

NOTIFICATION OF LOADING, OR SAILING AFTER PARTIAL DISCHARGE, OF BULK GRAIN

Marine Order 33 Cargo and Cargo Handling - Grain

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.

SOLAS 1974 requires the cargo shipper to provide the Master or his 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, even if data for these is approved by the flag State Administration, as they are not provided for in the Code.
- 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.

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 and Registration has approved the following methods for lodgement:

QUEENSLAND

Brisbane

Mail: AMSA - Operations North

PO Box 10790 Adelaide Street Brisbane QLD 4000 07 3001 6801

Email: bneoperations@amsa.gov.au

Gladstone

Fax:

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: <u>mkyoperations@amsa.gov.au</u>

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: <u>mlboperations@amsa.gov.au</u>

SOUTH AUSTRALIA

Port Adelaide; Port Lincoln; Port Pirie; Port Giles; Wallaroo; Ardrossan; and Thevenard

Mail: AMSA – Operations South

PO Box 3245

Port Adelaide, SA 5015

Fax: 08 8447 3855

Email: <u>ADLOperations@amsa.gov.au</u>

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: <u>nsoperations@amsa.gov.au</u>

WESTERN AUSTRALIA

Geraldton; Kwinana; Bunbury; Esperance; and

Albany

Mail: AMSA - Operations West

PO Box 1332

FREMANTLE WA 6959

Fax: 08 9430 2121

Email: <u>freoperations@amsa.gov.au</u>



SHIP DETAILS

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

Marine Order 33 Cargo and Cargo Handling - Grain

This form is required to be submitted to AMSA – see Instructions to Masters and Notes

