

LOADING, OR SAILING AFTER PARTIAL DISCHARGE, OF BULK GRAIN NOTICE OF INTENTION TO LOAD BULK GRAIN

MO 33

Marine Order 33 Cargo and Cargo Handling - Grain

This form is required to be submitted to AMSA – see instructions to masters and notes

GENERAL

Chapter VI of the SOLAS 1974 Convention, as amended, and Australian legislation (Marine Order 33 (Cargo and Cargo Handling – Grain)) require that ships intending to carry grain cargoes in bulk from Australian ports may be requested to demonstrate compliance with the International Grain Code (the Code).

SOLAS 1974 requires the cargo shipper to provide the master or their representative with appropriate information on the cargo. Beyond this, it is the master's responsibility to ensure the proper stowage of the cargo in accordance with Marine Order 33.

INSTRUCTIONS TO MASTERS

This notification is required to be submitted to AMSA at least 72 hours prior to the vessels proposed commencement of loading.

In the case of intending to sail after partial discharge, a completed notification must be submitted to AMSA at least 24 hours prior to the anticipated time of sailing.

The master or agent is required to submit the form to the nearest AMSA office of the port at which grain is to be loaded or partially discharged (see over).

A grain stability calculation using form AMSA 226, the 'Calculation of Stability for Ships Carrying Bulk Grain', must be completed by the ship and retained for inspection by an AMSA surveyor during an onboard inspection.

A separate form is required to be submitted for each Australian port. The master may lodge all the notifications to the relevant office prior to the first port of call or may lodge them individually to each appropriate office.

Strict adherence to the layout of this form is not necessary as long as the information required by it can be provided by alternate means.

A new form is required to be submitted to AMSA if there is any significant change in the loading plan.

The master must ensure their declaration is signed and dated before sending the notification to AMSA. Do not enter anything in the box marked 'To be Completed by the Surveyor'.

The surveyor will advise the master whether an inspection is required or not. This advice will be sent to the person who provided the notification and may be by e-mail, either with the notification attached (with the surveyor's advice completed), or by e-mail that includes the same advice in the body of the message.

NOTES

AMSA applies the following provisions when assessing compliance with the Code:

1. AMSA does not accept partly filled compartments untrimmed, unless the compartment has been approved as a "specially suitable compartment" approved by the Flag Administration of the vessel and is partly filled in way of the hatch opening with ends untrimmed as defined in the Code.
2. Some Australian grain loading terminals lack the facility to adequately trim the ends of filled compartments and masters must check the facilities at their load ports if they consider they need to trim the ends of any compartments in order to meet the required stability criteria.
3. AMSA cannot accept a compartment as being "filled" if the average ullage at the coaming exceeds the minimum required to accommodate the structure of hatch covers or 100mm, whichever is greater.
4. Untrimmed moments may only be used for filled compartments with the ends untrimmed.
5. In partly filled compartments AMSA accepts grain surfaces in which the height between the highest peaks and the lowest troughs in the compartment is not more than 1.0m as being "level" within the meaning of the Code and therefore trimmed to an acceptable level.
6. It is the responsibility of the master to ensure that the cargo is trimmed as required by the Code - AMSA will not determine the method by which this is achieved.

Privacy statement

Your personal information is being collected to deliver AMSA's functions under the *Australian Maritime Safety Authority Act 1990*, the *Navigation Act 2012* and/or the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*. Failure to provide personal information may mean we cannot provide a service to you. More details about how we handle your personal information can be found in AMSA's Privacy Policy (visit www.amsa.gov.au/privacy).

LODGEMENT OF GRAIN FORMS

For the purposes of Sections 13 and 15 of Marine Order 33 (Cargo and Cargo Handling – Grain), the Manager Ship Inspection has approved the following methods for lodgement:

QUEENSLAND

Brisbane

Mail: AMSA – Operations North
PO Box 10790
Adelaide Street
Brisbane QLD 4000
Fax: 07 3001 6801
Email: bneoperations@amsa.gov.au

Gladstone

Mail: AMSA – Operations North
PO Box 297
GLADSTONE QLD 4680
Fax: 07 4972 3841
Email: gltoperations@amsa.gov.au

Mackay

Mail: AMSA – Operations North
PO Box 42
Mackay Post Office
Sydney Street
Mackay QLD 4740
Fax: 07 4957 8450
Email: mkyoperations@amsa.gov.au

VICTORIA and TASMANIA

Melbourne;

Geelong;

Portland; and

Tasmanian Ports

Mail: AMSA – Operations South
PO Box 16001
Collins Street West
MELBOURNE VIC 8007
Fax: 03 8612 6003
Email: mlboperations@amsa.gov.au

SOUTH AUSTRALIA

Port Adelaide;

Port Lincoln;

Port Pirie;

Port Giles;

Walleroo;

Ardrossan; and

Thevenard

Mail: AMSA – Operations South
PO Box 3245
Port Adelaide, SA 5015
Fax: 08 8447 3855
Email: ADLOperations@amsa.gov.au

