



**DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA**  
**MERCHANT SHIPPING SECRETARIAT**  
**MINISTRY OF PORTS AND SHIPPING**

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**Notice to all Ship Owners, Ship Operators and Managers, Masters and Officers of Merchant Ships, Agents, Charterers, Cargo Packers, Cargo Consolidators, Hauliers, Freight Forwarders, Shippers, Consignors, Training Providers, Inspectors of Cargoes, Port Authorities, Terminal Operators, Recognized Organizations and others involved in the transport of Grain.**

**CALCULATION OF STABILITY FOR SHIPS CARRYING GRAIN IN BULK**

**1 Introduction**

The document annexed to this MSN gives detailed advice on how Sri Lankan Ship Owners, shippers, ports/terminals, carriers and Masters can meet their responsibilities under the SOLAS 74 as amended Chapter VI.

Chapter VI of SOLAS 74, as amended, requires the shipper to provide the master or his representative with appropriate information on the cargo. Beyond this, it is the master's responsibility to take precautions for the proper stowage of the cargo.

Chapter VI further requires a cargo ship carrying grain to comply with the International Grain Code ("Code") and to have a document of authorization as required by that Code. Grain cargoes are generally loaded within the limitations of the vessel's Document of Authorization and the approved Grain Loading Manual. A ship without such documents is required to satisfy MSS and its flag State that the ship complies with the Code in its proposed loading condition.

**2 Purpose**

This notice gives effect to Part C of Chapter VI of SOLAS dealing with the carriage of grain and generally makes provision for the loading, stowing and carriage of grain in vessels.

**3 Definitions**

*approved* means approved by Director General of Merchant Shipping (DGMS) or his representative.

*document of authorisation* means a document issued under A 3 of the Code by:

(a) for a regulated Sri Lankan Flag vessel — the DGMS or a Recognised organisation; or

- (b) for a foreign vessel to which SOLAS applies:
  - (i) the administration of the country of registry of the vessel; or
  - (ii) the administration of a country to which SOLAS applies, on behalf of the country of registry, under the law of the country of registry that gives effect to SOLAS; or
  - (iii) a recognized organisation and authorised by the administration of the country of registry of the vessel.

**International Grain Code** means the *International Code for the Safe Carriage of Grain in Bulk* adopted by IMO Resolution MSC.23 (59), as in force from time to time.

## 4 Interpretation

4.1 In this guideline, unless otherwise provided or unless the context otherwise requires, words and phrases have the same meaning as they have in the International Grain Code.

4.2 A reference in the International Grain Code to **the Administration** is to be read as a reference to the Director General of Merchant Shipping (DGMS), Merchant Shipping Secretariat (MSS).

4.3 A reference in the International Grain Code to an **organization recognised by the Administration** is to be read as a reference to a Recognised organization (RO).

## 5 Application

5.1 This guideline applies to the loading, stowage and carriage of grain in bulk on:

- (a) a Sri Lankan flag vessel; or
- (b) a foreign vessel that is:
  - (i) in a Sri Lankan port; or
  - (ii) entering or leaving a Sri Lankan port; or
  - (iii) in the internal waters of Sri Lanka; or
  - (iv) in the territorial sea of Sri Lanka, other than in the course of innocent passage.

5.2 This guideline does not apply to carrying grain wholly in bags, or in bulk wholly in freight containers.

## 6 Exemptions

6.1 Master or Owner may apply for an exemption of a vessel from a requirement of this Order.

6.2 The decision maker for the application is the DGMS or his representative of MSS.

6.3 The DGMS or his representative of MSS may give an exemption only if he or she is satisfied that:

- (a) compliance with the requirement would be unnecessary or unreasonable having regard to the vessel, its equipment and its intended voyage; and
- (b) giving the exemption would not contravene SOLAS.

## 7 Equivalentents

7.1 Master or Owner may apply for approval to use an equivalent.

**equivalent** means:

- (a) a fitting, material, appliance or apparatus that may be fitted or carried in a vessel as an alternative to a fitting, material, appliance or apparatus that a section of this Order, or a provision of SOLAS, requires to be fitted or carried in a vessel; or

(b) an arrangement that could be made or a procedure that could be followed, in or for a vessel, as an alternative to a requirement of this Order or SOLAS.

*use*, of an equivalent, includes:

(a) fitting or carrying the equivalent in or on a vessel; and

(b) making an alternative arrangement or following an alternative procedure.

7.2 The decision maker for the application is the Director General of Merchant Shipping.

7.3 Director General of Merchant Shipping may approve use of an equivalent only if he or she is satisfied that:

(a) use of the equivalent would be at least as effective as compliance with the requirement to which the equivalent is an alternative; and

(b) approving use of the equivalent would not contravene SOLAS.

## **8 Requirements**

8.1 Bulk grain to be loaded etc in accordance with International Grain Code.

8.2 Subject to other provisions of this Order and SOLAS, grain in bulk must be loaded, trimmed and carried in accordance with the requirements of Part C of Chapter VI of SOLAS and with the International Grain Code.

8.3 A vessel to be loaded with bulk grain must carry the documents necessary to demonstrate compliance with these requirements.

*Note* A ship's grain loading documents usually consist of : the document of authorisation; approved grain stability data (the booklet referred to in paragraph A 6.1 of the Code); approved stability information; proposed loading plan; grain stability calculations; and shear force and bending moment calculations.

8.4 In accordance with A 7.2 of the International Grain Code, DGMS may require the master of a vessel to demonstrate the ability of the vessel to comply with the stability requirements of the International Grain Code at all stages of the voyage. For this purpose, the master's calculations demonstrating compliance with the stability criteria at all stages of the voyage must be completed prior to loading or partial discharge and made available to an inspector on request.

8.5 Master / Owner or Agent should submit the documents as mentioned in 8.4 to the Merchant Shipping Secretariat prior to loading or partial discharge.

## **9 Fumigation**

If a cargo space, whether containing grain or not, is required to be fumigated prior to the loading of grain, the fumigation must be carried out in accordance with the IMO Recommendations on the Safe Use of Pesticides on Ships.

## **10 Document of authorization (DOA)**

*(A 3 of the International Grain Code)*

A document of authorisation must comply with the International Grain Code . A DOA shall be issued for every ship loaded in accordance with the regulation of this code either by administration or an recognition organization accepted by the Administration.

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