	f ship	INO number	IMO number		Type of ship Bulk Carr			rier Tween Decker		
						_	r (specify)			
Flag			Gross tonnag	je	Summer dead	dweight	Summe	er draught	Year keel laid	
Agent (1	or cargo and contact details)									
Approvi	ng authority for Document of	Authorisation					Dat	te of approv	al	
If applic	able for the intended loading/	voyage and the Flag S	tate Administration	n has issued a she	eltered water ex	emption a	s Dat	te of issue	Date of expiry	
permitte	ed by A 5 of the Grain Code:									
Area co	vered by the exemption:									
Alea CO	vered by the exemption.									
CARGO	DETAILS (A separate for	orm is required for	each port and i	s to represent t	the total cargo	on boa	rd on de	parture fro	m that port)	
Γotal nu	mber of holds: App	proved Stability book	det provided for:	untrimmed	d ends	trimmed (ends [both		
Hold	Type of	Stowage	Tonnes	% Full (See No				Stability calculated using trimmed/		
No. Example	grain/cargo BARLEY	factor 1.37	6168	on Page 1)	untrimr	untrimmed (T/U)		untrimmed moments (T/U) U		
	DAILLI	1.57	0100	100		<u> </u>			,	
Vote: T	Yes ☐ → If yes, provide the Fumigator is required			fumigate. They	-		-	-		
ny vac	A surveyor may request		_	-	-		-		compliance	
	sel loading or discharging		_	-	-		-		compliance	
with the	sel loading or discharging Code. 's Certification		_	-	-		-		compliance	
with the	sel loading or discharging Code.		_	-	-		-		compliance	
Maste This is 1. Th	sel loading or discharging Code. "S Certification to certify that: e intended loading is as per	g grain at an Austra	alian port may b	prepared in acco	spection by A	MSA at	any time	to ensure		
Master This is 1. Th	sel loading or discharging Code. T's Certification to certify that: e intended loading is as per oklet and the International G	g grain at an Austra the above and the version Code, if the load	alian port may be ssel's stability is ting changes, AM	prepared in acco	ordance with the	MSA at	any time	to ensure	Grain Loading	
Master This is 1. Th Bo 2. Th	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Ge vessel will comply with the	g grain at an Austra the above and the vec Grain Code, if the load	essel's stability is ding changes, AM ts 7, 8 or 9, as ap	prepared in acco	ordance with the	MSA at e requirer ain Code	any time	to ensure the vessel's	Grain Loading	
Master This is 1. The Bo 2. The 3. Fo	sel loading or discharging Code. T's Certification to certify that: e intended loading is as per oklet and the International G	g grain at an Austra the above and the vec Grain Code, if the load	essel's stability is ding changes, AM ts 7, 8 or 9, as ap	prepared in acco	ordance with the	MSA at e requirer ain Code	any time	to ensure the vessel's	Grain Loading	
Master This is 1. Th Bo 2. Th 3. Fo rec 4. Bu	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Ge vessel will comply with the rm AMSA 226, 'Calculation quested; lk grain will be stowed as pe	g grain at an Austra the above and the vec frain Code, if the load requirements of Par of Stability for Ships G	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra	prepared in acco ISA will be advise pplicable, of the In in', has been con	ordance with the ed; nternational Grappleted, and is Code; and	MSA at e requirer ain Code ready for	any time	to ensure the vessel's les of the vo	Grain Loading byage; rd to AMSA if	
Master This is 1. Th Bo 2. Th 3. Fo rec 4. Bu 5. Du	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Ge vessel will comply with the rm AMSA 226, 'Calculation of puested; lk grain will be stowed as pering loading, on departure, a	the above and the vertical transfer of the load of requirements of Part of Stability for Ships Control the requirements of and throughout the vertical transfer of the requirements of the	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra	prepared in acco ISA will be advise pplicable, of the In in', has been con ternational Grain s bending mome	ordance with the ed; nternational Grappleted, and is Code; and and shear f	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
Master This is 1. Th Bo 2. Th 3. Fo rec 4. Bu 5. Du	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Ge vessel will comply with the rm AMSA 226, 'Calculation of puested; lk grain will be stowed as per ring loading, on departure, a umigation is required, MSC.'	the above and the vertical transfer of the load requirements of Part of Stability for Ships (or the requirements of and throughout the vor 1/Circ.1264 is to be for	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra Part 10 of the In pyage the vessel's bllowed, in particu	prepared in acco ISA will be advise pplicable, of the In in', has been con ternational Grain s bending mome	ordance with the ed; nternational Grappleted, and is Code; and and shear f	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
Master This is 1. The Bo 2. Th 3. Fo rec 4. Bu 5. Du 6. If fi	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Ge vessel will comply with the rm AMSA 226, 'Calculation of quested; lk grain will be stowed as per ring loading, on departure, a umigation is required, MSC. Evidence of Flag State acc	the above and the vector of Stability for Ships of the requirements of and throughout the vector of Stability for Ships of the requirements of and throughout the vector of Stability for Ships of and throughout the vector of stability for Ships of and throughout the vector of stability for Ships of S	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra Part 10 of the In pyage the vessel's bllowed, in particu	prepared in acco ISA will be advise pplicable, of the In in', has been con ternational Grain s bending mome	ordance with the ed; nternational Grappleted, and is Code; and and shear f	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
Master This is 1. Th Bo 2. Th 3. Fo rec 4. Bu 5. Du	r's Certification to certify that: e intended loading is as per oklet and the International Ge e vessel will comply with the rm AMSA 226, 'Calculation of quested; lk grain will be stowed as per ring loading, on departure, a umigation is required, MSC. Evidence of Flag State acc Master agrees to proposed	the above and the version Code, if the load requirements of Part of Stability for Ships (or the requirements of and throughout the version Code, is to be for the requirements of and throughout the version Code, and the version Code	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra Part 10 of the In pyage the vessel's bllowed, in particu	prepared in acco ISA will be advise pplicable, of the In in', has been con ternational Grain s bending mome	ordance with the ed; nternational Grappleted, and is Code; and and shear f	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
with the Master This is 1. Th Bo 2. Th 3. Fo rec 4. Bu 5. Du 6. If fi	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Get vessel will comply with the rm AMSA 226, 'Calculation of Juested; lk grain will be stowed as pering loading, on departure, a sumigation is required, MSC. Evidence of Flag State accommodate agrees to proposed Evidence that the Fumigation	the above and the version Code, if the load requirements of Part of Stability for Ships (or the requirements of and throughout the version Code, is to be for the requirements of arrangements of arrangements or is appropriately lice	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra Part 10 of the In pyage the vessel's bllowed, in particu	prepared in acco ISA will be advise pplicable, of the In in', has been con ternational Grain s bending mome	ordance with the ed; nternational Grappleted, and is Code; and and shear f	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
