

## Circular 2017-07: China PSC CIC for Bulk Carriers

### Overview

China Maritime Safety Administration (China MSA) announced the launch of a Concentrated Inspection Campaign (CIC) focusing on large bulk carriers of more than 10,000 gross tonnage (GT). The campaign was launched on 15 June 2017 and will last until 31 December 2017.

The bulk carriers above 15 years of age, engaged in international voyages will be the priority targets of inspection. China MSA expects bulk carriers that were converted from tankers to undergo port State control (PSC) inspection at the first port of call after 15 June 2017, and then be subsequently inspected per the Tokyo Memorandum of Understanding (MoU).

The CIC inspection is conducted in combination with flag Administration inspection and PSC inspection, if necessary, relevant recognized organization (RO) is to be invited for the inspection together.

### CIC requirements

CIC inspection is focusing on structures of bulk carriers, and includes the following in detail.

1. Agreement between ship and terminal about loading & unloading plan (IMO Res A.862(20))
2. Approved loading manual
3. ESP file onboard (IMO Res. A744(18))
4. Thickness measurement report
5. Weather tightness of hatch covers
6. Hatch corner plate and hatch coaming
7. Hold frames and structures in cargo holds
8. Bulkhead structures in cargo holds
9. Structures in ballast tanks

During the period of CIC inspection, all inspectors are conducting inspection referring to CIC Inspection on Aged Bulk Carriers, following the attached questionnaire.

All findings of deficiencies are to be recorded in Record Book of Flag Administration Inspection or Record Book of PSC Inspection. A remark (CIC inspection on bulk carrier) will be put when flag Administration inspection results are recorded in system, and, as for the record method of PSC inspection results please see website of data center for details.

### Actions required

Ship managers of vessels applicable to above PSC CIC should prepare their vessels in order to be ready to pass the inspection successfully. The detailed questionnaire (Annex 1) will help

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vessels during this process. Additional provision should be made to other applicable legislation to China's waters (eg Emission restrictions etc).

### Further information

**SQEMARINE:** [China Launched CIC for Aging Bulk Carriers](#)

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### Annex 1

#### Checklist of CIC Inspection on Bulk Carriers

No.	Inspection Item	Yes	No	N/A
<b>1</b>	<b>Loading Manual (Booklet)</b>			
	Are loading manual and stability booklet provided onboard?			
	Are loading manual or stability booklet approved by RO?			
<b>2</b>	<b>Cargo Information</b>			
	Has ship Master received cargo information from shipper?			
	Dose cargo information include the statement of cargo density?			
<b>3</b>	<b>Loading/Unloading Plan</b>			
	Has ship Master developed and hold loading/unloading plan?			
	Is loading/unloading plan with signature of ship Master and port representative that means port representative receives and agrees to the plan?			
	Dose loading/unloading plan include necessary information of loading/unloading sequence, quantity and rate?			
<b>4</b>	<b>Hatch Cover Maintenance Plan</b>			
	Has hatch cover maintenance plan been developed and provided onboard?			
	Have check rules for hatch covers been established onboard?			
<b>5</b>	<b>Supporting Documents of Bulk Carrier complying with requirements of SOLAS XII</b>			
	Are effective supporting documents that prove bulk carrier in compliance with requirements of SOLAS XII, Reg. 4,5,6,7 provided onboard?			
	For a ship that is with limitation condition when loading cargo density of 1780kg/m <sup>3</sup> and above, is it noted in loading manual?			
<b>6</b>	<b>ESP</b>			
	Dose ship hold Enhanced Survey Program?			
	Are full ESP files properly kept onboard (survey report, condition evaluation report, thickness measurement report)?			
	Was enhanced survey carried out in accordance with enhanced survey program?			
<b>7</b>	<b>Loading Instrument</b>			
	Is loading instrument installed? Are approval documents of the loading instrument provided onboard?			
	Is the loading instrument in working condition?			
	Are C/O or relevant ship crew familiar with operation of the loading instrument?			

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No.	Inspection Item	Yes	No	N/A
<b>8</b>	<b>Water Level Detection and Alarm System in Cargo Hold, Forward Dry Spaces and Ballast Tanks</b>			
	Is the system in proper working condition?			
	Is alarm system installed in wheel house?			
	Is key ship crew familiar with operation of the water level detection and alarm system?			
<b>9</b>	<b>Dewatering Arrangements for Forward Dry Spaces &amp; Ballast Tanks</b>			
	Is de-ballasting pump system installed and in proper working condition?			
	Is key ship crew familiar with operation of the dewatering arrangement?			
<b>10</b>	<b>Triangle Marking</b>			
	Is triangle marking properly marked for a ship that is with limitation condition when loading cargo density of 1780kg/m3 and above?			
	Is the marking of triangle marking in compliance with requirements?			
<b>11</b>	<b>Condition of Deck Structure iwo Cargo Hold</b>			
	Is deck structure in good condition?			
	Is joint between longitudinal deck and transverse deck in good condition?			
	Are structures such as hatch coming plating, deck corner plating and reinforcement in good condition?			
<b>12</b>	<b>Hatch Covers</b>			
	Are hatch cover top plates, includes side plates and reinforcement in good condition?			
	Are hatch cover cleats in good condition?			
	Are hatch sealing devices (rest pads, rubber packing, washer flange, compression bar, gutterway and non-return valve) in good condition?			
<b>13</b>	<b>Structures in Cargo Hold and Ballast Tanks</b>			
	Are side shell plates in good condition?			
	Spot internal inspections are to be carried out when necessary			