

# 船長們看過來，這是亞洲 PSC 船長方面缺陷 100 項

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- ◆ 本文記錄的是 2015 年至 2017 初這段時間內，PSC 檢查關於船長方面或者是船長也占一部分的缺陷。
- ◆ 主要為東京備忘錄部分，借鑒以往亞洲各港口國檢查的記錄，會有利於我們接下來的工作
- ◆ 在某些國家可用小費來解決的，不在本文中體現。

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以下為 100 項的彙集：

- 【1】EMERGENCY TOWING BOOKLET-NOT INCLUDESHIP'S SPECIFIC INFORMATION(E.G. SHIP'S PARTICULAR BOW AND STERN LAYOUT, S.W.LOF CONNECTION POINT FAIR LEADERS, BOLLARDS, ETC) ，Emergency Towing Booklet 中資料不全(連該輪 particular 都未填)
- 【2】Some officers o/b not conductedfamiliarization with SOPEP as per requestion of ship manual.(甲級船員未閱讀 SOPEP 並記錄
- 【3】Fire control plan, Cargo securing manualnot approved by ship class (N.K) 沒有經過目前船級社認可
- 【4】Loading Manual(Including Trim &Stability)沒有經過目前船級社認可 Trim & stability booklet not approved by ship class (N.K)
- 【5】Damage control plan 沒有經過目前船級社認可 Damage control plan not approved by shipclass (N.K)，更改船級社，沒有及時請新船級社對以上資料進行重新認證。
- 【6】Load line mark on board not confirm withship certificate and regulation 載重線標誌與 LOAD LINECERTIFICATE 不符合規則
- 【7】Development of Plan for shipboardoperations Checklist was not implemented 航行檢查表紀錄不完整
- 【8】no evidence showing lash every emg.steering drill carried out within last 3 months(沒有證據證明最近 3 個月有進行緊急舵演習)
- 【9】EPIRB on board is notlisted in Shore Base Maintenance and Station License(EPIRB 更新，但未重新記載於 Shore-Based maintenance 證書上)。
- 【10】CSR NO4 WAS RECEIVED BY SHIP MISSING FILLIN DATE & SIGNATURE (RECEIVEDIT IN 2009) (CSR NO4 船上接受時沒填日期和簽名
- 【11】GMDSS LOGBOOK,MISSING MASTER SIGNAURE FROM29-JAN-2013 TO 04-FEB-2013 (電臺日誌從 15 年 1 月 29 日到 15 年 2 月 04 日無船長簽名

- 【12】 No verification of SSO in the visitor logbook after completion of each page.更位的保全記錄簿沒有大副及船長之簽署欄位
- 【13】 碰撞產生的船體損傷 Deficiency: Bulwark(stbd-side)on forecastle deck-damaged(abt 5m)
- 【14】 碰撞產生的船體損傷 Deficiency:Forecastle deck (stbd side)-buckled partly and cracked(abt20cm)
- 【15】 Gmdss log book 無遇險警報,緊急資訊等相關記錄,AMOS 等常規電報無須記錄在該記錄本上
- 【16】 Navtex 在沿岸航行沒有使用,檢查期間處於關閉狀態
- 【17】 The bow and stern of ship in emergencytowing booklet not the same with the ship's arrangement 緊急拖帶手冊內容,船艏及船艉圖示部份與船上實際情況不符合
- 【18】 No training of 2012 for Emergency TowingBooklet on board ;船上無 2012 緊急拖帶訓練記錄
- 【19】 PSCO 詢問如果MF/HF 與 VHF 發生誤報警該如何取消,二副已當場進行正確解釋說明,但是 PSCO 認為應有一個操作程式書在放在MF/HF 與 VHF 旁邊備查. Nofalse alert procedure placed beside MF/HF
- 【20】 Funnel door from engine room does notprovide means of escape for the engineers(機艙 Funnel 出口 (F-DECK) 門在外側上鎖,內部人員無法打開
- 【21】 啟動緊急救火泵壓力上不來 Deficiencystatement : Emergency fire pump failed to pressure firemain line during testing
- 【22】 3/E 適任證書沒有本人簽名 Deficiency: 3/E NATIONAL CERT. MISSING SIGNATURE OF HOLDER
- 【23】 球鼻首因撞擊部分受損。some part ofbulbous bow damaged(small)
- 【24】 駕駛台未見 2013 版之 IAMSAR manual Vol.III, 只有 2008 版之 IAMSAR manual Vol.III(船長書櫃內).Non-conformity:Outdated (2008) edition of IAMSAR manual Vol.III found on board
- 【25】 應急舵操演程式裡面沒有關於將羅經從駕駛台帶到舵機房的任務分配 Emergency steering gear drill procedure did not be mentioned theduty to bring gyro repeater from bridge to steering gear room.
- 【26】 計程儀工作不正常沒有被報告給船旗國,獲得其同意進塢修理 speed log out of work did not be reported to SIN administration
- 【27】 船上缺少 DNV Class 發給之『未經處理之 holding tank 內污水在航行中不同吃水時排放之航速表』 Non-conformity:Lack of maximum rate table for discharge of untreated sewage of holding tank

