的其他修理方法應給以特殊考慮。考慮安裝墊板應僅限於下述情況：

- .1 恢復或增加縱向強度；
- .2 加強的甲板板或船底板的厚度消耗不應在重大腐蝕範圍內（甲板板的允許消耗為 75%）；
- .3 校平和佈置，包括墊板的終止，應符合主管機關所認可的標準；
- .4 列板應連續覆蓋整個 0.5L 船中長度；及
- .5 在對焊處和按照列板的寬度在槽焊處，使用連續條焊和熔深焊接。所適用的焊接程序應為主管機關所接受。

4.4 在替換區域附近且與安裝的列板所配套的現有結構應能經受住所作用的載荷，考慮屈曲的抵抗力及縱板和船體外殼板之間焊接的情況。

RESOLUTION MSC.144(77)
(adopted on 5 June 2003)

**ADOPTION OF AMENDMENTS TO THE GUIDELINES ON THE ENHANCED
PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS
AND OIL TANKERS (RESOLUTION A.744(18), 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 resolution A.744(18) by which the Assembly adopted the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (the Guidelines),

RECALLING FURTHER article VIII(b) and regulation XI/2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”) concerning the procedure for amending the Guidelines,

NOTING that the Assembly, when adopting resolution A.744(18), requested the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Guidelines under review and update them as necessary, in the light of experience gained in their application,

NOTING ALSO resolutions MSC.49(66), MSC.105(73), MSC.125(75) and resolution 2 of the 1997 Conference of Contracting Governments to the Convention, by which amendments to resolution A.744(18) were adopted by the Maritime Safety Committee and the Conference of Contracting Governments to the Convention, in accordance with article VIII(b) and regulation XI/2 of the Convention,

HAVING CONSIDERED, at its seventy-seventh session, amendments to the Guidelines proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 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 amendments shall be deemed to have been accepted on 1 July 2004, 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 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 January 2005 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with 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;

5. FURTHER 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 GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS (RESOLUTION A.744(18), AS AMENDED)

ANNEX B

GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF OIL TANKERS

- 1 The following new paragraph is added after the existing paragraph under section 2 “Evaluation of longitudinal strength” of annex 12:

“The condition of the hull girder for longitudinal strength evaluation should be determined in accordance with the methods specified in appendix 3.”

- 2 The following new appendix 3 is added at the end of appendix 2 to annex 12:

“Appendix 3

Sampling method of thickness measurements for longitudinal strength evaluation and repair methods

1 Extent of longitudinal strength evaluation

Longitudinal strength should be evaluated within 0.4L amidships for the extent of the hull girder length that contains tanks therein and within 0.5L amidships for adjacent tanks which may extend beyond 0.4L amidships, where tanks means ballast tanks and cargo tanks.

2 Sampling method of thickness measurement

2.1 Pursuant to the requirements of section 2.5 of Annex B, transverse sections should be chosen such that thickness measurements can be taken for as many different tanks in corrosive environments as possible, e.g. ballast tanks sharing a common plane boundary with cargo tanks fitted with heating coils, other ballast tanks, cargo tanks permitted to be filled with sea water and other cargo tanks. Ballast tanks sharing a common plane boundary with cargo tanks fitted with heating coils and cargo tanks permitted to be filled with sea water should be selected where present.

2.2 The minimum number of transverse sections to be sampled should be in accordance with annex 2 to Annex B. The transverse sections should be located where the largest thickness reductions are suspected to occur or are revealed from deck and bottom plating measurements prescribed in 2.3 and should be clear of areas which have been locally renewed or reinforced.

2.3 At least two points should be measured on each deck plate and/or bottom shell plate required to be measured within the cargo area in accordance with the requirements of annex 2.

2.4 Within $0.1D$ (where D is the ship's moulded depth) of the deck and bottom at each transverse section to be measured in accordance with the requirements of annex 2, every longitudinal and girder should be measured on the web and face plate, and every plate should be measured at one point between longitudinals.

