

Toelichting definitie bulkschip:

In de wet is een bulkschip gedefinieerd als “een schip als bedoeld in voorschrift IX/1 van het SOLAS verdrag en resolutie 6 van de SOLAS conferentie van 1997, waaronder wordt verstaan”;

1. Een schip geconstrueerd met enkel dek, top-zijttanks en hopperzijttanks in de laadruimen, dat voornamelijk bestemd is voor het vervoer van vaste lading in bulk.
2. Een ertsschip; een zeeschip met enkeldek, met twee langsschotten en een dubbele bodem in het gehele lading gedeelte, dat bestemd is om uitsluitend in de middenruimten ertsladingen te vervoeren; of
3. Een “combination carrier” als bedoeld in voorschrift II-2/3 van het SOLAS verdrag.

De definitie van een bulkschip is dus gebaseerd op een constructie type, en niet op een tonnenmaat. “General cargo” schepen die bulk vervoeren zijn dus géén bulkschepen. Over het algemeen kan gesteld worden dat schepen onder de 9.000 Gross Ton geen bulkschepen zijn. Een “combination carrier” is een schip dat zowel olie als bulkkladingen kan vervoeren. Deze worden ook wel “OBO’s” genoemd (Oil – Bulk – Ore).

IMO Resolutie 866(20) “guidance to ships’ crew and terminal personnel for bulk carrier inspections (SOLAS reg XI/2)”:

Deze IMO Resolutie geeft o.a. uitleg over de definitie van het bulkschip, en zegt het volgende:

4 DEFINITIONS AND TERMINOLOGY

4.1 Bulk carrier: a bulk carrier is a cargo ship intended for carriage of dry bulk cargoes such as grain, coal, ore, etc., provided with topside tanks at both shoulders and bilge hoppers in both double bottom wings in the cargo space. Below is a typical midship section and general arrangement.

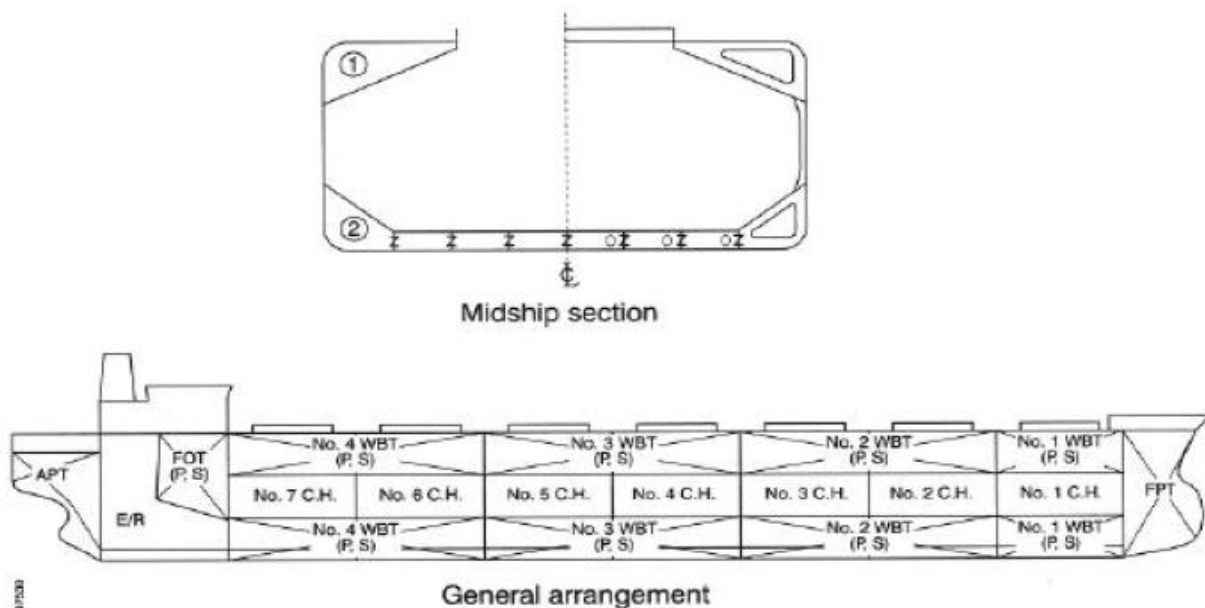


Figure 1: Typical midship section and general arrangement

4.2 Topside tank: tanks provided in cargo spaces at both shoulders as the space (1) shown in the drawing above.

4.3 Bilge hopper: a conventional bulk carrier has hopper structures at both bottom wings in cargo holds. This part of the cargo hold is called the 'bilge hopper'. Double bottom tanks in way of bilge hopper are often called 'bilge hopper tank'. In the diagram, the space is shown as (2).

