
DRAFT STATUTORY INSTRUMENTS

2022 No.

The Merchant Shipping (Additional Safety Measures for Bulk Carriers) Regulations 2022

PART 3

Special requirements for bulk carriers

Damage stability requirements applicable to bulk carriers

- 12.**—(1) This regulation applies to bulk carriers of 150 metres in length or more.
- (2) A bulk carrier of single-side skin construction to which this regulation applies—
- (a) constructed on or after 1st July 1999; and
 - (b) designed to carry solid bulk cargo having a density of 1,000 kg/m³ and above,
- must comply with each requirement applicable to that bulk carrier in regulation 4 of Chapter XII (damage stability requirements applicable to bulk carriers).
- (3) A bulk carrier of double-side skin construction to which this regulation applies—
- (a) constructed on or after 1st July 2006;
 - (b) in which any part of a longitudinal bulkhead is located within one-fifth of the vessel breadth or 11.5 metres, whichever is less, inboard from the ship's side at a right angle to the centreline at the assigned summer load line; and
 - (c) designed to carry solid bulk cargo having a density of 1,000 kg/m³ and above,
- must comply with each requirement applicable to that bulk carrier in regulation 4 of Chapter XII.
- (4) A bulk carrier of single-side skin construction to which this regulation applies—
- (a) constructed before 1st July 1999; and
 - (b) designed to carry solid bulk cargo having a density of 1,780 kg/m³ and above,
- must comply with each requirement applicable to that bulk carrier in regulation 4 of Chapter XII.

Structural strength of bulk carriers constructed on or after 1st July 1999

- 13.**—(1) This regulation applies to bulk carriers of 150 metres in length or more.
- (2) A bulk carrier of single-side skin construction to which this regulation applies—
- (a) constructed on or after 1st July 1999; and
 - (b) designed to carry solid bulk cargo having a density of 1,000 kg/m³ and above,
- must comply with each requirement applicable to that bulk carrier in regulation 5 of Chapter XII (structural strength of bulk carriers).
- (3) A bulk carrier of double-side skin construction to which this regulation applies—
- (a) constructed on or after 1st July 2006;

- (b) in which any part of a longitudinal bulkhead is located within one-fifth of the vessel breadth or 11.5 metres, whichever is less, inboard from the ship's side at a right angle to the centreline at the assigned summer load line; and
 - (c) designed to carry solid bulk cargo having a density of 1,000 kg/m³ and above,
- must comply with each requirement applicable to that bulk carrier in regulation 5 of Chapter XII.

Structural and other requirements for bulk carriers

- 14.**—(1) This regulation applies to bulk carriers of 150 metres in length or more.
- (2) A bulk carrier of single-side skin construction to which this regulation applies—
- (a) constructed before 1st July 1999; and
 - (b) designed to carry solid bulk cargo having a density of 1,780 kg/m³ and above,
- must comply with each requirement applicable to that bulk carrier in regulation 6 of Chapter XII (structural and other requirements for bulk carriers).
- (3) A bulk carrier to which this regulation applies constructed on or after 1st July 2006, must comply with the requirements in paragraphs 2 and 3 of regulation 6 of Chapter XII in all areas of the vessel with double-side skin construction.
- (4) A bulk carrier to which this regulation applies constructed on or after 1st July 2006 and designed to carry solid bulk cargo having a density of 1,000 kg/m³ and above, must comply with each requirement applicable to that bulk carrier in paragraph 4 of regulation 6 of Chapter XII.

Information on compliance with the requirements for bulk carriers

- 15.**—(1) In the case of a United Kingdom bulk carrier to which the provisions in these Regulations referred to in paragraph (2) apply, the booklet required by regulation 7.2 of Chapter VI (loading, unloading and stowage of solid bulk cargo) must be endorsed by the Certifying Authority to confirm that each requirement that applies to that bulk carrier has been complied with.
- (2) The provisions are—
- (a) regulations 10 and 11 (surveys);
 - (b) regulation 12 (damage stability requirements applicable to bulk carriers);
 - (c) regulation 13 (structural strength of bulk carriers constructed on or after 1st July 1999); and
 - (d) regulation 14 (structural and other requirements for bulk carriers).
- (3) Any restrictions imposed on the carriage of solid bulk cargo having a density of 1,780 kg/m³ and above in accordance with the requirements of regulation 14 and regulation 20 (restrictions from sailing with any hold empty) must be identified and recorded in the booklet referred to in paragraph (1).
- (4) A bulk carrier to which the restrictions described in paragraph (3) apply must be permanently marked in accordance with regulation 8.3 of Chapter XII (permanent marking with solid equilateral triangle).