- 【28】 LARGE MAGNETIC COMPASS DEVIATION (OBSERED) HAS BEEN NOTED, IE, EXCEEDED FROM THE RESIDENT DEVIATION CARD IN USE 記錄的觀測磁羅經差值超過了“年度矯正磁羅經自差表”的記錄
- 【29】 SOPEP 聯絡點沒有更新(The contact point in SOPEP not up to date.)
- 【30】 Ship working language not clearly specified in log book 航海日記上未明確標明船舶工作語言
- 【31】 Lifeboats not launched into water for maneuvering during last 6 months as per ship's record 根據船上紀錄無法標明在過去 6 個月有降落救生艇於水面進行操縱
- 【32】 No record sighted onboard as evidence of SSAS test carried out with flag state as per sc 09 of 2015./沒有船旗國的 SSAS 測試紀錄
- 【33】 No procedure sighted onboard for security of BNWAS ie action key found along with the panel of BNWAS./BNWAS 的鑰匙長時間置於面板上
- 【34】 CSR 沒有更新 CSR not update
- 【35】 航次計畫值班駕駛員沒有簽字 Previous voyage plan not read by OOWS as required
- 【36】 船員休息時間中不能包含演習時間(Hour of work and rest not included with drill hour as working hour.
- 【37】 FSC 官員認為船上焚燒垃圾記錄時，應該紀錄焚燒前垃圾的代碼，不能都記錄為焚燒後的代碼 E (爐灰) (Wrong entries for garbage incineration code. Code E is used for garbage incineration
- 【38】 海圖上面沒有轉舵點標誌，沒有平行避險線的標識，沒有每段航向速度控制的標誌，沒有偏航界限的標識。(No information regarding wheel over position, parallel indexing, reduction of speed and off track distance reflected in the voyage charts.)
- 【39】 駕駛員對 GMDSS 設備的電源轉換不熟悉。(Deck officer not familiar with the GMDSS equipment reserve power.
- 【40】 Voyage plan does not indicate wheel over position, speed reduction & off track distance/ 航路計畫上沒有標注轉向施舵點，減速提示和允許偏航距離等
- 【41】 Vessel does not have consistent reply, and no measures have taken to address this issue./船上對於 MF/HF DSC 測試沒有收到回復沒有採取積極的措施 (DSC 測試澳洲岸台記錄中最近沒有岸台回復，不協調， 要求一定都要測試和確認回 )
- 【42】 Navigating officers not able to demonstrate the pages to refer to the publication reflected in the voyage plan./航路計畫上參考航海刊物沒有標注參考頁數
- 【43】 MF/HF DSC transmission test call to coast station not available for verification/測試信文內容缺乏足夠證據顯示已測試岸台

