

国 际 公 约

对船舶日志记载内容的有关要求

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中国船级社



编写说明

ISM CODE 已于 1998 年 7 月 1 日正式实施, 从几年来我们 ISM 审核员对各船公司的船舶审核所发现的问题, 以及近年来各国 PSC 检查所提出的船舶存在缺陷上反映出: 船员对国际公约有关船舶日志记载的规定不了解, 从而导致在 PSC 检查中和 ISM 船舶审核中被有关方面开据不合格。

国际公约对船舶日志记载的有关具体规定是作为客观证据保留在船上供有关方面检查, 以证明船舶按照公约的有关要求实施。如, 消防演习、弃船演习、船舶开航前的检查和试验等。

当前各国 PSC 检查和 ISM 船舶审核已将国际公约对船舶日志记载的有关具体规定作为检查的重点。为使各船公司的船舶能对其要求有明确地了解, 我们将国际公约的有关规定汇编成册奉献给各船公司及船舶, 以便你们在短时间内熟悉和掌握了解并按规定执行, 我们也愿为船舶能顺利通过 PSC 检查和 ISM 船舶审核尽一份力量。

由于水平有限, 敬请见谅!

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内 容 摘 要
01	SOLAS 1974, 1981 Amendments. 1974 年 海上人命安全公约 1981 年修正案	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY * B 部分 分舱与稳性 Regulation 15.11 Openings in watertight bulkheads in passenger ships 第 15.11 条 客船水密舱壁上的开口 Subject Watertight doors which may be opened at sea 在航行中开启水密门	11.2 If sliding watertight doors which have sometimes to be open at sea for the purpose of trimming coal are fitted between bunkers in the between decks below the bulkhead deck, these doors shall be operated by power. The opening and closing of these doors shall be recorded in such log book as may be prescribed by the Administration. 11.2 装于舱壁甲板以下甲板间内煤舱之间的滑动水密门, 有时因整理煤堆须在航行中开启, 此门应由动力操作。此类门的开启及关闭应记入主管机关规定的航海日志中。 12.1 If the Administration is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo between deck spaces. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outboard vertical edges be situated at a distance from the shell plating which is less than one-fifth of the breadth of the ship, as defined in Reg. 2, such distance being measured at right angles to the centre line of the ship at the level of the deepest subdivision load line. 12.2 Such doors shall be closed before the voyage commences and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log book. Should any of the doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration. 12.1 如主管机关认为有必要, 可在甲板内分隔货舱的水密舱壁上可装设适当构造的水密门。此类门可为铰链式、滚动式或滑动式, 但不必是遥控的。它们应装在最高处并尽可能远离外板, 但不论在任何情况下其垂直外边缘不得位于距外板少于船宽(按第 2 条定义)的 1/5 处, 此距离是在最深分舱载重线水平面上向纵中剖面方向垂直量计。 12.2 此类门应在开航前关妥, 并应在航行中保持关闭; 此类门在港内开启的时间, 应在船舶离港前关闭的时间应记入航海日志中。如果有在航行中可以通过的, 应设有防止任意开启的装置。在提出设置此类门时, 主管机关应对其数量及布置给予特殊考虑。
02	SOLAS 1974, 1981 Amendments. 1974 年 海上人命安全公约 1981 年修正案	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY * B 部分 分舱与稳性 Regulation 15.12 and 15.13 Openings in watertight bulkheads in passenger ships 第 15.11 条 客船水密舱壁上的开口 Subject Watertight doors which shall be kept closed while at sea 在航行中应保持关闭的水密门	12.1 If the Administration is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo between deck spaces. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outboard vertical edges be situated at a distance from the shell plating which is less than one-fifth of the breadth of the ship, as defined in Reg. 2, such distance being measured at right angles to the centre line of the ship at the level of the deepest subdivision load line. 12.2 Such doors shall be closed before the voyage commences and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log book. Should any of the doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration. 12.1 如主管机关认为有必要, 可在甲板内分隔货舱的水密舱壁上可装设适当构造的水密门。此类门可为铰链式、滚动式或滑动式, 但不必是遥控的。它们应装在最高处并尽可能远离外板, 但不论在任何情况下其垂直外边缘不得位于距外板少于船宽(按第 2 条定义)的 1/5 处, 此距离是在最深分舱载重线水平面上向纵中剖面方向垂直量计。 12.2 此类门应在开航前关妥, 并应在航行中保持关闭; 此类门在港内开启的时间, 应在船舶离港前关闭的时间应记入航海日志中。如果有在航行中可以通过的, 应设有防止任意开启的装置。在提出设置此类门时, 主管机关应对其数量及布置给予特殊考虑。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内 容 摘 要
03	SOLAS 1974, 1989 Amendments. 1974 年 海上人命安全公约 1989 年修正案	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY B 部分 分舱与稳性 Regulation 15.9 Openings in watertight bulkheads 第 15.9 条 客船水密舱壁上的开口	9.4 Sliding watertight doors fitted between bunkers in the between-decks below the bulkhead deck may sometimes be open at sea for the purpose of trimming coal. The opening and closing of these doors shall be recorded in such log book as may be prescribed by the Administration. 9.4 装于舱壁甲板以下甲板间内煤舱之间的滑动水密门, 为了平整煤可以在航行中偶尔开启, 这些门的开启及关闭应记入主管机关规定的航海日志中。
