

**RESOLUTION MSC.89(71)**  
**(adopted on 28 May 1999)**

**INTERPRETATION OF THE PROVISIONS OF SOLAS CHAPTER XII ON  
ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING that the 1997 SOLAS Conference adopted chapter XII of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning additional safety measures for bulk carriers,

NOTING FURTHER that SOLAS chapter XII will enter into force on 1 July 1999,

DESIRING to ensure that all Contracting Governments to the 1974 SOLAS Convention implement SOLAS chapter XII in a consistent and uniform manner,

RECOGNIZING, therefore, the need to establish, for that purpose, guidance on applications of, and the interpretation to, the relevant provisions of that chapter, further to that already adopted by resolution MSC.79(70)),

RESPONDING to the request of the 1997 SOLAS Conference, as recorded in Conference resolution 8 thereof, regarding the term "bulk carrier of single side skin construction",

REALIZING that SOLAS regulation XII/8.3, if applied literally, would require every bulk carrier of 150 m in length and upwards of single side skin construction, carrying solid bulk cargoes having a density of 1,780 kg/m<sup>3</sup> and above constructed before 1 July 1999, to be permanently marked on the side shell with a solid triangle, and recognizing that this is clearly not the intention of the regulation,

1. URGES Governments concerned to:

- .1 interpret the term "bulk carrier of single side skin construction" defined in regulation XII/1.2 as indicated in Annex 1 to the present resolution; and
- .2 interpret the requirement for certain bulk carriers to be permanently marked on the side shell with a triangle, provided in SOLAS regulation XII/8.3, as indicated in Annex 2 to the present resolution; and

2. INVITES Governments concerned to bring the contents of this resolution to the attention of all parties concerned.

## ANNEX 1

### **INTERPRETATION OF THE TERM "BULK CARRIER OF SINGLE SIDE SKIN CONSTRUCTION"**

1 "Bulk carrier of single side skin construction" means a bulk carrier where one or more cargo holds are bound by the side shell only or by two watertight boundaries, one of which is the side shell, which are less than 760 mm apart in bulk carriers constructed before 1 January 2000 and less than 1,000 mm apart in bulk carriers constructed on or after 1 January 2000. The distance between the watertight boundaries is to be measured perpendicular to the side shell.

2 The above interpretation should be applied as follows:

- .1 in bulk carriers with single side skin construction in the foremost cargo hold, constructed before 1 July 1999, regulations XII/4.2 and 6 should be applied in accordance with the implementation schedule required by regulation XII/3; and
- .2 in bulk carriers constructed on or after 1 July 1999, the requirements for damage stability under regulation XII/4.1 and structural integrity under regulation XII/5 should be complied with in respect of cargo holds with single side skin construction.

## ANNEX 2

**INTERPRETATION OF THE REQUIREMENT FOR CERTAIN  
BULK CARRIERS TO BE PERMANENTLY MARKED  
ON THE SIDE SHELL WITH A TRIANGLE**

SOLAS regulation XII/8.3 requires a triangle to be marked on the side shell of the ship when compliance with regulation XII/6.2 involves imposition of loading/operating restrictions as described in regulation XII/6.3. Such operating restrictions only need to be imposed for solid bulk cargoes having a density of 1,780 kg/m<sup>3</sup> and above, and apply at all times when solid bulk cargoes having a density of 1,780 kg/m<sup>3</sup> and above are carried. The following interpretations should be followed when determining if triangle marks are required:

- 1 When a ship's loading booklet restricts the ship to carry solid bulk cargoes having a density of less than 1,780 kg/m<sup>3</sup>, a triangle mark is not required, provided that all reference to carriage of solid bulk cargoes having a density of 1,780 kg/m<sup>3</sup> and above are removed from the loading booklet. The loading booklet is to clearly specify that the ship is prohibited from carrying solid bulk cargoes having a density of 1,780 kg/m<sup>3</sup> and above.
- 2 When a ship's deadweight is restricted, but the load line assignment permits deeper draughts, and operating restrictions in the form of draught or deadweight limits are imposed on the ship to obtain compliance with the requirements, the loading booklet is to clearly specify the operating restrictions and a triangle is to be permanently marked on the ship's sides. If the ship's load line and loading booklet are revised to limit the ship's draught at all times, operating restrictions and the triangle marks are not required.
- 3 Where restrictions, other than a general restriction to homogeneous loading, are imposed on the distribution of cargo in the two foremost cargo holds as a condition of compliance, then the loading booklet is to clearly specify the applicable operating restrictions and a triangle is to be permanently marked on the ship's sides.
- 4 Where restrictions are imposed on the maximum mass of packaged cargoes to be carried in the foremost cargo hold as a condition of compliance with the Standards for the evaluation of allowable hold loading of the foremost cargo hold, as contained in annex 2 to 1997 SOLAS Conference resolution 4, the loading booklet is to clearly state these limits, but the triangle marks are not required.
- 5 Where a homogeneous distribution of cargo in the two foremost cargo holds is required as a condition of compliance, then the loading booklet is to clearly specify the applicable operating restrictions and a triangle is to be permanently marked on the ship's sides.

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