- 【44】 Wheel over position, speed reduction & off track distance not reflected in the chart in used. /海圖上沒有標注轉向施舵點、減速提示和允許偏航距離等
- 【45】 Obsolete MF/HF antenna nearby the newly installed MF/HF antenna 廢棄的 MF/HF 天線靠近新安裝的 MF/HF 天線
- 【46】 Shipboard working arrangement table was not identified for every crew onboard and 4 cadets were missing from the table, total daily rest hours were not indicated for crew awareness. 船上工作安排表沒有包括所有船上人員，缺少 4 個實習生的工作安排；沒有標明讓所有人瞭解的每天總的休息時間。
- 【47】 WRONG SHORE STATION SETTING OF NAVTEX. NAVTEX 岸台設置錯誤，岸台設置香港而不是廣州
- 【48】 ERROR CODE LIST OF S-VDR NOT PROPERLY POSTED. S-VDR 錯誤警報代碼未適當張貼
- 【49】 LRIT OPERATIONAL PROCEDURE NOT PROPERLY POSTED. LRIT 之操作程式未張貼
- 【50】 CREW MEMBERS NOT FAMILIAR PROCEDURES RELATING TO LRIT. 船員不熟悉 LRIT 操作流程
- 【51】 主機未遵守 SMS 指示到港前執行倒車測試 DESCRIPTION: M/E STERN NOT TIRED OUT ACCORDING TO SMS MANUAL BEFORE ARRIVAL PORT OF YANGSHAN ON MAY 15, 2015.
- 【52】 FPDS 操作程式未涵蓋於 SMS 內且無檢查記錄 DESCRIPTION: OPERATION PROCEDURE OF FPDS FOR LIFEBOATS NOT CONTAINED IN VESSEL SMS DOCUMENTATION AND NO INSPECTION RECORD FOR IT.
- 【53】 救生艇周檢最近兩月有移動但未記錄 DESCRIPTION: WEEKLY INSPECTION NOT CARRIED OUT AS PER SOLAS REGULATION (LIFEBOATS NOT MOVED FROM THEIR STOWED POSITION IN RECENT TWO MONTHS)
- 【54】 2/O's certificate of competency without his signature, 二副的適任證書，本人沒有在持有人處簽字，船長沒有檢查到
- 【55】 COMPLAINT PROCEDURE & RELEVANT CONTACT DETAILS ARE NOT MADE READILY AVAILABLE TO EACH CREW ONBOARD/MLC CODE 中的船員投訴聲明和程式未完全發至所有在船船員
- 【56】 大副的休息工作時間與車種記錄簿不符，船長疏忽檢查
- 【57】 船上工作安排表顯示沒有足夠的休息時間，且前後不一致
- 【58】 VDR 顯示錯誤代碼 94 和 98，並且不能復位

- 【59】Three watertight doors heavy rusted lost watertightness, including two in bosun store and one in the portside upper deck(三個水密門邊緣銹蝕,包含水手長司多間兩個及主甲板左舷一個)
- 【60】固定 CO2 釋放系統釋放操作程式與實體標注不對應,操作起來模糊不清 CO2 fire extinguish system release control instruction fail to enable senior officers and engineers familiarized with operation procedures
- 【61】左右小艇沒有舷邊遙控釋放操作裝置 Both Lifeboats launching appliance, means not provided that boat should be visible to the on-deck operator when being launched
- 【62】VOYAGE PLAN NOT DEFINED POSN FIX FREQUENCY FOR COASTAL AREA AND INCLUDED ESSENTIAL INFORMATION FOR MONITOR HAZARDS, COASTAL POSITION NOT MONITORED EVERY 15 MINUTES./ 新加坡到香港的航路計畫上未定義沿岸航行的定位頻率及未包括基本的監視危險物的資訊,沿岸航行定位間隔未按照航路計畫的每 15 分鐘定位一次
- 【63】THREE ANTENNAS FOR RADIO NOT SECURED PROPERLY/ CORRODED CONNECTION./ 3 支 RADIO 天線未正確固定/連接點銹蝕
- 【64】MAGNETIC COMPASS (STANDARD) MISSING TWO CORRECTIVE SPHERES/( 標準 ) 磁羅經的 2 個校正球不見
- 【65】SHIPBOARD WORKING ARRANGEMENT TABLE WAS REFLECTED WITH NO REST ON CREW'S WORKING SCHEDULE AND UNABLE TO ENSURE SHIP'S STAFF ARE REST PROPERLY/ 此船上工作分配表內,沒有顯示出船上人員適當的休息時間
- 【66】中高频交流電轉換直流電說明步驟沒有張貼 NC description : AC AND DC POWER TRANSFER OPERATION INSTRUCTION OF MF/HF N/A
- 【67】THE KEY FOR BNWAS SWITCHING ON/OFF NOT UNDER SECURITY CONTROL BY MASTER. BNWAS 開關鑰匙沒有處於船長控制下
- 【68】Disposal of cooking oil is not as per Company's Garbage Management Plan (i.e. cooking oil was disposed into engine room sludge tank and recorded into both Garbage and Oil Record book.) 廚房用油卸岸不符合公司垃圾管理計畫
- 【69】Rest hour didn't record correctly. PSCO considered that no matter how long (even just go to E/R to reset alarm), if C/E and 2/E have been in engine room. The half hour is not intact as rest hour. The half hour should be recorded as working time. Same as the deck department. If MS and C/O have done their job (i.g. receiving/sending E-mail, doing inspection tour when sailing or asking the cargo work schedule, meeting visitor when berthing .etc). The half hour can not be recorded as rest hour. 休息時數紀錄不正確, FM 0606-2 "RECORD OF HOURS OF REST OF SEAFARERS - 2" 必須標明姓名、職務及本人簽名, PSCO 認為只要輪機長和大管有在休