04	SOLAS 1974, 1989 Amendments. 1974 年 海上人命安全公约 1989 年修正案	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY B 部分 分舱与稳性 Regulation 15.10 Openings in watertight bulkheads in passenger ships 第 15.10 条 客船水密舱壁上的开口	10.1 If the Administration is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo between deck spaces. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outboard vertical edges be situated at a distance from the shell plating which is less than one fifth of the breadth of the ship, as defined in regulation 2, such distance being measured at right angles to the centreline at the level of the deepest subdivision load line. 10.2 Such doors shall be closed before the voyage commences and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log book. Should any of the doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration. 10.1 如主管机关认为有必要, 可在甲板内分隔货舱的水密舱壁上可装设适当构造的舱壁门。此类门可为铰链式、滚动式或滑动式, 但不必是遥控的。它们应装在最高处并尽可能远离外板, 但不论在任何情况下其垂直外边缘不得位于距外板少于船宽 (按第 2 条定义) 的 1/5 处, 此距离是在最深分舱载垂线水平面上向纵中剖面方向垂直量计。 10.2 此类门应在开航前关闭, 并应在航行中保持关闭; 此类门在港内开启的时间和船舶离港前关闭的时间应记入航海日志中。如果有在航行中可以通过的门, 应设有防止任意开启的装置。在提出设置此类门时, 主管机关应对其数量及布置给予特殊考虑。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内 容 摘 要
05	SOLAS 1974, 1989 Amendments, 1974 年 海上人命安全公约 1989 年修正案	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY * B 部分 分舱与稳性 Regulation 15.11 Openings in watertight bulkheads in passenger ships 第 15.11 条 客船水密舱壁上的开口 Subject Watertight doors which may be opened at sea 在航行中开启水密门	11 Portable plates on bulkheads shall not be permitted except in machinery spaces. Such plates shall always be in place before the ship leaves port, and shall not be removed during navigation except in case of urgent necessity at the discretion of the master. The times of removal and replacement of any such portable plates shall be recorded in the log book, and the necessary precautions shall be taken in replacing them to ensure that the joints are watertight. The Administration may permit not more than one power-operated sliding watertight door in each main transverse bulkhead larger than those specified in paragraph 7.1.2 to be substituted for these portable plates, provided these doors are closed before the ship leaves port and remain closed during navigation except in case of urgent necessity at the discretion of the master. These doors need not meet the requirements of paragraph 7.1.4 regarding complete closure by hand-operated gear in 90 seconds. The time of opening and closing these doors, whether the ship is at sea or in port, shall be recorded in the log book. 11 可拆卸的板门不允许用于舱壁上,但在机器处所除外。此类门在船舶离港前应装复原位,航行中除在紧急情况下船长认为必需外不得将其取下。任何此类可拆卸的板门的取下及装复的时间应记入航海日志中。 装复此类板门时应采取必要措施,以确保其接缝水密。 主管机关可以准许在每一主横舱壁上设一扇宽度超过第 7.1.2 款规定的动力滑动式水密门取代此类可拆卸的板门,但些些门在船舶离港前应予关闭,且在航行中除在紧急情况下船长认为必需外应保持关闭。 这些门不必满足 7.1.4 款关于在 90s 内用手动操作装置完全关闭的要求。 无论在海上还是在港内开启这些门的时间均应记入航海日志中。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内容摘要
			3.1 Subject to the requirements of the International Convention on Load Lines in force, no sidescuttle shall be fitted in such a position that its sill is below a line drawn parallel to the bulkhead deck at side and having its lowest point 2.5 per cent of the breadth of the ship above the deepest subdivision load line, or 500 mm, whichever is the greater. 3.2 All sidescuttles the sills of which are below the margin line, as permitted by paragraph 3.1 shall be of such construction as will effectively prevent any person opening them without the consent of the master of the ship. 3.3.1 Where in a between decks, the sills of any of the sidescuttles referred to in paragraph 3.2 are below a line drawn parallel to the bulkhead deck at side and having its lowest point 1.4m plus 2.5 per cent of the breadth of the ship above the water when the ship departs from any port, all the sidescuttles in that between decks shall be closed watertight and locked before the ship leaves port, and they shall not be opened before the ship arrives at the next port. In the application of this paragraph the appropriate allowance for fresh water may be made when applicable. 3.3.2 The time of opening such sidescuttles in port and of closing and locking them before the ship leaves port shall be entered in such log book as may be prescribed by the Administration. 3.1 根据现行《国际载重线公约》要求,舷窗的位置应不至于使其窗槛低于平行于舱壁甲板边缘线所绘的线,此线的最低点在最深分舱载重线以上为船宽的 2.5%或 500mm, 取较大者。 3.2 第 3.1 款所准许的所有舷窗,凡窗槛低于限界线者,其构造应能有效防止任何人未经船长许可而开启。 3.3.1 对于甲板间的舷窗,平行于舱壁甲板边缘线绘一条线,其最低点在船舶离开任何港口时的水面以上 1.4m 加船宽的 2.5%, 当第 3.2 款所指舷窗槛低于此线时,则此甲板间的所有舷窗在船舶离港前应关闭成水密并应锁紧,这类舷窗在船舶到达下一港口前不应开启。在引用此项要求时,如适用,可计入适当的淡水宽限。 3.3.2 此类舷窗在港内开启的时间及船舶离港前将其关闭和加锁的时间,均应记入在主管机关规定的航海日志中。
	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备安装 PART B SUBDIVISION AND STABILITY * B 部分 分舱与稳性 Regulation 17.3 Openings in the shell plating of passenger ships below the margin line 第 17.3 条 客船限界线以下外板上的开口	SOLAS 1974, 1981 Amendments 1974 年 海上人命安全公约 1981 年修正案	

