

Subject :

*Definition of Bulk Carrier in SOLAS IX
for ISM Code Certifications*

NK TECHNICAL INFORMATION

No. : 231

Date : 15 October 1997

To Ship Owners and Ship Management Companies concerned

Dear Sir(s)

As you know well, "Bulk Carrier" defined in Regulations IX / 1.6 of the SOLAS Convention will become mandatory for the application of ISM Code on 1st July 1998. Please be explained the definition of Bulk Carrier for ISM Code Certifications as follows.

"Bulk Carrier" has been defined in Regulations IX / 1.6 of the SOLAS Convention as follows.

"Bulk Carrier" means 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.

However, it may be very difficult to identify the ship type as Bulk Carrier according to the definition in Regulations IX / 1.6 of the SOLAS Convention. IMO (The International Maritime Organization) and each Administration have not issued any interpretations of the definition for Bulk Carrier so far. Under the circumstance, IACS (International Association of Classification Societies) has prepared the "Guidance for IACS Auditors to the ISM Code", and the interpretation of the definition for Bulk Carrier has been made in the Guidance by IACS as follows.

"Bulk Carrier" as defined in Regulations IX / 1.6 of the SOLAS Convention means a ship which is exemplified in paragraphs 2.2, 2.3 and 2.4 of IACS Unified Requirement Z11 "Mandatory Ship Type and Enhanced Survey Programme (ESP) Notations".

On the other hand, the Definition of Bulk Carrier has been discussed by the IACS Working Group on Hull Strength (Bulk Carrier Safety) for the further safety programme of Bulk Carrier. Taking the results into account, the IACS Unified Requirement Z11 shall be reviewed in near future.

For your reference, the Bulk Carrier is given in the paragraphs 2.2, 2.3 and 2.4 of IACS Unified Requirement Z11 "Mandatory Ship Type and Enhanced Survey Programme (ESP) Notations" as follows.

Z11.2.2 Bulk Carrier

The ship type notation "BULK CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea-going single deck ships of single or double skin construction, with a double bottom, hopper side tanks and topside tanks fitted below the upper deck, and intended for the carriage of dry cargoes in bulk.

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Z11.2.3 Ore Carrier

The ship type notation "ORE CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea going single deck having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for carriage of ore cargoes in the centre holds only.

Z11.2.3 Combination Carrier

.1 "COMBINATION CARRIER" is a general term applied to ships intended for carriage of both oil and dry cargoes in bulk; these cargoes are not carried simultaneously, with the exception of oil retained in slop tanks. The ship types defined in .2 and .3 below shall be considered to be combination carriers.

.2 The ship type notation "ORE OR OIL CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea going single deck having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for carriage of ore cargoes in the centre holds or oil cargoes in centre holds and wing tanks.

.3 The ship type notation "OIL/BULK/ORE (OBO) CARRIER", or equivalent, and the notation "ESP" shall be assigned to single deck ships of double skin construction, with a double bottom, hopper side tanks and topside tanks fitted below the upper deck, and intended for the carriage of oil or dry cargoes, including ore, in bulk.

Therefore, according to the IACS Unified Requirement Z11, the ship type of Bulk Carrier means the ship type notation "BULK CARRIER", "ORE CARRIER", "ORE OR OIL CARRIER" and "OIL/BULK/ORE (OBO) CARRIER" with notation "ESP".

When IACS will decide the new definition of Bulk Carrier, we will confirm the definition of Bulk Carrier to the each Administrations, however, it is best way to make inquiry to the Administrations by yourself.

If you need more information about these matters, please do not hesitate to contact us.
(ClassNK Ship Management Assessing Division, Head Office, Tokyo, Tel: 81-3-5226-2034, Fax: 81-3-5226-2030)

Attached

1. IACS Unified Requirement Z11

Z11
(1993)

Mandatory Ship Type and Enhanced Survey Programme (ESP) Notations

Z11.1 PREAMBLE

- Z11.1.1 The regime of enhanced surveys given in Unified Requirements Z10.1 and/or Z10.2, as appropriate, are applicable to a number of ship types falling within the broad definitions of oil tankers and bulk carriers contained in those Unified Requirements.
- Z11.1.2 To clearly indicate to shipowners and the users of Member Societies' register books those ships which are subject to an enhanced survey programme, the following notations shall be included within the class notation assigned to all such ships, built and/or maintained in accordance with a Member Society's Rules and Regulations.

Z11.2 SHIP TYPE AND ENHANCED SURVEY PROGRAMME (ESP) NOTATIONS

Z11.2.1 Oil Tanker

The ship type notation "OIL TANKER", or equivalent, and the notation "ESP" shall be assigned to sea-going ships having integral tanks and intended for the carriage of oil in bulk. This type notation shall be assigned to tankers of both single and double skin construction, as well as tankers with alternative structural arrangements, e.g. mid-deck designs. Typical midship sections are given in Figure 1.