息時間至機艙工作，無論時間長短(即使只是到機艙消除警報)，則該時段就不是完整的休息時間，故該時段(0.5hr)應紀錄為工作時段。同理，船長若于放洋時有進行收發報或甲板巡視等工作，又或是大副在港時有看水尺、詢問值班船副裝船進度、接待訪客等行為，無論時間長短(即使只有五分鐘)，則該時段亦不能記做休息時間。

**【70】**NO.1 battery for P'side lifeboat was lowcapacity, it was not available to support P'side lifeboat' motor engine startmany times 左舷救生艇 NO.1 電池低儲存電量,不能支援小艇馬達重複多次啟動,PSC 官員要求換新.

**【71】**ECDIS,OFFICER REPORTED IT IS FORNAVIGATION AND CSE CERT NOT RECORD.  
船副回答電子海圖使用有時助於航行但僅供參考,且船舶安全設備證書沒有記錄

**【72】** 船員休息時數未能符合公約規定 Nc description : Recordof Rest hours not comply with the Requirement

**【73】**固定式 CO2 鋼瓶使用 10 年後沒有執行 10%的鋼瓶靜水壓力測試 Hydraulic pressure test of fixed CO2 firefighting system(10% of bottles)not carried out after 10 year into use

**【74】**固定式 CO2 連接彎管使用 10 年後沒有換新 flexible hose for fixed CO2 firefighting system not changed at interval of 10 years after put in use

**【75】** Bridge, Fire detection and alarm system,power supply of battery for control panel fault, repairing in progress noted. 駕駛台的煙霧警報偵測系統電源供應的電池故障,附記修理在進行中

**【76】** Work/rest hours e.g. all crew membersparticipated safety drills on 12 Sep 2014, but the record indicated some ofthem were recorded as resting during the period of safety drills. 休息時數在某些場合未能正確記錄，例如，所有成員皆于 2015-09-12 參加船上安全操演，但記錄卻顯示某些成員在這段演習期間在休息

**【77】** 2015 年 10 月 20 日操演紀錄中，消防演習設定失火位置為舵機間，當時使用位於舵機間內的應急消防 PUMP 滅火，PSC 認為有矛盾)

**【78】**SEAFARER'S DAILY RECORDS OF REST HOURS DONOT REFLECT ACTUAL HOURS OF REST, EMERGENCY DRILL, HALF REST PERIODS AND ENGINEER ROOM ROUNDS FOR UMS SHIP NOT RECORDED AS WORK HOURS 船上工作休息時間記錄沒有正確記錄應急演習時間，記錄休息半小時不符合規定及機艙無人值班時巡邏機艙時間應記錄

**【79】** Officers are not familiar with BNWAS “on”mode of operation. 駕駛員不熟悉 BNWAS 操作

**【80】**除了學生是“訓練”以外，按照公約規定，負有保安，安全，防污染有關職責的所有人員都屬於值班人員，因此除了學生之外所有在船人員都為值班人員。另外休息時間記錄表應能正確清晰反映人員的休息時間分為幾段，及最長一段時間記錄。大副在碼頭值班有關“on call”定義模糊。 HOURS OF REST RECORDS FOR WATCH KEEPERS

