

Special inspection on bulk carrier by China MSA from 15 June to 31 December 2017



Recently large bulk carriers sustained frequent casualties and incidents. The structural deficiencies were found on a number of aged bulk carriers. For the sake of ensuring aged large bulk carrier complying with international conventions and regulations, reducing risk of marine accidents caused by structural corrosion, damage and metal fatigue etc., enforcing obligation of

port state control, China MSA will launch a special inspection campaign for aged large bulk carriers..

1. Duration

From 15 June 2017 to 31 December 2017.

2. Target of Inspection

a. The bulk carriers of more than 10,000 gross tonnage, of above 15 years of age, engaged to international voyages shall be targeted for inspection with priority.

b. The inspection of bulk carriers converted from tankers without the special inspection will not be limited by time windows. Except in special cases, the bulk carrier converted from tanker must undertake PSC inspection at first port of call after campaign starts (ships list updated on the website of PSC data center). The subsequent inspection shall be carried out as per standard inspection window of Tokyo MOU for selection of ship.

3. Type of inspection

The special inspection will be carried out in conjunction with the Port State Control (PSC) inspection and Flag State Control (FSC) inspection.

4. Content of inspection

The special inspection shall focus on the structures of bulk carriers and include contents and elements as follows.

- .1 Loading / unloading plan agreed by the ship and terminal (IMO ResA.862(20))
- .2 Approved cargo / ballast operation manual
- .3 ESP documents of bulk carrier(IMO Res. A744(18))
- .4 Thickness measurement reports
- .5 Weathertightness of hatch covers
- .6 Hatch corners and hatch coamings
- .7 Frames/plating of Cargo Spaces
- .8 Bulkhead structures of Cargo Spaces
- .9 Ballast tanks structures

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