4.4 Girder and floor in double bottom: provided in double bottom tanks, 'girder' usually indicates a strong frame usually with the full depth provided in ship's longitudinal direction. The girder fitted on the centerline is called 'center girder', while the others are called 'side girders'.

'Floor' means strong framing in ship's transverse direction provided in double bottom. In double bottom beneath cargo holds, floor plates are usually solid ones with full depth of the tank. In this regard, solid ones are called 'solid floors' as distinct from the others.

4.5 Transverse web in topside tanks: strong framing provided in topside tanks in the transverse direction, also called 'transverse ring'. Of a transverse ring in a topside tank, the part supporting the upper deck is called 'deck transverse',

the part attached to the side shell is called 'side transverse' and the part attached to the bottom is called '(topside) bottom transverse'.

4.6 Transverse web in bilge hopper tanks: strong framing provided in the transverse direction in a bilge hopper tank. Transverse webs are called 'bilge hopper transverse', 'side transverse' and 'bottom transverse' in accordance with the name of the hull members to which they are attached.

4.7 'Framing of various kinds': on a typical bulk carrier, framing is designed as a longitudinal system in topside and double bottom tanks and as a transverse system at cargo hold side shell. Framing fitted in ship's longitudinal direction are called 'longitudinals'. To identify them in detail, the name of the plate they are attached to is added, such as 'deck longitudinals', 'side longitudinals', 'bottom longitudinals', etc. Framing attached to the side shell in the cargo holds are called 'hold frames', 'side frames', 'main frames', 'shell frames', etc.