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内 容 摘 要
07	SOLAS 1974, 1981 and 1988 Amendments. 1974 年 海上人命安全公约 1981 和 1988 年 修正案	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY B 部分 分舱与稳性 Regulation 20-1 Closure of Cargo Loading Doors 第 20-1 条 装货门的关闭	5 The master shall ensure, before the ship proceeds on any voyage, that an entry in the log book, as required in regulation II-1/25, is made of the time of the last closing of the doors specified in paragraph 2 and the time of any opening of particular doors in accordance with paragraph 3. 5 船舶在开航前, 船长应保证按第 II-1/25 条的要求把第 2 款中提及的门的最后关闭时间, 和符合第 3 款的特定门的开启时间记录在航海日志中。
08	SOLAS 1974, 1981 Amendments. 1974 年 海上人命安全公约 1981 年修正案	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY * B 部分 分舱与稳性 Regulation 25 Entries in log of passenger ships 第 25 条 客船航海日志的记载	1 This regulation applies to all ships. 2 Hinged doors, portable plates, sidescuttles, gangway, cargo and coaling ports and other openings, which are required by these Regulations to be kept closed during navigation, shall be closed before the ship leaves port. The time of closing and the time of opening (if permissible under these Regulations) shall be recorded in such log book as may be prescribed by the Administration. 3 A record of all drills and inspections required by Reg. 24 shall be entered in the log book with an explicit record of any defects which may be disclosed. 1 本条适用于所有船舶 2 本规则要求在航行中保持关闭的铰链门、可移式板门、舷窗、舷门、装货门及其他开口, 均应在船舶离港前关闭。关闭的时间及开启的时间 (如本条规则所准许者), 应记入主管机关所规定的航海日志中。 3 第 24 条所要求的一切演习和检查记录, 均应记入航海日志中, 并明确记载所发现的任何缺陷。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内容摘要
09	SOLAS 1974, 1990 and 1996 Amendments. 1974 年海上人命安全公约 1990 年和 1996 年修正案	CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B-1 SUBDIVISION AND DAMAGE STABILITY OF CARGO SHIPS* B-1 部分 货船分舱和破损稳性 Regulation 25.9 Openings in watertight bulkheads and internal decks in cargo ships 第 25.9 条 在货船水密舱壁和内部甲板上的开口	4 Watertight doors or ramps of satisfactory construction may be fitted to internally subdivide large cargo spaces, provided that the Administration is satisfied that such doors or ramps are essential. These doors or ramps may be hinged, rolling or sliding doors or ramps but shall not be remotely controlled. Such doors or ramps shall be closed before the voyage commences and shall be kept closed during navigation; the time of opening such doors or ramps in port and of closing them before the ship leaves port shall be entered in the log book. Should any of the doors or ramps be accessible during the voyage, they shall be fitted with a device which prevents unauthorised opening. 4 可以装设结构良好的水密门或坡道用作大型货物处所的内部分隔, 但以主管机关对此种门或坡道满意为条件。这些门或坡道可以是铰链的、滚动的或滑动的门或坡道, 但不应是遥控操纵的。此类门或坡道应在开航中保持关闭; 此类门或坡道在港内开启的时间和船舶离港前关闭的时间应记入在航海日志中。如果在航程中需要通过任何此类门或坡道, 则应设有适当装置以防止未经授权开启。
10	SOLAS 1974, 1981, 1983 and 1992 Amendments. 1974 年海上人命安全公约 1981 年、1983 年和 1992 年修正案	CHAPTER II-2 CONSTRUCTION - FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINGUISHING 第 II-2 章 结构-防火、探火和灭火 PART A GENERAL A 部分 一般要求 Regulation 5.2 Fixed gas fire-extinguishing systems. 第 5.2 条 固定气体灭火系统 Subject CO2-systems, 二氧化碳系统 Requirements applicable to passenger ships. 适用于客船	Flag: DENMARK: Following interpretation is added in paragraph 5.2.4 second line: To be entered in the log book. If the CO2 weight is reduced more than 10%, the bottles to be refilled. 船旗国: 丹麦: 公约 5.2.4 第三行增加以下内容: 如果二氧化碳重量减少超过 10% 时, 应将其记入在航海日志中。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内容摘要
11	SOLAS 1974, 1981, 1983 and 1992 Amendments. 1974 年 海上人命安全公约 1981 年, 1983 年和 1992 年修正案	CHAPTER II-2 CONSTRUCTION - FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINGUISHION 第 II-2 章 结构-防火、探火和灭火 PART A GENERAL A 部分 一般要求 Regulation 5.2 Fixed gas fire-extinguishing systems. 第 5.2 条 固定气体灭火系统 Subject CO2-systems. Cargo ships 二氧化碳系统 货船	Flag: DENMARK: Following interpretation is added in paragraph 5.2.4 second line: ... To be entered in the log book. If the CO2 weight is reduced more than 10%, the bottles to be refilled. 船旗国: 丹麦: 公约 5.2.4 第二行增加以下内容: 如果二氧化碳重量减少超过二氧化碳瓶充装量 10% 时, 应将其记入在航海日志中。
12	USCG CIRCULAR NO. 1-93 美国海岸警卫队 通函 第 1-93 号	United States Coast Guard 美国海岸警卫队 NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 1-93 航行与船舶检查 通函 第 1-93 号 Subject: Control Verification Examinations (CVE's) of Foreign Passenger Vessels 国外客船的控制确认检查	Port: PART C - THE QUARTERLY CONTROL VERIFICATION PROCESS 4. d. Log book Entries. The vessel's log book should be checked for the following: (1) Required drills have been conducted. (2) Crew training has been conducted. (3) All tests required by 33 CFR 164.25 have been conducted. 港口国: C 部分-季度控制确认检查 4. d 日志的记载 应检查船舶日志中的以下内容: (1) 举行所规定的演习 (2) 举行船员训练 (3) 进行 33CFR164.25 所规定的各项试验

