

# CCS Circular

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To relevant departments of CCS Headquarters, Shanghai Rules and Research Institute, plan approval centers, branches/offices, related shipyards, product manufacturers, design units, ship management companies and shipowners

## **Notice on Several Instructions for the Implementation of Resolution MSC.277(85)**

In order to ensure that SOLAS chapters II-1, IX, XI-1, XII on the requirements for bulk carriers are implemented in a consistent and uniform manner, IMO MSC.85 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”, which clarifies the terms “primarily to carry dry cargo in bulk”, “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” in the definition of “bulk carrier” in SOLAS chapters II-1, IX and XII, and specifies that ships primarily designed to carry dry cargoes in bulk are, regardless of their structures, to be considered as “bulk carrier” as defined by SOLAS and to comply with the applicable requirements for bulk carrier of SOLAS chapters II-1, III, IX XI-1 and XII. Meanwhile, dedicated ships carrying certain cargoes such as woodchips, cement, fly ash and sugar may not be considered as “bulk carrier” as defined by SOLAS (hereinafter referred to as “dedicated ship”), and ships, other than dedicated ships, not complying with SOLAS requirements for bulk carrier may only be permitted to occasionally carry cargoes in bulk (hereinafter referred to as “ships occasionally carrying cargoes in bulk”, provided specific technical requirements are met.

In order to ensure that the implementation of resolution MSC.277(85) is consistent with the requirements of the Administration, relevant instructions for the implementation of the

resolution are given as follows:

## 1 Application and general requirements

1.1 Ships flying the flag of China and the keels of which are laid or which are at a similar stage of construction on and after 1 May 2010 are to apply the provisions of reg.2.4 in Chapter 1 of PART FOUR of 2010 Amendments to “Technical Regulations for the Statutory Surveys of Sea-going Ships Engaged on International Voyages”.

1.2 In the case of not flying the flag of China, for dedicated ships the keels of which are laid at a similar stage of construction on and after 1 January 2009 and ships occasionally carrying cargoes in bulk the keels of which are laid or at a similar stage of construction on and after 1 July 2010, the application of the provisions of resolution MSC.277(85) depends on the flag State Administration clarification to the resolution as follows:

(1) If the flag State Administrations have informed CCS of accepting resolution MSC.277(85), such as Barbados and Belize, the resolution should be applied mandatorily. The ships falling under the provisions of resolution MSC.277(85) should be issued the statement described in paragraph 1.10 of the resolution;

(2) If the flag State Administrations have informed CCS that they encourage or do not oppose to implementation of resolution MSC.277(85), such as Hong Kong and SVG, CCS will suggest the applicant apply the resolution. Where the applicant does not accept the resolution, it shall make a written statement, and CCS survey unit should record it in the application review and report to management department of the Headquarters.

(3) If the flag State Administrations have not yet clarified the implementation of resolution MSC.277(85), CCS will suggest the applicant apply the resolution. Where the applicant does not accept the resolution, it shall report to the flag State Administration on single ship basis to obtain a confirmation of whether to implement the resolution or not.

1.3 If the ships fall under 1.1 and 1.2 mentioned above, i.e. the flag State Administrations agree the implementation of the resolution or agree to apply the resolution to the ships case by case, and are intended to occasionally carry cargoes in bulk but cannot meet the provisions of paragraphs 1.6 and 1.7 so as not to be issued the statement described in paragraph 1.10 of resolution MSC.277(85), CCS will not issue the IMSBC certification for

the ships.

## 2 Plan approval

Attention is to be paid to meet the provisions of paragraphs 1.6 and 1.7 of resolution MSC.277(85) in the review of plans for new multi-purpose ships or general dry cargo ships where the purpose includes “occasional carriage of cargoes in bulk” or/and that the loading manual contains the loading condition for bulk cargoes. Otherwise, the applicant is to be informed that the requirements for occasional carriage of bulk cargoes are not met and IMSBC certification is not to be issued.

## 3 Construction survey

Dedicated ships and ships occasionally carrying cargoes in bulk and applying for IMSBC certification are to comply with the requirements of resolution MSC.277(85), and a statement in paragraph 1.10 of MSC.277(85) is to be issued (Form CSB-2(BC1) or Form CSB-2(BC2)).

## 4 In-service survey

Attention is to be paid to check, during in-service survey of multi-purpose ships or general dry cargo ship, whether the approved loading manual contains relevant loading conditions for bulk cargoes. Where the ship type is intended to transfer as certain dedicated ship types and meets the requirements of 1.5 of resolution MSC.277(85), Form CSB-2(BC2) statement is to be issued. Where the ship is intended to occasionally carry cargoes in bulk and applies for IMSBC certification, requirements of 1.6 and 1.7 of resolution MSC.277(85) are to be checked (related plans should be approved by plan approval center) as well as inspection related to IMSBC certification. Form CSB-2(BC1) and IMSBC certification are to be issued under satisfactory inspection result.

