



KR
KOREAN REGISTER OF SHIPPING

TECHNICAL INFORMATION

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Subject : Definition of bulk carriers and the applicable requirements

Maritime Safety Committee adopted resolution MSC.277(85) "Clarification of the term "bulk carrier" and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with regulation XII/1.1 and Chapter II-1" at its 85th session and the relevant information with this regard can be found in the following notice.

This technical information has been drawn up based on the draft of Res.MSC.277(85) which is seen in document MSC 85/7/1 for the purpose of delivering promptly the relevant information to the interested parties. As for the final Res.MSC.277(85), the new technical information will be drawn up as soon as the final report of MSC85 is available.

- Notice -

1. The background for discussion regarding the definitions of the term "bulk carrier"

- Since the introduction of the additional definition of a bulk carrier in Reg.II-1/2.14 and Reg.XII/1.1 from 1 July 2006, there have been existing two different definitions of bulk carriers as well as their different applications. The different definitions and their applications are as follows.

Regulation	Definition	Application
SOLAS Reg.II-1/2.14 and XII/1.1 which entered into force on 1 July 2006	a ship which is intended primarily to carry dry cargo in bulk, including such types as ore carriers and combination carriers	<ul style="list-style-type: none">- Reg.II-1/3-2 (Protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers)- Chapter XII (Additional Safety Measures for Bulk Carriers)- etc.
SOLAS Reg.IX/1.6	a ship which is constructed generally with single deck, top-side tanks and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk, and includes such types as ore carriers and combination carriers	<ul style="list-style-type: none">- Reg.II-1/3-6 (Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers)- Reg.III/31.1.8 (Free-fall lifeboat)- Reg.XI-1/2 (Enhanced surveys)- etc.

2. Definition of "bulk carriers" and the applicable requirements

- Res.MSC.277(85) provides clarification of the term "bulk carrier" and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with regulation XII/1.1 and Chapter II-1.

1) Interpretations of the term "bulk carrier" and its definitions

- ① "primarily to carry dry cargo in bulk" means
 - primarily designed to carry dry cargoes in bulk; and
 - primarily designed to transport cargoes which are carried, and loaded or discharged, in bulk, and which occupy the ship's cargo spaces exclusively or predominantly;
- ② "includes such types as ore carriers and combination carriers" and "constructed generally with single deck, top-side tanks and hopper side tanks in cargo spaces" means
 - ships are not considered outside the definition of bulk carriers on the grounds that they are not ore or combination carriers or that they lack some or all of

the specified constructional features:

– this interpretation applies for ships constructed on or after 1 July 2010

- ③ With respect to the above definitions, it should be noted that bulk carriers may carry cargoes which are not loaded or discharged in bulk, and remain bulk carriers while so doing

2) Applicable requirements with regard to bulk carriers

- ① In order to avoid the inappropriate application of provisions of chapters II-1, III, IX, XI-1 and XII to certain dedicated ship types, the following cargoes are excluded from the scope of cargoes deemed, for the purpose of determining ship type, to be dry cargoes carried in bulk;
- i) woodchips; and
 - ii) cement, fly ash and sugar

provided that loading and unloading is not carried out by grabs heavier than 10 tonnes, power shovels and other means which frequently damage cargo hold structures;


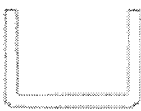


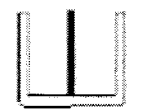
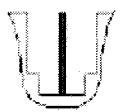
Applicable ships with this regard are those constructed on or after 1 January 2009.

- ② Not consider the following ships to be a bulk carrier but, subject to compliance with the following provisions, allow such ships, other than those described in 1) and ① of 2), to occasionally carry dry cargoes in bulk;
- i) they are of double-side skin construction (where "double-side skin construction" is as defined in SOLAS chapter XII in relation to bulk carriers);
 - ii) the freeboard assigned is type B without reduced freeboard; and
 - iii) they comply with SOLAS regulations as applicable to bulk carriers to the extent indicated below
 - Reg.II-1/3-2.2 (Protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers)
 - Reg.XII/6.2, 6.3 and 6.4 (Structural and other requirements for bulk carriers)
 - Reg.XII/10 (Solid bulk cargo density declaration)
 - Reg.XII/11 (Loading instrument)
 - Reg.XII/12 (Hold, ballast and dry space water ingress)
 - Reg.XII/13 (Availability of pumping systems)

Please note that the ships referred to above are commonly arranged with tween decks or have discontinuities of the inner shape of the cargo hold area in the

fore and aft region such as illustrated below:

e.g)

Aft	Mid	Fore
		
		

Applicable ships with this regard are those constructed on or after 1 July 2010.

- ③ Not consider the following ships to be a bulk carrier but, subject to compliance with the following provisions, allow such ships of single-side skin construction of less than 100 m in length to occasionally carry dry cargoes in bulk

- i) the freeboard assigned is type B without reduced freeboard; and
- ii) they comply with SOLAS regulations as applicable to bulk carriers to the extent indicated below:

- Reg.XII/11 (Loading instrument)
- Reg.XII/12 (Hold, ballast and dry space water ingress alarms)
- Reg.XII/13 (Availability of pumping systems)

Applicable ships with this regard are those constructed on or after 1 July 2010.

- 3) With regard to ships indicated in 2) above, a statement attesting to their application should be issued. - The end -

Executive Vice President of Statutory Survey Division

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