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内容摘要
13	SOLAS 1974 1974 年 海上人命安全公约	CHAPTER II-1 CONSTRUCTION - SUBDIVISION AND STABILITY. MACHINERY AND ELECTRICAL INSTALLATIONS. 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY.* B 部分 分舱与稳性 Regulation 13(k) Openings in Watertight Bulkheads. 第 13 (k) 客船水密舱壁上的开口 Subject Watertight doors which may be opened at sea. 在航行中开启水密门	(ii) If sliding watertight doors which have access to be open at sea for the purpose of trimming coal are fitted between bulkheads in the between decks below the bulkhead deck, these doors shall be operated by power. The opening and closing of these doors shall be recorded in such log book as may be prescribed by the Administration (iii) 装于舱壁甲板以下甲板间内煤舱之间的滑动水密门, 为了平整煤可以在航行中偶尔开启, 这些门应为动力操纵。 这些门的开启及关闭应记入主管机关规定的航海日志中。
14	SOLAS 1974 1974 年 海上人命安全公约	CHAPTER II-1 CONSTRUCTION - SUBDIVISION AND STABILITY. MACHINERY AND ELECTRICAL INSTALLATIONS. 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY.* B 部分 分舱与稳性 Regulation 13(l) and (m) Openings in Watertight Bulkheads. 第 13 (l) 和 (m) 水密舱壁上的开口 Subject Watertight doors which shall be kept closed while at sea. 在航行中应保持关闭的水密门	(i) If the Administration is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo between deck spaces. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outboard vertical edges be situated at a distance from the shell plating which is less than one-fifth of the breadth of the ship, as defined in Reg. 2 of this Chapter, such distance being measured at right angles to the centre line of the ship at the level of the deepest subdivision load line. (ii) Such doors shall be closed before the voyage commences and shall be kept closed during navigation, and the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log book. Should any of the doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration. (i) 如主管机关认为有必要, 可在甲板内分隔货舱的水密舱壁上可装设适当构造的水密门。此类门可为铰链式、滚动式或滑动式, 但不必是遥控的。它们应装在最高处并尽可能远离外板, 但在任何情况下其垂直外边缘不得位于距外板少于船宽 (按本章第 2 条定义) 的 1/5 处, 此距离是在最深分舱载重线水平面上向纵中剖面方向垂直量计。 (ii) 此类门应在开航前关闭, 并应在航行中保持关闭; 此类门在港内开启的时间和船舶离港前关闭的时间应记入航海日志中。如果有在航行中可以通过的门, 应设有防止任意开启的装置。在提出设置此类门时, 主管机关应对其数量及布置给予特殊考虑。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内容摘要
15	SOLAS 1974 1974 年 海上人命安全公约	CHAPTER II-1 CONSTRUCTION - SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS. 第 II-1 章 构造-结构、分舱与稳性、机电设备 PART B SUBDIVISION AND STABILITY.* B 部分 分舱与稳性 Regulation 14(c), (f) Openings in the Shell Plating below the Margin Line. 第 14 条 (c), (f) 限界线以下外板上的开口 Subject Sidescuttles and deadlights. 舷窗和舷窗盖	(c) (i) If in a between decks, the sills of any sidescuttles are below a line drawn parallel to the bulkhead deck at side and having its lowest point 2 1/2 per cent of the breadth of the ship above the deepest subdivision load line, all sidescuttles in that between deck shall be of the non-opening type. (ii) All sidescuttles the sills of which are below the margin line, other than those required to be of a non-opening type by sub-paragraph (i) of this paragraph, shall be of such construction as will effectively prevent any person opening them without the consent of the master of the ship. (iii) (1) Where in a between decks, the sills of any of the sidescuttles referred to in sub-paragraph (ii) of this paragraph are below a line drawn parallel to the bulkhead deck at side and having its lowest point 1.37 metres (4 1/2 feet) plus 2 1/2 per cent of the breadth of the ship above the water when the ship departs from any port, all the sidescuttles in that between decks shall be closed watertight and locked before the ship leaves port, and they shall not be opened before the ship arrives at the next port. In the application of this sub-paragraph the appropriate allowance for fresh water may be made when applicable. (2) The time of opening such sidescuttles in port and of closing and locking them before the ship leaves port shall be entered in such log book as may be prescribed by the Administration. (f) (i) No sidescuttles shall be fitted in any spaces which are appropriated exclusively to the carriage of cargo or coal. (ii) Sidescuttles may, however, be fitted in spaces appropriated alternatively to the carriage of cargo or passengers, but they shall be of such construction as will effectively prevent any person opening them or their deadlights without the consent of the master of the ship. (iii) If cargo is carried in such spaces, the sidescuttles and their deadlights shall be closed watertight and locked before the cargo is shipped and such closing and locking shall be recorded in such log book as may be prescribed by the Administration. (c) (i) 平行于舱壁甲板边线绘一横线, 其最低点在最深分舱载重线以上 2.5% 船宽处, 如甲板间内任何舷窗的窗槛低于此平行线时, 则甲板间内的一切舷窗应为永闭式。 (ii) 除依本款(i)项要求为永闭式者除外, 凡窗槛低于限界线者, 其构造应能有效地防止任何人未经船长许可而开启。 (iii) (1) 平行于舱壁甲板边线绘一横线, 其最低点在船舶离开任何港口时的水面以上 1.37 米 (4.5 英尺) 加 2.5% 船宽, 当甲板间内耳按本款(ii)项所述的任何舷窗的窗槛低于此平行线时, 则此甲板间的所有舷窗在船舶离港前应关闭水密并加锁, 此等舷窗在船舶到达下一港口前不得开启。在引用本项时, 如适用, 则可计入适量的淡水宽限。 (2) 此类舷窗在港内开启的时间及船舶离港前将其关闭和加锁的时间, 均应记入在主管机关规定的航海日志中。 (f) (i) 凡专供载货或装煤的处所不得装设舷窗。 (ii) 供交替载货或载客的处所, 可装设舷窗, 但其构造须能有效地防止任何人未经船长许可而开启舷窗或舷窗盖。 (iii) 如在此类处所装货时, 其舷窗盖应在装货前关闭和加锁, 而此项关闭和加锁应记入在主管机关规定的航海日志中。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内容摘要
16	SOLAS 1974 年 海上人命安全公约	CHAPTER III LIFE-SAVING APPLIANCES, ETC. 第 III 章 救生设备等 PART A GENERAL. A 部分 一般要求 Regulation 26 Practice Musters and Drills. passenger ship 第 26 条 应变演习与训练 Requirements applicable to passenger ships on long international voyages 适用于非短程国际航行客船	(iv) The date upon which musters are held, and details of any training and drills in fire fighting which are carried out on board shall be recorded in such log book as may be prescribed by the Administration. If in any week (for passenger ships)no muster or a part muster only is held, an entry shall be made stating the circumstances and extent of the muster held the log book, which shall also record the occasions on which the lifeboats are swung out and lowered in compliance with paragraph (c) of this Regulation. (iv) 举行应变演习的日期以及在船上进行任何消防训练和消防演习的详细信息均应记入在主管机关规定的航海日志中。 如某周(对客船)未举行应变演习或仅举行部分应变演习时,则应记述其原因和举行的范围,对救生艇属具的检查报告应记入航海日志中,按本条(c)款所作的救生艇伸出及降落的时间亦应记入该航海日志中。 (iv) The date upon which musters are held, and details of any training and drills in fire fighting which are carried out on board shall be recorded in such log book as may be prescribed by the Administration. If in any month (for cargo ships) no muster or a part muster only is held, an entry shall be made stating the circumstances and extent of the muster held. A report of the examination of the boat's equipment on cargo ships shall be entered in the log book, which shall also record the occasions on which the lifeboats are swung out and lowered in compliance with paragraph (c) of this Regulation.
17	SOLAS 1974 年 海上人命安全公约	CHAPTER III LIFE-SAVING APPLIANCES, ETC. 第 III 章 救生设备等 PART A GENERAL. A 部分 一般要求 Regulation 26 Practice Musters and Drills. 第 26 条 应变演习与训练 Requirements applicable to cargo ships 适用于货船	(iv) 举行应变演习的日期以及在船上进行任何消防训练和消防演习的详细信息均应记入在主管机关规定的航海日志中。 如某月(对货船)未举行应变演习或仅举行部分应变演习时,则应记述其原因和举行的范围,对救生艇属具的检查报告应记入航海日志中,按本条(c)款所作的救生艇伸出及降落的时间亦应记入该航海日志中。
18	SOLAS 1974 年 海上人命安全公约 1981 年修正案	CHAPTER IV RADIOTELEGRAPHY AND RADIOTELEPHONY 无线电报与无线电电话 PART C TECHNICAL REQUIREMENTS C 部分 技术要求 Regulation 10 (s) Radiotelegraph Installation 第 10 条 无线电设备	Guide: (s) The result of the daily testing of the reserve source of energy to be recorded in the Radio Log book. 指南: (s) 应将每日试验备用电源的结果记入在无线电日志中。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内 容 摘 要
19	SOLAS 1974, 1981 Amendments. 1974 年 海上人命安全公约 1981 年修正案	CHAPTER IV RADIOTELEGRAPHY AND RADIOTELEPHONY 第 IV 章 无线电报与无线电话 PART C TECHNICAL REQUIREMENTS Regulation 10 (s) Radiotelegraph Installation 第 10 条 无线电设备 Requirements applicable passenger ships. 电源 适用于客船	Guide: (s) The result of the daily testing of the reserve source of energy to be recorded in the radio Log book. 指南 (s) 应将每日试验备用电源的结果记入在无线电日志中。
20	SOLAS 1974 1981 Amendments. 1974 年 海上人命安全公约 1981 年修正案	CHAPTER IV RADIOTELEGRAPHY AND RADIOTELEPHONY 第 IV 章 无线电报与无线电话 PART C TECHNICAL REQUIREMENTS C 部分 技术要求 Regulation 12 (a) Direction-Finders 第 12 (a) 测向仪	Guide: vii) The check bearings to be noted in the ship's log book. 导则: vii) 有关方位核对应记入在航海日志中。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内容摘要
