



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

8619 Westwood Center Drive
Suite 300
Vienna, Virginia 22182, USA
Tel: +1 703 790 3434
Fax: +1 703 790 5655
Email: safety@liscr.com
Web: www.liscr.com

21 June 2017

Marine Advisory: 05/2017

Subject: CHINA MSA SPECIAL INSPECTION CAMPAIGN

Ref: (a) Translation of China MSA Special Inspection Campaign for Large Bulk Carriers

Dear Shipowners/Operators, Master and Recognized Organizations

From 15 June to 31 December 2017, China Maritime Safety Administration will conduct a “Special Inspection Campaign” targeting bulk carriers over 10,000 GT and over 15 years of age. According to the attached translated version of the MSA advisory, the campaign is prompted by recent casualties and incidents involving large and older bulk carriers found with structural deficiencies. The campaign is intended to ensure that these bulk carriers are in compliance with international conventions and lower the risk of maritime incidents due to structural corrosion/damage and metal fatigue.

The campaign will focus on structure and operation of bulk carriers, including the following:

- Loading Manual and Cargo Document
- Ship/Shore agreed loading or unloading plan (IMO Res A. 862 (20))
- Approved operation manual on cargo/ballast
- Enhanced Survey Program (IMO Res. A744 (18))
- Loading Instrument
- Water Ingress Alarm of Cargo Hold
- Structural Condition and Maintenance Upper Deck
- Damage Stability
- Condition of Cargo Holds and Ballast Tanks
- Condition of Hatch Corner/Coaming
- Stern Draining System
- Triangle Marking, if carriage restrictions are imposed

Attached is a checklist that is expected to be used by China MSA boarding officers when conducting the Special Inspection Campaign. Shipowners/Operators are encouraged to ensure a copy of this Advisory together with the checklist and translated MSA advisory are provided to Masters of ships calling to ports in China.

If you have questions please contact us by email at safety@liscr.com or by telephone to +1-703-790-3434 and ask for the Safety Department.

* * * * *

Checklist of Special Inspection Campaign on Large Bulk Carrier

Name of Ship		IMO Number	
Date of Inspection		Place of Inspection	

No.	Items	Yes	No	N/A
1	Loading Manual (booklet)			
	Loading manual or stability manual on board			
	Loading manual or stability manual approved by RO			
2	Cargo Document			
	Master receives cargo document provided by the shipper			
	Cargo's density is stated in the cargo document			
3	Loading/Unloading Plan			
	Master makes and holds the loading/unloading plan			
	Loading/unloading plan signed by master and terminal personnel, indicating the latter receives and agrees on the plan			
	Loading/unloading plan includes loading/unloading sequences, quantity, speed and other essential information			
4	Repair and Maintenance Plan for Hatch Cover			
	Any repair and maintenance plan for hatch cover on board			
	Any hatch cover inspection routine for hatch cover on board			
5	Evidence that bulk carrier is compliant with Chapter XII, SOLAS			
	Any valid evidence that vessel is compliant with Reg. 4-7, Ch. XII, SOLAS			
	The loading manual states the restrictions imposed on the carriage of solid bulk cargoes having a density of 1780kg/m ³ and above			
6	Enhanced Survey Program (ESP)			
	ESP on board			
	Enhanced survey files are completed (survey report, condition evaluation report, thickness measurement report)			
	Enhanced survey is carried out per the ESP			
7	Loading Instrument			
	Vessel fitted with a loading instrument having approved document kept onboard			
	Loading instrument in good working order			
	Chief Mate or other relevant seafarers are familiar with operations of the loading instrument			
8	Water Ingress Alarm of Cargo Hold, Ballast Tank and Dry Space			
	Water Ingress Alarm in good working order			
	The alarm panel is located on the bridge			
	Key seafarers are familiar with operations of Water Ingress Alarm			