NEW SOUTH WALES

Port Kembla

Mail: AMSA – Operations East
PO Box K976
HAYMARKET NSW 1240
Fax: 02 8918 1390
Email: sydoperations@amsa.gov.au
or
Mail: AMSA – Operations East
PO BOX 102
Port Kembla NSW 2505
Fax: 02 4274 7806
Email: sydoperations@amsa.gov.au

Newcastle

Mail: AMSA – Operations East
PO Box 86
CARRINGTON NSW 2294
Fax: 02 4961 2694
Email: nsoperations@amsa.gov.au

WESTERN AUSTRALIA

Geraldton;

Kwinana;

Bunbury;

Esperance; and

Albany

Mail: AMSA – Operations West
PO Box 1332
FREMANTLE WA 6959
Fax: 08 9430 2121
Email: freoperations@amsa.gov.au

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SHIP DETAILS

Name of ship []	IMO number []	Type of ship <input type="checkbox"/> Bulk Carrier <input type="checkbox"/> Tween Decker <input type="checkbox"/> Other (specify): []		
Flag []	Gross tonnage []	Summer deadweight []	Summer draught []	Year keel laid []
Agent (for cargo and contact details) []				
Approving authority for Document of Authorisation []			Date of approval []	
If applicable for the intended loading/voyage and the Flag State Administration has issued a sheltered water exemption as permitted by A 5 of the Grain Code: []			Date of issue []	Date of expiry []
Area covered by the exemption: []				

CARGO DETAILS

(A separate form is required for each port and is to represent the total cargo on board on departure from that port)

Total number of holds: [] Approved Stability booklet provided for: ☐ untrimmed ends ☐ trimmed ends ☐ both

Hold No.	Type of grain/cargo	Stowage factor	Tonnes	% Full (See Notes 1 and 2 on Page 1)	Grain trimmed or untrimmed (T/U)	Stability calculated using trimmed/ untrimmed moments (T/U)	Cargo holds approved by Flag State as a "specially suitable compartment"
Example	BARLEY	1.37	6168	100	U	U	Y

*Master to declare any cargo holds that have been approved by Flag State to be "specially suitable compartment" as per definition contained in the International Grain Code, Annex Part A s2.7 and s2.8 and s10.4 in table above.

Throughout the voyage the highest actual heeling moments will be [] and the maximum allowable heeling moments will be []

Maximum angle of heel [] (12° maximum) (To be completed if vessel's grain loading booklet does not include a table of allowable heeling moments or where the actual KG and Displacement fall outside the parameters of the table).

IN-TRANSIT FUMIGATION

Is in-transit fumigation to be carried out on this cargo?

No ☐ Yes ☐ → If yes, provide name of fumigator:

Note: The Fumigator is required to notify AMSA of the intention to fumigate. They may use [AMSA 82](#) for this purpose.

An AMSA surveyor may request verification of the above loading and stability at any time prior to the vessel's departure.

Any vessel loading or discharging grain at an Australian port may be subject to inspection by AMSA at any time to ensure compliance with the Code.

MASTER'S CERTIFICATION

This is to certify that:

1. The intended loading is as per the above and the vessel's stability is prepared in accordance with the requirements of the vessel's Grain Loading Booklet and the International Grain Code, and, if the loading changes, AMSA will be advised;
2. The vessel will comply with the requirements of Parts 7, 8 or 9, as applicable, of the International Grain Code at all stages of the voyage;
3. Form [AMSA 226](#), 'Calculation of Stability for Ships Carrying Bulk Grain', has been completed, and is ready for presentation on board to AMSA if requested;
4. Bulk grain will be stowed as per the requirements of Part 10 of the International Grain Code; and
5. During loading, on departure, and throughout the voyage the vessel's bending moments and shear forces will not exceed the allowable limits;
6. If fumigation is required, MSC.1/Circ.1264 is to be followed, in particular the following information have been reviewed and complied with:
 - Evidence of Flag State acceptance of arrangements
 - Master agrees to proposed arrangements
 - Evidence that the Fumigator is appropriately licenced
 - PPE is provided and adequate to fumigation
 - Ship spaces will be monitored in accordance with IMO guidelines through the entire period
 - Other requirements, including those of the Port Authority and flag State, will be complied with.
7. Sailing Draught: F: A: M: ;
8. Next port of call: ;
9. If required, the Ship will be ready for inspection at: Port: Berth:
10. Intended date and time of loading: Date: Time:

Master's signature: Name (printed):

Date: / /

TO THE MASTER – TO BE COMPLETED BY THE SURVEYOR

1. **An inspection by an AMSA Surveyor is / is not required before the ship commences loading.**
(delete as required)
 - a. If an inspection is required, additional evidence is to be available to demonstrate compliance with the International Grain Code (see [AMSA 226](#)).

Surveyor's signature: Name (printed):

Date: / /