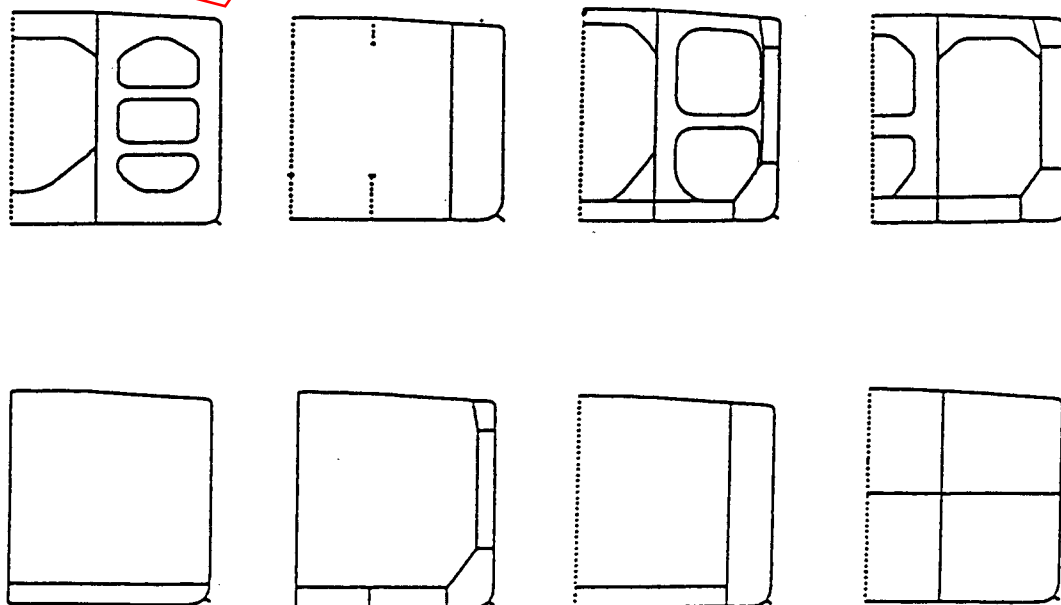


Figure 1

Z11
cont'd**Z11.2.2 Bulk Carrier**

The ship type notation "BULK CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea-going single deck ships of single or double skin construction, with a double bottom, hopper side tanks and topside tanks fitted below the upper deck, and intended for the carriage of dry cargoes in bulk. Typical midship sections are given in Figure 2.

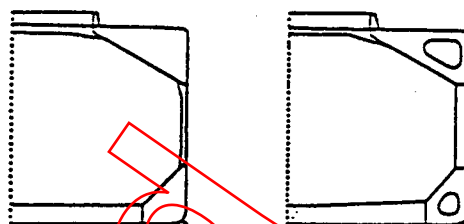


Figure 2

Z11.2.3 Ore Carrier

The ship type notation "ORE CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea going single deck ships having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for the carriage of ore cargoes in the centre holds only. A typical midship section is given in Figure 3.

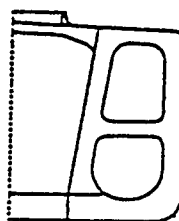


Figure 3

Z11
cont'd**Z11.2.4 Combination Carrier**

- .1 "Combination carrier" is a general term applied to ships intended for the carriage of both oil and dry cargoes in bulk; these cargoes are not carried simultaneously, with the exception of oil retained in slop tanks. The ship types defined in .2 and .3 below shall be considered to be combination carriers.
- .2 The ship type notation "ORE OR OIL CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea-going single deck ships having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for the carriage of ore cargoes in the centre holds or of oil cargoes in centre holds and wing tanks. Typical midship sections are given in Figure 4.

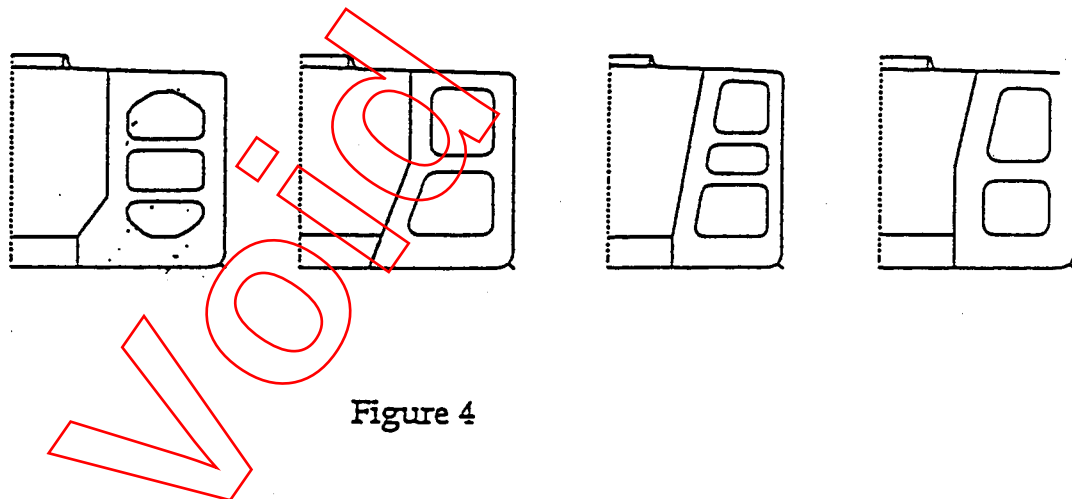


Figure 4

- .3 The ship type notation "OIL/BULK/ORE (OBO) CARRIER", or equivalent, and the notation "ESP" shall be assigned to single deck ships of double skin construction, with a double bottom, hopper side tanks and topside tanks fitted below the upper deck, and intended for the carriage of oil or dry cargoes, including ore, in bulk. A typical midship section is given in Figure 5.

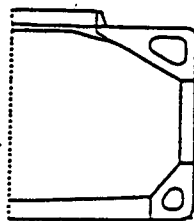


Figure 5