with the Master This is 1. Th Bo 2. Th 3. Fo rec 4. Bu 5. Du 6. If fi	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Get evessel will comply with the rm AMSA 226, 'Calculation of quested; lik grain will be stowed as pering loading, on departure, aumigation is required, MSC. Evidence of Flag State accumulation is required, MSC. Evidence that the Fumigate PPE is provided and adequate the control of th	the above and the version Code, if the load requirements of Par of Stability for Ships of the requirements of and throughout the version Code, is to be for the requirements of and throughout the version code of arrangements or is appropriately lice that to fumigation	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra Part 10 of the In byage the vessel's bllowed, in particulents	prepared in acco ISA will be advise oplicable, of the In in', has been con ternational Grain is bending momental ar the following	ordance with the ed; international Grappleted, and is Code; and ints and shear f information ha	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
with the Master This is 1. Th Bo 2. Th 3. Fo rec 4. Bu 5. Du 6. If fi	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Get vessel will comply with the rm AMSA 226, 'Calculation of Juested; lk grain will be stowed as pering loading, on departure, a sumigation is required, MSC. Evidence of Flag State accommodate agrees to proposed Evidence that the Fumigation	the above and the version of the load of requirements of Part of Stability for Ships of the requirements of and throughout the version of the requirements of and throughout the version of the requirements of the requirements of the reptance of the requirements or is appropriately lice that the requirements of	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Graver 10 of the Inspage the vessel's billowed, in particulants enced	prepared in accounts a will be advised by the limit of the limit, has been conternational Grain in the following at the following is through the entited to incomplete the state of the sta	ordance with the ed; nternational Grapheted, and is Code; and ants and shear finformation has are period	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
Master This is 1. The Book rectangle and the Button	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Get evessel will comply with the rm AMSA 226, 'Calculation of puested; lik grain will be stowed as pering loading, on departure, a sumigation is required, MSC. Evidence of Flag State accuming the stowed and adequate the provided and adequate Ship spaces will be monito.	the above and the version of the load of requirements of Part of Stability for Ships of the requirements of and throughout the version of the requirements of and throughout the version of the requirements of the requirements of the reptance of the requirements or is appropriately lice that the requirements of	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Graver 10 of the Inspage the vessel's billowed, in particulants enced	prepared in accounts a will be advised by the limit of the limit, has been conternational Grain in the following at the following is through the entited to incomplete the state of the sta	ordance with the ed; nternational Grapheted, and is Code; and ants and shear finformation has are period	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
with the Master This is 1. Th Bo 2. Th 3. Fo rec 4. Bu 5. Du 6. If fi 7. Sa	sel loading or discharging Code. "'s Certification to certify that: e intended loading is as per oklet and the International Ge vessel will comply with the rm AMSA 226, 'Calculation of quested; lk grain will be stowed as per ring loading, on departure, a umigation is required, MSC. Evidence of Flag State acc Master agrees to proposed Evidence that the Fumigate PPE is provided and adequate Ship spaces will be monito Other requirements, including the control of the co	the above and the version of Stability for Ships Or the requirements of Part of Stability for Ships Or the requirements of and throughout the vor 1/Circ.1264 is to be for the pertance of arrangements or is appropriately lice uate to fumigation red in accordance witing those of the Port	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Graver 10 of the Inspage the vessel's billowed, in particulants enced	prepared in accounts a will be advised by the limit of the limit, has been conternational Grain in the following at the following is through the entited to incomplete the state of the sta	ordance with the ed; nternational Grapheted, and is Code; and ants and shear finformation has are period	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
with the Master This is 1. The Book received as But 5. Dut 6. If for a continuous conti	sel loading or discharging Code. "'s Certification to certify that: end intended loading is as per oklet and the International Government of the vessel will comply with the man AMSA 226, 'Calculation of quested; lik grain will be stowed as pering loading, on departure, a sumigation is required, MSC. Evidence of Flag State accommodate agrees to proposed Evidence that the Fumigate PPE is provided and adequate Ship spaces will be monito Other requirements, includiting Draught: F: A:	the above and the version Code, if the load requirements of Part of Stability for Ships (and throughout the version 1/Circ.1264 is to be for the requirements of arrangements or is appropriately lice that to fumigation red in accordance withing those of the Port M: ;	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra Part 10 of the In- pyage the vessel's collowed, in particu- ents enced th IMO guidelines Authority and flag	prepared in accounts a subject to in prepared in accounts a subject to in account a subject to the lution, has been conternational Grain as bending momental ar the following at through the enting State, will be content to in account a subject to	ordance with the ed; nternational Grapheted, and is Code; and ants and shear finformation has are period	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	
with the Master This is 1. The Book records 3. For records 4. But 6. If frecords	sel loading or discharging Code. "'s Certification to certify that: entended loading is as per oklet and the International General will comply with the standard will be stowed as per oklet and the International General will be stowed as per oklet and the International General will be stowed as per oklet and will be stowed as per oklet and will be stowed as per oklet and standard will be stowed as per o	the above and the version of the load of requirements of Part of Stability for Ships of the requirements of and throughout the version of the requirements of and throughout the version of the requirements of arrangements or is appropriately lice that to fumigation ared in accordance withing those of the Port M: ;	essel's stability is ding changes, AM ts 7, 8 or 9, as ap Carrying Bulk Gra Part 10 of the In- pyage the vessel's collowed, in particu- ents enced th IMO guidelines Authority and flag	prepared in accounts a subject to in prepared in accounts a subject to in account a subject to the lution, has been conternational Grain as bending momental ar the following at through the enting State, will be content to in account a subject to	ordance with the ed; nternational Grapheted, and is Code; and ants and shear finformation has are period	e requirer ain Code ready for	nents of the at all stage presenta	to ensure the vessel's tes of the vo	Grain Loading byage; rd to AMSA if rable limits;	

TO THE MASTER - To be Completed by the Surveyor

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

*delete as required.

Date Surveyor: Signature Name