Solid bulk cargo density declaration

- 16.**—(1) Prior to loading solid bulk cargo on bulk carriers of 150 metres in length or more, the shipper must—
- (a) declare the density of the cargo in writing; and
 - (b) provide that information to the master or to the master's representative.

(2) A bulk carrier to which regulation 14 (structural and other requirements for bulk carriers) applies and which is carrying cargo with a declared cargo density within the range of 1,250 kg/m³ to 1,780 kg/m³ inclusive, must either—

- (a) have the density of the cargo verified by an accredited testing organisation⁽¹⁾; or
- (b) comply with all the requirements of these Regulations applicable to the carriage of solid bulk cargo having a density of 1,780 kg/m³ and above.

Loading instrument

17.—(1) A bulk carrier of 150 metres in length or more must be fitted with a loading instrument in accordance with regulation 11.1 of Chapter XII (loading instrument for bulk carriers of 150 metres or more in length).

(2) A bulk carrier of less than 150 metres in length constructed on or after 1st July 2006 must be fitted with a loading instrument in accordance with regulation 11.3 of Chapter XII (loading instrument for bulk carriers of less than 150 metres in length constructed on or after 1st July 2006).

Water level detectors

18. A bulk carrier must be fitted with a water level detector in accordance with regulation 12 of Chapter XII (hold, ballast and dry space water ingress alarms).

Pumping systems

19. The arrangements for draining and pumping in a bulk carrier must comply with regulation 13 of Chapter XII (availability of pumping systems).

Restrictions from sailing with any hold empty

20.—(1) This regulation applies to a bulk carrier of single-side skin construction of 150 metres or more in length carrying cargo having a density of 1,780 kg/m³ and above which does not comply with—

- (a) the requirements for withstanding flooding of any one cargo hold as specified in regulation 5.1 of Chapter XII (structural strength of certain bulk carriers with single-side skin construction); and
- (b) the standards and criteria for side structures of bulk carriers of single-side skin construction referred to in regulation 14 of Chapter XII (restrictions from sailing with any hold empty) (and contained in IMO Resolution MSC.168(79))⁽²⁾.

(2) A bulk carrier to which this regulation applies must not sail with any hold loaded to less than 10 per cent of the hold's maximum allowable cargo weight when in the full load condition, after reaching 10 years of age.

(3) For the purposes of this regulation, “the full load condition” means a load equal to or greater than 90 per cent of the ship's deadweight at the freeboard assigned—

(1) IMO Circular MSC/Circ.908 provides guidelines for the verification of the density of solid bulk cargo and may be obtained from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR or from the Maritime and Coastguard Agency of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email infoline@mcga.gov.uk). It is government policy to recommend the use of testing organisations accredited by the United Kingdom Accreditation Service (UKAS) – see <https://www.ukas.com/about-us/about-ukas/>.

(2) IMO Resolution MSC.168(79) contains the standards and criteria for side structures of bulk carriers of single-side skin construction. MSC.168(79) was adopted by the Maritime Safety Committee of the IMO on 9th December 2004 for the purposes of the application of regulation 14 of Chapter XII and is made mandatory by reference to it in regulation 14 of Chapter XII.

- (a) in the case of a United Kingdom bulk carrier, under the Merchant Shipping (International Load Line Convention) (Amendment) Regulations 2018(3) or the Merchant Shipping (Load Line) Regulations 1998(4), as the case may be;
 - (b) in the case of a non-United Kingdom bulk carrier flying the flag of a country which is a party to the Load Line Convention, in accordance with that Convention; or
 - (c) in the case of a non-United Kingdom bulk carrier flying the flag of a State which is not a party to the Load Line Convention, in accordance with the requirements of that State,
- and “deadweight” means the bulk carrier’s carrying capacity and “freeboard” means the distance measured vertically downwards at amidships from the upper edge of the deck-line to the upper edge of the related load line.

(3) [S.I. 2018/155](#). These Regulations apply to United Kingdom ships and to non-United Kingdom ships in United Kingdom waters constructed on or after 21st July 1968, of 24 metres or more in length and engaged on international voyages, with limited exceptions. Freeboards are assigned under regulation 3 of the Regulations.

(4) [S.I. 1998/2241](#), amended by [S.I. 2000/1335](#), [S.I. 2011/603](#) and [S.I. 2018/155](#). These Regulations apply to all ships to which [S.I. 2018/155](#) does not apply, with limited exceptions. Freeboards are assigned under regulation 7 of the Regulations.