

South African Maritime Safety Authority



Marine Notice No. 6 of 2009

SAMSA policy on vessels carrying bulk grain calling in South African ports

TO ALL MASTERS, MANAGERS, OWNERS AND OPERATORS OF SHIPS, SHIPS AGENTS, PRINCIPAL OFFICERS, SURVEYORS AND OTHER INTERESTED AND AFFECTED PARTIES

Summary

This marine notice serves to reiterate SAMSA's policy on grain loaded vessels calling at and departing from ports in the Republic of South Africa.

- 1 Compliance with the International Grain Code, in the Republic of South African, is made mandatory under the *Merchant Shipping (Carriage of Cargoes) Regulations, 2004* and is applicable to all vessels to which SOLAS Chapter VI, Part C, Regulations 8 and 9 apply.
- 2 The International Grain Code stipulates that every vessel that is loaded with grain will have on board, and ready for inspection, a Document of Authorization (DoA) issued in accordance with the Code and the vessel is to be loaded in accordance with the DoA. Where a vessel is not in possession of a DoA, the vessel may only load bulk grain if her master can prove, by means of a stability calculation, that the minimum stability requirements of the Code are met.
- 3 Any vessel carrying bulk grain, wherever loaded, is required to notify the proper officer of; the vessels draft and freeboard, after loading, the type and quantity of grain and a statement of fact noting that the vessel was loaded in accordance with the International Grain Code, prior to arrival.
4. In terms of section 236 of the *Merchant Shipping Act*, any bulk grain vessel entering a South African port, not loaded in accordance with the Code, will be deemed unseaworthy and maybe detained.
- 5 Section 236 of the merchant Shipping act shall not apply to a vessel which enters a port in the Republic as a result of *force majeure*.
- 6 It is the responsibility of the ship owner through the appointed agent, to inform SAMSA on every occasion a vessel loaded with bulk grain intends to depart from a port in the Republic. This notification is to be in writing and received by SAMSA prior to loading.

7. In instances where a bulk cargo is loaded with the intention of a multi port discharge the vessel is to meet the minimum stability requirements, of the Code, at all stages of the voyage.

9 January 2009

SM6/5/2/1

Issued by and obtainable from:
The South African Maritime Safety Authority
161 Lynnwood Road
Brooklyn Pretoria

P O Box 13186
Hatfield 0028
South Africa

Tel.: +27 12 366 2600

Fax: +27 12 366 2601

E-mail: marinenotices@samsa.org.za

Web Site : www.samsa.org.za