



Technical Circular

No.: 010/2024

Date: 19th July 2024

Subject: Bahamas – Concentrated Inspection Campaign (CIC) on Bulk Carriers

1. The Bahamas Maritime Authority will conduct a Concentrated Inspection Campaign (CIC) on bulk carriers registered under Bahamas flag.
2. The CIC will take place at all Flag State Inspections conducted between 1st August 2024, and 31st December 2024.
3. As part of the CIC, Inspectors during the Flag State Inspections will additionally verify the compliance with the items described in the checklist provided in Technical Alert 24-08 (copy of Technical Alert is enclosed).
4. The checklist covers critical inspection points, including compliance with loading program accuracy, cargo handling procedures, maintenance of hatch covers and safety equipment, and adherence to specific regulations such as SOLAS and IMSBC (International Maritime Solid Bulk Cargoes) Code requirements.
5. Owners/ Operators of Bahamian-flagged ships are advised to disseminate the Technical Alert to all vessels under their management and ensure that ships are prepared for the upcoming CIC.
6. Further, Masters of Bahamian-flagged ships are advised to familiarize themselves and their crew with the CIC checklist and be prepared to answer related questions at the next flag state inspections.

Enclosure: Bahamas Maritime Authority Technical Alert 24-08.



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CIC on Bulk Carriers

1. Purpose

- 1.1. This Technical Alert is issued by the Bahamas Maritime Authority (BMA) to describe a Concentrated Inspection Campaign (CIC) on Bulk Carriers registered in The Bahamas.
- 1.2. The CIC will take place from **01 August 2024 to 31 December 2024**.

2. Introduction

- 2.1. The BMA notes with concern the significant increase in Port State Control (PSC) detentions of Bahamas flag bulk carriers over the last couple of years.
- 2.2. The bulk carrier proportion of total detentions has risen from 31% in 2022 to 54% in 2023 and almost 58% in 2024 to date.
- 2.3. The BMA will therefore be carrying out a CIC on bulk carriers during the above period at all Bahamas flag inspections which are held in the period 01 August to 31 December 2024.
- 2.4. The BMA will review the outcome of the CIC and publish the findings at a later date.

3. Campaign Procedure

3.1. *Instructions to Masters and Companies*¹

- 3.1.1. Companies operating Bahamian ships are requested to circulate this Technical Alert among their fleet.
- 3.1.2. Masters of Bahamian ships are requested to review the CIC checklist ([FORM069](#)) with relevant crew members and be prepared to answer the questions therein at the next flag state inspection.
- 3.1.3. If no inspection is due in the period of the CIC, the Master may use the checklist as part of their preparation for PSC inspections.

¹ The "Company" is the entity responsible for the management of the ship in accordance with the ISM Code. For ships which the ISM Code is not applicable, the Company is the Managing Owner in accordance with Section 52 of the Merchant Shipping Act.

3.1.4. The CIC checklist [FORM069](#) (shown in Annex 1) should be completed by the attending inspector at the inspection and the results reported via the BORIS reporting system. Masters, if they wish, may complete the checklist at any time.

3.2. ***Instructions to Flag Approved Nautical Inspectors (ANI).***

3.2.1. The ANI should complete the checklist [FORM069](#) (as Annex 1) at every flag inspection during the CIC, where practicable. The completed checklist shall be reported to the BMA via the usual BORIS inspection reporting system. A special instruction will be added to the BORIS system as a reminder. Any deficiencies identified are to be reported with other findings of the inspection through BORIS.

4. Campaign Period

4.1. This campaign will be conducted at all flag inspections conducted between 01 August and 31 December 2024.

5. Validity

5.1. This Technical Alert is valid until 31 December 2024.

Name of Ship	
Date	
Inspector Name	

		Ye	No	N/
1)	Has the vessel been fitted with a class approved loading program and has the same been tested for accuracy at regular intervals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2)	Does the loading/discharging plan consider the stresses at regular stages of the cargo and ballast operation? and expected draft calculated from loadicator at every sequence, is compared with the visual draft? Has the plan been agreed upon and signed by both the vessel and the terminal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3)	Does the vessel have any limitations or restrictions specified in the Loading Manual or Trim and Stability Booklet? (Ref. SOLAS Chapter XII Regulation 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4)	Are the hatch covers maintained and generally in a good condition? Are the bearing pads for the hatch covers free from wear or damage. Are the tolerance limits for a permanent set in the rubber packings of the hatch covers specified by the manufacturers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5)	Are the cargo hold booby hatches and other hatchways and opening on main deck in good condition? Have the rubber packings for the same been inspected and maintained	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6)	Is the vessel in possession of the Shipper's declaration, have the characteristics of the cargo intended to be loaded been provided to the vessel? Vessel is approved to carry the cargo i.e. Cargo as per Shipper's declaration is listed in the Cert of compliance with IMSBC Certificate of vessel.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7)	Are quick-acting cleats and crutches all in place and in good condition? OR Are the auto cleats maintained and in good condition, are the hangar pieces free to move by hand and are the gaps between the hangar and wedges adjusted as per manufacturer's	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8)	Are full ESP files properly kept onboard (survey report, condition evaluation report, thickness measurement report)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9)	Are the compression bars and the coaming top / water channels and coaming corner drains clean, free of corrosion and maintained in good condition? (Hatch Covers)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10)	Are officers familiar with emergency hatch cover operation arrangements and is there evidence of effective training of personnel available on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11)	Are the air pipe vent heads for ballast tanks / fuel tanks and cofferdam spaces in good condition and have been regularly maintained? Is Water Level Detection and Alarm System in Cargo Hold, Forward Dry Spaces and Ballast Tanks in proper working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12)	If the vessel has a dedicated ballast hold, are the vents / closing devices on this hold in good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13)	Is there a life line fitted along the main deck for the safety of crew in bad weather? Is the line, stanchions and stanchion holders in good condition and well maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14)	If the vessel is loading grain, is the vessel in possession of an approved Document Of Authorization to carry grain and a grain loading manual?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15)	If coal is being carried, was the ship equipped with adequate instruments for monitoring the temperature of the cargo, the atmosphere in the cargo hold, and the pH value of the cargo bilge sample, and are the instruments, including the gas sampling points, in good	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>