9	Stern Draining System			
	Vessel fitted with draining and pumping system for forepeak tank which is in good working order			
	Location of alarm system is satisfied			
	Key seafarers are familiar with operations of Stern Draining System			
10	Triangle Symbol			
	Vessel is marked with triangle symbol for restrictions imposed on the carriage of solid bulk cargoes having a density of 1780kg/m ³ and above			
	Triangle symbol is satisfied			
11	Structural Condition of Upper Deck			
	Deck plating is in good order			
	Connection of Strength Deck and Cross Deck is in good order			
	Hatch corner, coaming and other stiffeners are in good order			
12	Cargo Hold Hatch Cover			
	Hatch cover plates, including side plate and transverse (stiffener) are in good order			
	Hatch cover securing device is in good order			
	Sealing arrangement (shim, resilient seal, compress bar, flange gasket, gutter way, non-return valve) is in good order			
13	Condition of Cargo Hold and Ballast Tank			
	Shell plate is in good order			
	Spot check the internal structural condition if necessary			

1. Put "v" in check-boxes subject to the inspection. Where "No" box is ticked, correspondent deficiencies shall be recorded in the inspection report.
2. The check list is only a reference to this special inspection and shall be kept by reporting authorities with no availability to vessels.

交通运输部海事局近期决定对国际航行大型散货船开展专项检查活动

China MSA Decided on a Special Inspection Campaign on Seagoing Large Bulk Carriers

近期国际航行大型散货船接连发生海难事故，同时多艘老旧散货船被发现存在结构缺陷，为确保老旧大型散货船符合有关国际公约及其规则要求，降低因结构腐蚀、损坏以及金属疲劳等导致船舶事故发生的风险，有效履行港口国监督检查责任和义务，交通运输部海事局决定开展老旧大型散货船专项检查活动。

Recently, successive incidents occurred to seagoing large bulk carriers and many old bulk carriers are found with structural deficiencies. In order to ensure that the old and large bulk carriers are in compliance with related international conventions and requirements, the China MSA, who aim to lower the risk of maritime incidents arisen from structural corrosion/damage and metal fatigue etc. and efficiently fulfill the inspection duties and obligations as PSC, take decision on a special inspection campaign on old and large bulk carriers.

一、活动时间

I. Time

2017年6月15日至2017年12月31日。

June 15th, 2017-December 31st, 2017

二、检查目标

II. Targets

(一) 10000 总吨以上及船龄 15 年以上国际航行散货船，应作为优先检查目标船舶；

Seagoing bulk carriers of over 10000 GT and over 15 years of age will be considered as preferred target;

(二) 未接受专项检查的油改散型的散货船不受检查窗口期限限制，除特殊情况外，活动结束后油改散型的散货船(船舶名单在 PSC 数据中心网站更新)首次到港时须开展 PSC 检查，之后按照东京备忘录组织选船标准窗口期进行检查。

Unless otherwise specified, the uninspected former-tanker Bulk carriers (list of which please refer to updates of PSC Database), regardless its window period for inspection in Tokyo MOU, must be aboard for PSC inspection when calling Chinese ports for the first time after the commencement of the campaign. After that, vessels will be inspected as per window period required by Tokyo MOU.

三、检查形式

III. Conduction

此次专项检查活动结合船旗国监督检查和港口国监督检查工作开展。

This campaign will combine both flag state inspection and port state control.

四、检查内容

IV. Focuses

此次专项检查活动以散货船结构为检查重点，具体包括以下九项检查内容及要素：

The campaign will focus on structure of bulk carriers, including the following suspects:

1. 船岸双方共同确认的散货船装卸载计划 (IMO Res A.862 (20));
Ship/Shore agreed loading or unloading plan (IMO Res A. 862 (20));
2. 经批准的船方对货物和压载的操作手册；
Approved operation manual on cargo/ballast
3. 船上的散货船加强检验文件 (IMO Res. A744 (18));
Enhanced survey program (IMO Res. A744 (18))
4. 测厚报告；
Thickness measurement report
5. 舱口盖风雨密；
Weathertight of hatch cover
6. 舱口角隅和舱口围；
Corner/Coaming of hatch
7. 货舱肋骨/板材；
Frame/Plate of cargo hold
8. 货舱舱壁结构；
Structure of cargo hold bulkhead
9. 压载舱结构
Ballast tank structure