

# SEA VENTURE

FEBRUARY 2021



## 1. Bauxite – A cargo that may liquefy



The IMO has introduced amendments to the International Maritime Solid Bulk Cargoes (IMBSC) code regulations concerning the carriage of bauxite, that came into force on 1 January 2021. If you are involved in the bauxite trade this article will assist you in your communication with shippers and authorising loading, understanding the classification of this type of cargo, and loss prevention.

## 2. Steamship Mutual News



The posters produced by our Loss Prevention department aim to convey safety messages that can be easily understood by all seafarers. The range of posters has been growing. See our article for more information.

Our four Coronavirus films aim to provide practical and helpful information to seafarers, with subtitle options in various languages. Read more about our film series [here](#).

# Bauxite – A cargo that may liquefy

By Mark Rudd



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Following the 2015 sinking of the “Bulk Jupiter” reported by the Club [here](#), a working group was set up to review the risk of bauxite liquefaction and make recommendations in respect of updating the International Maritime Solid Bulk Cargoes (“IMBSC”) Code regulations.

IMO Resolution MSC.462(101) introduced amendments (05-19) to the International Maritime Solid Bulk Cargoes (IMBSC) Code. The amendments became mandatory on 1 January 2021.

## *The amendments became mandatory on 1 January 2021*

The amendment 05-19 to the International Maritime Solid Bulk Cargoes (IMBSC) Code has introduced several changes. The changes with respect to bauxite are:

- Revised schedule for BAUXITE (Group C)
- New schedule for BAUXITE FINES (Group A)
- Revised Proctor/Fagerberg test procedure to determine the Transportable Moisture Limit (“TML”) for BAUXITE FINES (Group A)

For the Club’s members, the most important part is that there are new criteria to determine whether the cargo they are offered is Group C or Group A.

Under the new criteria, Group A bauxite cargoes are those cargoes containing more than 30% of fine particles less than 1 mm ( $D_{30} < 1 \text{ mm}$ ) and more than 40% of particles less than 2.5 mm ( $D_{40} < 2.5 \text{ mm}$ ).

All other Bauxite cargoes remain classified as Group C.

*the degree of saturation is not liable to reach 70%.*

Notwithstanding the above provision, bauxite cargo meeting the above criteria may be carried as a group C cargo in accordance with the provisions of the individual schedule for BAUXITE where the shipper provides the master with a certificate, in accordance with the result of the test approved by the competent authority of the port of loading,\* stating that the moisture of the cargo freely drains from the cargo so that the degree of saturation is not liable to reach 70%.

(\* IMBSC code - Appendix 2 – Section 1.6 Modified Proctor/Fagerberg test procedure for bauxite)



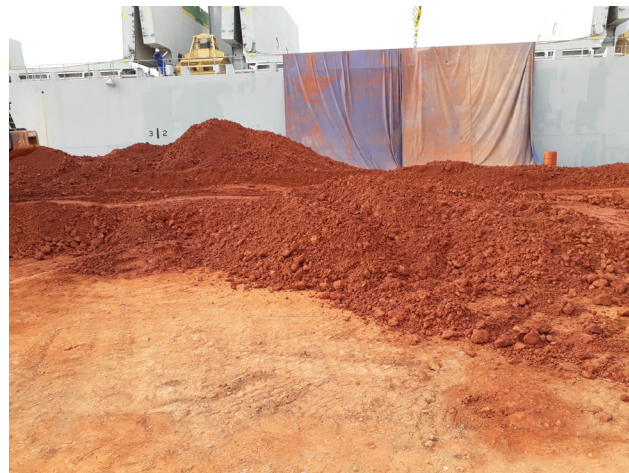
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The Club recommends the following:

- Members ask their shippers for confirmation of the following data:
  - the percentage of particles smaller than 1mm and
  - the percentage of particles smaller than 2.5mm.
- Once the cargo is presented for loading, the Master/Chief Officer should inspect it to assess whether the visual appearance appears consistent with the shippers' information on particle size.
- It would be prudent for a surveyor to attend during loading, especially when operating in areas prone to high precipitation and where cargoes are stored in open areas and transported in uncovered barges.
- Attempts by Charterers to insert provisions restricting an Owners' right to representation or testing should be strongly resisted.
- Where the Member has any concerns in regard to the cargo operations, consult with the Club and consider appointing an appropriately experienced surveyor.



If you have any questions about the article please email [Mark.Rudd@simsl.com](mailto:Mark.Rudd@simsl.com)



## Picture This – More Posters

The range of posters produced by our Loss Prevention department has been growing. Observant readers may have seen some of the posters promoted on our social media feeds on Twitter and LinkedIn. Our new posters look at Ro-Ro and PCTC vessels and in particular cargo securing and vessel stability. It is worth browsing our full range of posters on our Loss Prevention page

**Work Safely** A series of 8 posters addressing the need for safe working practices with a view to avoiding unnecessary personal injury to crew members.

**Stay Shipshape** 6 posters addressing the identification and rectification of vessel deficiencies before they have the opportunity to cause an incident that may give rise to claims.

**Collision Avoidance** 8 handy posters addressing the requirements for compliance with the International Regulations for Preventing Collisions at Sea.

**Health and Hygiene** 4 posters addressing the need for hygienic food preparation, living quarters and good practice to maintain the health and well being of all crew members.

**Ro-Ro and PCTC** Our latest series looks at the need for safe operations on RO-RO and PCTC Vessels.

You can view and download all posters from the Loss Prevention page of the Steamship website

<https://www.steamshipmutual.com/loss-prevention/loss-prevention-posters.html>



## Watch Our Four Coronavirus films

Our four Coronavirus films aim to provide practical and helpful information to seafarers and shipping companies.

“**Coronavirus - Stay Safe on Board**” looks at what to do if a crew member shows symptoms of Covid-19, how they may be cared for and the obligations of the Master and the need to consider the impact on the duty rota. This film aims to provide a further level of support and information to seafarers

“**Coronavirus - Mental Resilience on Board**” considers how to combat stress to maintain a good and positive mental state by including details of skills and coping strategies

“**Coronavirus – Protection on Board**” looks at the threats that arise when a vessel reaches port, and identifies measures to be taken and the procedures to be followed to reduce the risk of seafarers contracting the virus during their vessel’s time in port.

“**Coronavirus – Crew Change**” examines the procedures to be followed during both embarkation and disembarkation to ensure these operations are undertaken safely and the risk of infection is appropriately controlled

All four films can be viewed or downloaded on the Steamship website and are available with subtitles in Tagalog, Chinese, Korean, Portuguese.

<https://www.steamshipmutual.com/loss-prevention/corona-virus-film-library.htm>