2.5 For longitudinal members other than those specified in 2.4 to be measured at each transverse section in accordance with the requirements of annex 2, every longitudinal and girder should be measured on the web and face plate, and every plate should be measured at least in one point per strake.

2.6 The thickness of each component should be determined by averaging all of the measurements taken in way of the transverse section on each component.

3 Additional measurements where the longitudinal strength is deficient

3.1 Where one or more of the transverse sections are found to be deficient in respect of the longitudinal strength requirements given in this annex, the number of transverse sections for thickness measurement should be increased such that each tank within the $0.5L$ amidships region has been sampled. Tank spaces that are partially within, but extend beyond, the $0.5L$ region, should be sampled.

3.2 Additional thickness measurements should also be performed on one transverse section forward and one aft of each repaired area to the extent necessary to ensure that the areas bordering the repaired section also comply with the requirements of Annex B.

4 Effective repair methods

4.1 The extent of renewal or reinforcement carried out to comply with this annex should be in accordance with 4.2.

4.2 The minimum continuous length of a renewed or reinforced structural member should be not less than twice the spacing of the primary members in way. In addition, the thickness diminution in way of the butt joint of each joining member forward and aft of the replaced member (plates, stiffeners, girder webs and flanges, etc.) should not be within the substantial corrosion range (75% of the allowable diminution associated with each particular member). Where differences in thickness at the butt joint exceed 15% of the lower thickness, a transition taper should be provided.

4.3 Alternative repair methods involving the fitting of straps or structural member modification should be subject to special consideration. In considering the fitting of straps, it should be limited to the following conditions:

- .1 to restore and/or increase longitudinal strength;
- .2 the thickness diminution of the deck or bottom plating to be reinforced should not be within the substantial corrosion range (75% of the allowable diminution associated with the deck plating);

- .3 the alignment and arrangement, including the termination of the straps, is in accordance with a standard recognized by the Administration;
- .4 the straps are continuous over the entire 0.5L amidships length; and
- .5 continuous fillet welding and full penetration welds are used at butt welding and, depending on the width of the strap, slot welds. The welding procedures applied should be acceptable to the Administration.

4.4 The existing structure adjacent to replacement areas and in conjunction with the fitted straps, etc. should be capable of withstanding the applied loads, taking into account the buckling resistance and the condition of welds between the longitudinal members and hull envelope plating.”

第 56/2015 號行政長官公告

中華人民共和國於一九九九年十二月十三日以照會通知聯合國秘書長，經修訂的《1974年國際海上人命安全公約》自一九九九年十二月二十日起適用於澳門特別行政區；

國際海事組織海上安全委員會於二零零零年十二月五日透過第MSC.105(73)號決議通過了《散貨船和油輪檢驗期間的強化檢查方案指南》(經修正的第A.744(18)號決議)的修正案，該修正案自二零零二年七月一日起適用於澳門特別行政區；

基於此，行政長官根據澳門特別行政區第3/1999號法律第六條第一款的規定，命令公佈包含上指修正案的MSC.105(73)號決議的中文及英文文本。

二零一五年五月十九日發佈。

代理行政長官 陳海帆

Aviso do Chefe do Executivo n.º 56/2015

Considerando que a República Popular da China, por nota datada de 13 de Dezembro de 1999, notificou o Secretário-Geral das Nações Unidas sobre a aplicação da Convenção Internacional para a Salvaguarda da Vida Humana no Mar de 1974, tal como emendada, na Região Administrativa Especial de Macau, a partir de 20 de Dezembro de 1999;

Considerando igualmente que, em 5 de Dezembro de 2000, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.105(73), adoptou emendas às Directrizes relativas ao Programa Reforçado de Inspeções no âmbito das Vistorias a Graneleiros e Petroleiros (resolução A.744(18), tal como emendada), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Julho de 2002;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da Região Administrativa Especial de Macau, a resolução MSC.105(73), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 19 de Maio de 2015.

A Chefe do Executivo, interina, *Chan Hoi Fan*.