21	SOLAS 1974 年 1981 年修正案 海上人命安全公约 1981 年修正案	CHAPTER V SAFETY OF NAVIGATION 第 V 章 航行安全 Regulation 19-2 Steering Gear - Testing and Drills. 第 19-2 条 操舵装置-试验和演习	(a) Within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew. The test procedure shall include where applicable, the operation of the following: (i) the main steering gear; (ii) the auxiliary steering gear; (iii) the remote steering gear control systems; (iv) the steering positions located on the navigating bridge; (v) the emergency power supply; (vi) the rudder angle indicators in relation to the actual position of the rudder; (vii) the remote steering gear control system power failure alarms; (viii) the steering gear power unit failure alarms; and (ix) automatic isolating arrangements and other automatic equipment. (b) The checks and tests shall include: (i) the full movement of the rudder according to the required capabilities of the steering gear; (ii) a visual inspection of the steering gear and its connecting linkage; and (iii) the operation of the means of communication between the navigating bridge and steering gear compartment. (d) In addition to the routine checks and tests prescribed in paragraphs (a) and (b), emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control from within the steering gear compartment, the communications procedure with the navigating bridge and, where applicable, the operation of alternative power supplies. (f) The date upon which the checks and tests prescribed in paragraphs (a) and (b) are carried out and the date and details of emergency steering drills carried out under paragraph (d), shall be recorded in the log book as may be prescribed by the Administration. (a) 船舶开航前 12 小时内, 应由船员对操舵装置进行检查和试验。试验程序 (如适用时) 应包括下述操作: (i) 主操舵装置; (ii) 辅助操舵装置; (iii) 操舵装置遥控系统; (iv) 驾驶室内的操舵装置; (v) 应急动力供应; (vi) 相对于舵的实际位置的舵角指示器; (vii) 操舵装置遥控系统动力故障报警器; (ix) 自动隔断装置及其自动设备。 (b) 检查和试验应包括: (i) 按照所要求的操舵装置能力进行操满舵试验; (ii) 操舵装置及其联结部件的外观检查; (iii) 驾驶室及舵机室通讯手段的工作试验; (d) 除本条(a)和(b)所述的常规检查和试验外, 至少每三个月应进行一次应急操舵演习, 以练习应急操舵程序。操演应包括在操舵装置室内的直接控制, 与驾驶室的通信程序, 以及转换动力供应的操作 (如适用时)。 (f) 进行本条(a) 和(b)规定的检查和试验日期, 以及进行(d)条所述应急操舵演习的日期和详细内容, 应记入在主机关规定的航海日志中。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内容摘要						
22	ICLL 1966 1966 年国际船舶 载重线公约	ANNEX I REGULATIONS FOR DETERMINING LOAD LINES 附则 I 载重线核定规则 CHAPTER II CONDITIONS OF FREEBOARD ASSIGNMENT OF FREEBOARD 第 II 章 核定干舷的条件 Regulation 12 Doors. 第 12 条 门 Subject Weather-tight doors. 风雨密门	Guide: Ref. "Form of Record of Conditions of Assignment of Load Lines". (b) Portable sills should be avoided. However, in order to facilitate the loading / unloading of heavy spare parts or similar, portable sills may be fitted on the following conditions: (i) They must be installed before the ship leaves port. (ii) Sills are to be gasketed and fastened by closely spaced through bolts. (iii) Whenever the sills are replaced after removal, the weathertightness of the sills and the related doors must be verified by hose testing. The dates of removal, replacing and hose testing shall be recorded in the ship's log book. 导则: (b) 应避免设置活动的门槛。但为了方便装卸重大的备件或类似物品, 在下列情况下可装设活动的门槛: (i) 活动门槛在船舶离港前安装妥当。 (ii) 活动门槛应有衬垫, 且用间距紧密的对角螺栓固牢。 (iii) 无论何时, 门槛移动后重新按置时, 门槛及其门的风雨密性应用冲水试验证实。移去的日期, 重新按置的日期和冲水试验的日期, 都应记入在船舶航海日志中。						
23	Attachment 2 1995 STCW ANNEX 1 to RES.2 附件 2 1995 STCW 附则 1 (决议 2)	PART A MANDATORY STANDARDS REGARDING PROVISIONS OF THE ANNEX TO THE STCW CONVENTION A 部分 关于《STCW》附则规定的强制性标准 CHAPTER III STANDARDS REGARDING THE ENGINE DEPARTMENT 第 III 章 关于轮机部的标准 Section A-III/1 Mandatory minimum requirements for certification of officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room 对有人值班机舱负责轮机值班高级船员或周期无人值班机舱值班的轮机员发证的强制性最低要求	Table A-III/1 表 A-III/1 <table><tr><th>COMPETENCE 适任</th><th>KNOWLEDGE, UNDERSTANDING AND PROFICIENCY 知识、理解和熟悉</th><th></th></tr><tr><td>Maintain a safe engineering watch 保持安全的机舱值班</td><td>3 maintenance of the machinery space log book and the significance of the readings taken 3 轮机日志的填写和填入的有关读数的意义</td><td></td></tr></table>	COMPETENCE 适任	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY 知识、理解和熟悉		Maintain a safe engineering watch 保持安全的机舱值班	3 maintenance of the machinery space log book and the significance of the readings taken 3 轮机日志的填写和填入的有关读数的意义	
COMPETENCE 适任	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY 知识、理解和熟悉								
Maintain a safe engineering watch 保持安全的机舱值班	3 maintenance of the machinery space log book and the significance of the readings taken 3 轮机日志的填写和填入的有关读数的意义								