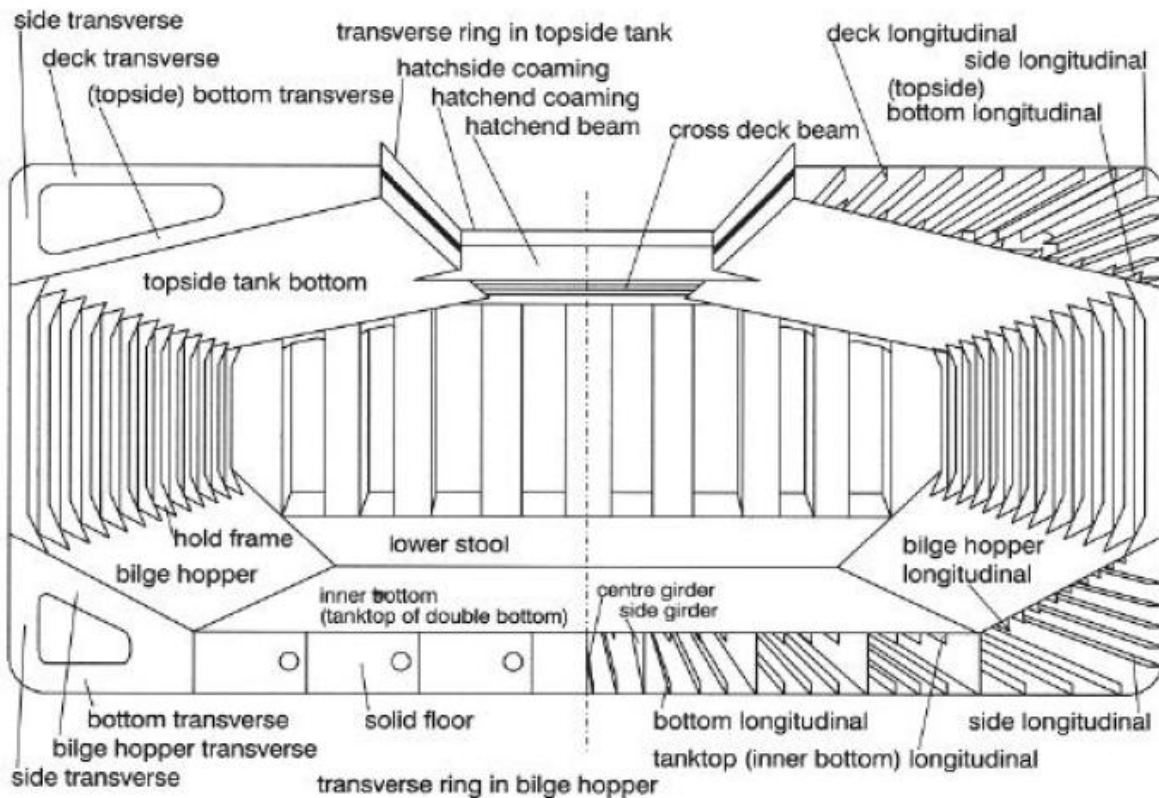


Figure 2: Typical cross section of cargo ship (bulk carrier)

5 GROUPING OF BULK CARRIERS ACCORDING TO DIMENSIONS

5.1 In general, bulk carriers are grouped into three categories according to size. These are: capesize, panamax, and other smaller types. Among the smaller types, ships of 30,000 to 45,000 dwt having five cargo holds are called 'handy bulkers'. Panamax bulkers are bulk carriers having a breadth of 32.2 m, and are the largest ships able to transit the Panama Canal. Ships of this kind usually have seven cargo holds and a deadweight of around 50,000 to 60,000 tonnes. Bulk carriers with dimensions greater than the panamax ships are called capesize bulkers. Capesize bulkers have 9 or more cargo holds and a deadweight in excess of 100,000 tonnes.

5.2 Capesize and panamax bulk carriers are generally engaged in carriage of raw materials for industrial plants, such as coal and iron ore. Smaller bulk carriers and some panamax ones are generally engaged in the trade of grain. Lumber and industrial products are generally shipped by handy size or smaller bulkers.

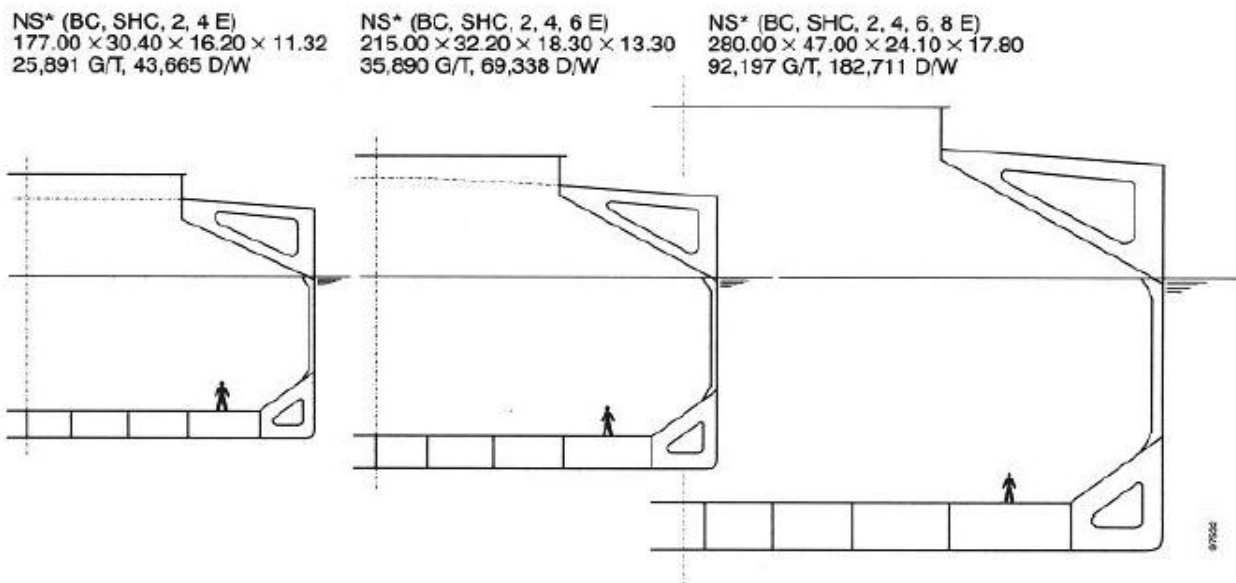


Figure 3: Various bulk carriers

5.3 In the trade of food resources such as wheat, corn, and lumber, unloading ports usually have no cargo handling facilities and the bulk carriers employed are often equipped with their own cargo gear, while panamax or capesize bulk carriers are gearless.