NOTRECORDED AS PER STCW REQUIREMENT(REST HOURS IN ANY 24 HOURS,WEEKLY RESTHOURS)AND C/O HOURS OF REST DURING DAY TIME IN PORTS IN OCT/2014 NOT RECORDEDPROPERLY.(ONLY MARKED ON SCHEDULE ON CALL)

- 【81】 Bridge, Fire detection and alarm system,power supply of battery for control panel fault, repairing in progress noted. 駕駛台的煙霧警報偵測系統電源供應的電池故障,附記修理在進行中.
- 【82】 According deficiency ship ISM code failure , -ship board operation.-resources and personal ; 缺失過多致 ISM CODE 失敗。
- 【83】 HE DAU (data acquisition unit) OF VDR FOUND ERROR DURING INSPETION. VDR 之資料獲取單元顯示 Error 之警報。
- 【84】 SOPEP MANUAL RECORD FOR ANNEX II LIST OF CONTACT POINT NOT UPDATE 油污應急計畫中收到 ANNEX II 在收到 ANNEX II 的清單中沒有更新
- 【85】 EIAPP cert for A/E not found during inspection 船上檢查時未具備機艙輔機 I.A.P.P.證書
- 【86】 Large scale chart for pilot boarding(western boarding ground B) area not available on board. I.e. chart no.4030 or 4031. 船上未配備領港登輪區 (WBGB) 大比例尺海圖, 如 BA4030 或 BA4031
- 【87】 Echo sounder AFT sensor unable to indicate the water depth by digital display unit. 後部之測深儀探測頭探測不到水深 (液晶面板不能顯示水深數值)
- 【88】 COPY OF DOC(ISM) NO LATEST VERSION ON BOARD. 船上沒有最新版本的 DOC (ISM) 影本
- 【89】 船上演習紀錄反映出海上演習時所有船員均有參加,無人缺席. Vessel's drill records(I.e.Abandon ship,flooding drill) reflected all ship crew participated while she was at sea and have not excluded officers on duty.
- 【90】 AIS RPT(Annual Performance Test) expired in FEB-2015. AIS 年度測試報告發現於 2015/FEB 過期
- 【91】 No record of lifeboat lowered and maneuvered in water for last 3 months found in official log book. 船旗國記錄簿之求生滅火操演記錄三個月內脫勾水上操作操演沒有詳細記載
- 【92】 Barometer last calibration done in Sep/2012. 船上氣壓計上次美國 NOAA 校正日期為 SEP/2012。
- 【93】 Crew member not familiar with shipboard operational procedure relating to DSC transmission 船員不熟悉 DSC 操作。

- 【94】 Crewmember not familiar with shipboard operational procedure relating to NBDP transmission 船員不熟悉 NBDP 操作
- 【95】 Emergency steering operation blocked by seating position 應急操舵位置被畫上座位標誌
- 【96】 Access control and the boarding point not properly carried out as per SSP Section 5.9.2 for security level 1. 梯口管制並未適當地遵守 SSP 章則 5.9.2 所規範保全等級 1 應採取之行動
- 【97】 四月份及五月份有數位船員(船長,兩個二副及 AB)休息時數不符合規範(休息時間分成 3 段)且 5 月份缺當天記錄 Hour of rest records, numerous occasions for Master, 2/O(TWO), AB in April and May 2015 not complied with STCW requirement, records not updated and accurate recorded.
- 【98】 公司需確認船員工作時數是否符合規範以及航行計畫和海圖修正的確認 company not ensure ship's crew comply with the hour of rest and voyage plan requirement and chart correction requirement
- 【99】 Night order book has columns of true course, gyro course and magnetic course. However, these information have not been filled up since opening the night order book. 夜令簿未紀錄真航向、電羅經航向、磁航向欄位
- 【100】 Master's night order has mentioned "wide berth" for all passing vessels. However, officers are not able to explain the meaning in relation to open sea, congested water and while picking up pilot. 夜令簿未定義應距來往船舶應保持之距離為何, 因此船副無法說明於開闊水域、狹窄水域及接領港時應與其他船舶保持之最小距離

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