国际公约、规则有关 Log book / Log-book 的要求

24	Res. A.414(XI) - 1979 MODU 决议 A.414(XI) 1979 年 海上移动式钻井平台构造和设备规则	CHAPTER 3 SUBDIVISION, STABILITY and FREEBOARD 第 3 章 分舱、稳性及干舷 Section 6 Watertight integrity 第 6 节 水密完整性	3.6.3 Internal openings 2 The means to ensure the watertight integrity of internal openings which are kept permanently closed during the operation of the unit, while afloat should comply with the following. 2 On self-elevating units, an entry should be made in the official log book or tour report, as applicable, to the effect that all such openings have been winematched closed before the unit becomes waterborne. 3.6.3 内部开口 2 在平台漂浮状态作业期间、为永久关闭的内部开口, 保证其水密完整性的设施应符合下列规定: 2 在自升式平台上, 应根据情况在正式的值班日志或巡查报表上记入, 所有此类开口在平台浮上水之前均经查看业已关闭。	(b) that operational tests of shipborne navigational equipment be carried out at sea by the master or the officers as frequently as practicable and as circumstances permit, and in particular when conditions of hazardous navigation are expected; these tests should be recorded in the Log book.
25	IMO Resolution A.157(ES.IV) IMO 决议 A.157(ES.IV)	RECOMMENDATION ON THE USE AND TESTING OF SHIPBORNE NAVIGATIONAL EQUIPMENT 关于使用和试验船用航行设备的建议	(b) 在海上船长或高级驾驶员应经常尽可能地 (如环境允许) 对船舶航行设备进行操作试验, 特别是要进入危险的航行条件下; 所进行的试验应记入航海日志中。 (k) (i) If the Administration is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkhead dividing cargo between deck spaces. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outward vertical edges be situated at a distance from the shell plating which is less than 0.2*B1, such distance being measured at right angles to the centreline of the ship at the level of the deepest subdivision loading line. (ii) Such doors shall be closed before the voyage commences and shall be kept closed during navigation, and the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log book. Should any of the doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and arrangement shall receive the special consideration of the Administration.	(b) 在海上船长或高级驾驶员应经常尽可能地 (如环境允许) 对船舶航行设备进行操作试验, 特别是要进入危险的航行条件下; 所进行的试验应记入航海日志中。
26	Resolution A.265(VIII) 决议 A.265(VIII)	Regulation 14 Openings in Watertight Bulkheads. 第 14 条 水密舱壁上的开口	10.1 如主管机关认为有必要, 可在甲板内分隔货舱的水密舱壁上可装设适当构造的水密门。此类门可为铰链式、滚动式或滑动式, 但不必是遥控的。它们应装在最高处并尽可能远离外板, 但不论在任何情况下其垂直外边线不得位于距外板少于 0.2*B1, 此距离是在最深分舱载重线水平面上向纵中剖面方向垂直量计。 10.2 此类门应在开航前关妥, 并应在航行中保持关闭; 此类门在港内开启的时间和船舶离港前关闭的时间应记入航海日志中。如果有在航行中可以通过的门, 应设有防止任意开启的装置。在提出设置此类门时, 主管机关应对其数量及布置给予特殊考虑。	(b) 在海上船长或高级驾驶员应经常尽可能地 (如环境允许) 对船舶航行设备进行操作试验, 特别是要进入危险的航行条件下; 所进行的试验应记入航海日志中。