## 5 Change of the flag State

Where the flags of dedicated ships and multi-purpose ships or general dry cargo ships applying for IMSBC certification the keels of which are laid at a similar stage of

construction on or after 1 May 2010 are changed to the flag of China, in case the losing flag State does not implement resolution MSC.277(85), verification of the compliance of ships with the corresponding requirements of resolution MSC.277(85) should be carried out in accordance with the above-mentioned stipulations on the “in-service survey”, and Form CSB-2(BC1) or Form CSB-2(BC2) as specified in 1.10 of resolution MSC.277(85) should be issued. Additionally, if ships that are exempted from complying with the requirements of resolution MSC.277(85) in accordance with the existing flag State requirements apply for change to a flag State which has ratified resolution MSC.277(85), verification of their compliance with resolution MSC.277(85) and issuance of Form CSB-2(BC1) or Form CSB-2(BC2) should be carried out according to the above-mentioned stipulations on the “in-service survey”.

Attachment 1: 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.

Attachment 2: Form: CSB-2(BC1), applicable for ships occasionally carrying cargoes in bulk, provided they are of double-side skin construction and type B freeboard without reduced and single-side skin construction of less than 100 m in length. Paragraph 1.7 is to be deleted for double-side skin dry cargo ships; paragraph 1.6 and SOLAS regulations marked with \* is to be deleted for single-side skin dry cargo ships less than 100 m in length.

Attachment 3: Form CSB-2(BC2), applicable for dedicated ships.

Please feel free to contact Technical Management Department of the Headquarters for any inquiry in the implementation.

E-mail address: [rt@ccs.org.cn](mailto:rt@ccs.org.cn)

**ANNEX 13**

**RESOLUTION MSC.277(85)  
(adopted on 28 November 2008)**

**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**

THE MARITIME SAFETY COMMITTEE,

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

NOTING that the 1997 SOLAS Conference adopted chapter XII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, concerning additional safety measures for bulk carriers,

NOTING ALSO that SOLAS chapter XII which entered into force on 1 July 1999 has since been revised by the adoption of resolutions MSC.170(79) and MSC.216(82),

NOTING FURTHER that definitions of the term “bulk carrier” exist in SOLAS chapters II-1, IX and XII,

DESIRING to ensure that all Contracting Governments to the 1974 SOLAS Convention implement SOLAS chapters II-1, III, IX, XI-1 and XII in a consistent and uniform manner,

RECOGNIZING, therefore, the need to establish, for that purpose, guidance on applications of, and interpretations to, the relevant provisions of SOLAS,

1. URGES Governments concerned to:
  - .1 apply the provisions of this resolution to bulk carriers as defined in SOLAS and to ships as described in paragraph 1.5 of this resolution the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009;
  - .2 apply the provisions of this resolution to bulk carriers as defined in SOLAS and to ships which occasionally carry dry cargoes in bulk as described in paragraphs 1.3.2, 1.6 and 1.7 of this resolution the keels of which are laid or which are at a similar stage of construction on or after 1 July 2010;
  - .3 interpret the term “*bulk carrier*” and its definition, as follows:
    - .1 “*primarily to carry dry cargo in bulk*” means primarily designed to carry dry cargoes in bulk and to transport cargoes which are carried, and loaded or discharged, in bulk, and which occupy the ship’s cargo spaces exclusively or predominantly; and

- .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 that 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;
- .4 note with respect to the above definitions that bulk carriers may carry cargoes which are not loaded or discharged in bulk, and remain bulk carriers while so doing;
- .5 avoid the inappropriate application of provisions of SOLAS chapters II-1, III, IX, XI-1 and XII to certain dedicated ship types by excluding from the scope of cargoes deemed, for the purpose of determining ship type, to be dry cargoes carried in bulk:

- .1 woodchips; and
- .2 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;

- .6 permit ships other than those described in paragraphs 1.3 and 1.5 to occasionally carry dry cargoes in bulk, provided:
- .1 they are of double-side skin construction (where “double-side skin construction” is as defined in SOLAS chapter XII in relation to bulk carriers);
- .2 the freeboard assigned is type B without reduced freeboard; and
- .3 they comply with SOLAS regulations as applicable to bulk carriers to the extent indicated below:

<b>SOLAS regulation</b>
Regulation 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) <sup>1</sup>
Regulations XII/6.2, 6.3 and 6.4 (Structural and other requirements for bulk carriers)
Regulation XII/10 (Solid bulk cargo density declaration)
Regulation XII/11 (Loading instrument)
Regulation XII/12 (Hold, ballast and dry space water ingress alarms)
Regulation XII/13 (Availability of pumping systems)