国际公约、规则有关 Log book / Log-book 的要求

No	公约、规则	章节及条款	内 容 摘 要
27	Resolution A.265(VIII) 决议 A.265(VIII)	Regulation 15 Openings in the Shell Plating below the Immersion Limit Line. 第 15 条 限界线以下外板上的开口	(c) (iii) Where in a between deck the sills of any of the sidescuttles referred to in sub-paragraph (ii) of this paragraph are below a line drawn parallel to the immersion limit line, and having its lowest point 4 1/2 feet (or 1.37 metres) + 0.025*B1 above the water line, when the ship departs from any port, all the sidescuttles in that between deck shall be closed watertight and locked before the ship leaves port, and they shall not be opened before the ship arrives at the next port. In the application of this sub-paragraph the appropriate allowance for fresh water may be made when applicable. (2) The time of opening such sidescuttles in port and of closing and locking them before the ship leaves port shall be entered in such log book as may be prescribed by the Administration. (f) (iii) If cargo is carried in such spaces, the sidescuttles and their deadlights shall be closed watertight and locked before the cargo is shipped and such closing and locking shall be recorded in such log book as may be prescribed by the Administration. (c) (iii) (1) 对于甲板间的舷窗, 平行于舱壁甲板边线绘一条线, 其最低点在船舶离开任何港口时的水面以上 1.4m 加船宽的 2.5%, 当第 3.2 款所指舷窗窗槛低于此线时, 则此甲板间的所有舷窗在船舶离港前应关闭成水密并应锁紧, 这类舷窗在船舶到达下一港口前不应开启。在引用此项要求时, 如适用, 可计入适当的淡水宽限。 (2) 此类舷窗在港内开启的时间及船舶离港前将其关闭和加锁的时间, 均应记入在主管机关规定的航海日志中。 (f) (iii) 如在此类处所装货时, 其舷窗盖应在装货前关闭和加锁, 而此项关闭和加锁应记入在主管机关规定的航海日志中。
28	Resolution A.265(VIII) 决议 A.265(VIII)	Regulation 21 Entries in Log. 第 21 条 航海日志的记载	(a) Hinged doors, portable plates, sidescuttles, gangway, cargo and other ports and other openings, which are required by these Regulations to be kept closed during navigation, shall be closed before the ship leaves port. The time of closing and the time of opening (if permissible under these Regulations) shall be recorded in such log book as may be prescribed by the Administration. (b) A record of all drills and inspections required by Regulation 20 shall be entered in the log book with an explicit record of any defects which may be disclosed. (a) 本规则要求在航行中保持关闭的铰链门、可移动式板门、舷窗、舷门、装货门及其他开口, 均应在船舶离港前关闭。关闭的时间及开启的时间(如本条规则所准许者), 应记入主管机关所规定的航海日志中。 (b) 第 24 条所要求的一切演习和检查记录, 均应记入航海日志中, 并明确记载所发现的任何缺陷。