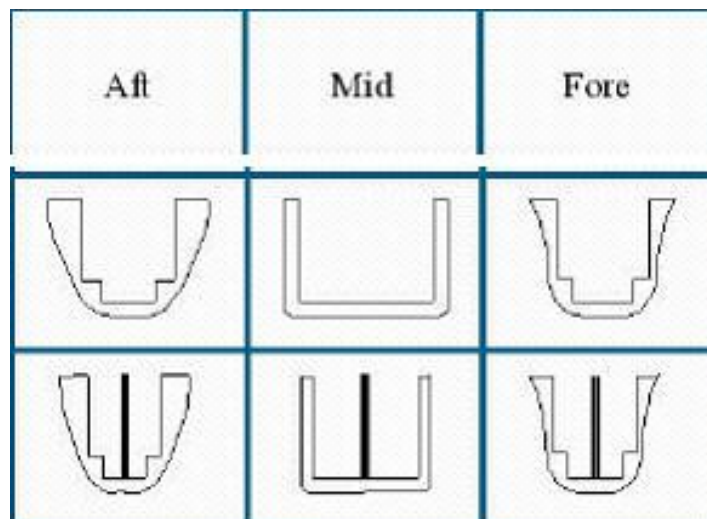
- .7 permit ships of single-side skin construction of less than 100 m in length to occasionally carry dry cargoes in bulk, provided:

<sup>1</sup> Double-side skin void spaces of ships in accordance with paragraph 1.6 should be treated in the same manner as double-side skin spaces of bulk carriers.

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

<b>SOLAS regulation</b>
Regulation XII/11 (Loading instrument)
Regulation XII/12 (Hold, ballast and dry space water ingress alarms)
Regulation XII/13 (Availability of pumping systems)

- .8 note that the ships referred to in paragraph 1.6 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:



- .9 not consider a ship complying with paragraphs 1.6 and 1.7 to be a bulk carrier but, subject to compliance with the provisions in the relevant paragraphs, allow such ships to occasionally carry dry cargoes in bulk; and
  - .10 issue ships falling under the provisions of paragraph 1.5 and ships occasionally carrying dry cargoes in bulk with a statement attesting to the application of paragraph 1.5, 1.6 or 1.7 under the provisions of this resolution;
2. INVITES Governments concerned to bring the contents of this resolution to the attention of all parties concerned.

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# 中国船级社

No.: \_\_\_\_\_

## CHINA CLASSIFICATION SOCIETY

### STATEMENT

#### ISSUED UNDER THE PROVISIONS OF IMO RESOLUTION MSC.277(85)

Name of Ship: \_\_\_\_\_

IMO No. / Class No.: \_\_\_\_\_ / \_\_\_\_\_

Date of Keel Laid \_\_\_\_\_

Flag: \_\_\_\_\_

Port of Registration: \_\_\_\_\_

Type of Ship (ILLC/Reg.27): \_\_\_\_\_ Type B

Length(L)(m) (ILLC/Article 2(8)): \_\_\_\_\_

**THIS IS TO CERTIFY** that subject ship complies with below listed provisions imposed by SOLAS 1974 as amended and the ship is allowed to carry dry cargoes in bulk occasionally and is not considered to be a Bulk Carrier according to paragraphs 1.6 / 1.7\* and 1.9 of Res. MSC.277(85):

**\*Regulation 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)<sup>1</sup>

**\*Regulations XII/6.2, 6.3 and 6.4** (Structural and other requirements for bulk carriers)

**\*Regulation XII/10** (Solid bulk cargo density declaration)

**Regulation XII/11** (Loading instrument)

**Regulation XII/12** (Hold, ballast and dry space water ingress alarms)

**Regulation XII/13** (Availability of pumping systems)

*\* Deleted as appropriate.*

Place \_\_\_\_\_ ( \_\_\_\_\_ )  
 Date \_\_\_\_\_  
 Principal Surveyor to  
 CHINA CLASSIFICATION SOCIETY

<sup>1</sup> Double-side skin construction is as defined in SOLAS chapter XII in relation to bulk carriers and double-side skin void spaces of the ship should be treated in the same manner as double-side skin spaces of bulk carriers.

# 中国船级社

No.: \_\_\_\_\_

## CHINA CLASSIFICATION SOCIETY

### STATEMENT

#### ISSUED UNDER THE PROVISIONS OF IMO RESOLUTION MSC.277(85)

Name of Ship: \_\_\_\_\_

IMO No. / Class No.: \_\_\_\_\_ / \_\_\_\_\_

Date of Keel Laid \_\_\_\_\_

Class No.: \_\_\_\_\_

IMO No.: \_\_\_\_\_

Flag: \_\_\_\_\_

Port of Registration: \_\_\_\_\_

Type of Ship (ILLC/Reg.27): \_\_\_\_\_ Type B

Length(L)(m) (ILLC/Article 2(8)): \_\_\_\_\_

**THIS IS TO CERTIFY** that subject ship is dedicated to carry following dry cargoes which are not deemed, for the purpose of determining ship type, to be dry cargoes carried in bulk and provisions of SOLAS chapters II-1, III, IX, XI-1 and XII regarding carrying of dry cargoes in bulk is not applicable to the ship according to paragraph 1.5 of Res. MSC.277(85):

- .1 woodchips; and
- .2 cement, fly ash and sugar

Loading and unloading should not be carried out by grabs heavier than 10 tonnes, power shovels and other means which frequently damage cargo hold structures.

Place \_\_\_\_\_ ( \_\_\_\_\_ )  
 \_\_\_\_\_  
 Principal Surveyor to  
 CHINA CLASSIFICATION SOCIETY

Date \_\_\_\_\_