



TUVALU SHIP REGISTRY

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MARINE CIRCULAR

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FOR: Ship Owners, Ship Managers, Ship Operators, Ship Masters, Ship Officers, Classification Societies

SUBJECT: REQUIREMENTS FOR CARRIAGE OF GRAIN

DEFINITIONS:

The following abbreviations stand for:

- “IMO” – International Maritime Organization
- “Grain Code” - International Code for the Safe Carriage of Grain in Bulk
- “ISM Code” – International Management Code for the Safe Operation of Ships and for Pollution Prevention
- “MSC” – Maritime Safety Committee (IMO)
- “RO” – Recognized Organization as defined by IMO Resolution MSC.349(92) and MEPC.237(65)
- “SOLAS” – International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended

The follow terms shall mean:

- “Administration” – Tuvalu Ship Registry
- “Company” – the owner of the ship or any other organization or person such as the Manager, or the Bareboat Charterer, who has assumed the responsibility for operation of the ship from the Shipowner and who on assuming such responsibility has agreed in writing to take over all the duties and responsibilities imposed by the ISM Code;

PURPOSE:

This marine circular is to advise Owners and Masters of their responsibility to ensure that their ships are properly approved for grain loading and that neither this Administration nor its authorized agents will be responsible for the consequence of improper or inadequate documentation which fails to meet the requirements of the Tuvalu regulations, International Conventions or the legislation of any port State.

This circular provides guidance on:

- approval of grain loading information;
- grain loading manuals;
- grain stability calculations;
- issuance of Grain Loading Documents; and
- responsibilities of the Company, Master and RO.

REFERENCES:

- (a) SOLAS 1974, as amended
- (b) IMO Resolution MSC.23(59), adopted on 23 May 1991 - International Code for the Safe Carriage of Grain in Bulk (Grain Code)
- (c) MSC/Circ.363, adopted 25 April 1983 – Strength of Grain Divisions Loaded on One Side
- (d) MSC/Circ.488, adopted 6 June 1988 – Carriage of Grain (Guidance on interpretations and equivalences)

APPLICATION:

The provisions of Chapter VI of SOLAS will be applicable to the following Tuvalu flagged vessels:

- cargo ships carrying grain in bulk;
- self-propelled and non-self-propelled vessels where applicable; and
- ships required by SOLAS Chapter VI to carry an approved Grain Loading Manual.

CONTENTS:

1. Responsibilities & Liabilities

- 1.1. The Company shall be bound, before and at the beginning of the voyage to exercise due diligence to:
 - 1.1.1. Ensure that the ship is seaworthy;
 - 1.1.2. Ensure that the ship is properly manned, equipped and supplied; and
 - 1.1.3. arrange the holds, refrigerating and cooling chambers, and all other parts of the ship in which goods are carried fit and safe for their reception, carriage and preservation.
- 1.2. A Company shall arrange the ship to properly and carefully load, handle, stow, carry and discharge the cargoes in accordance to the Grain Code.
- 1.3. The Master shall arrange the followings:
 - 1.3.1. approved loading manual and software are onboard;
 - 1.3.2. approved and verify loading and stability conditions;
 - 1.3.3. prevent unsafe loading and ensure compliance with the Grain Code; and
 - 1.3.4. crew familiarization
- 1.4. The RO shall arrange the followings on behalf of the Administration:
 - 1.4.1. review and approved loading manual and software
 - 1.4.2. issue Document of Authorization

2. Requirements

- 2.1. In addition to any other applicable requirements of the present regulations of SOLAS, a cargo ship carrying grain shall comply with the requirements of the International Grain Code, and hold a Document of Authorization as required by that Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory.
- 2.2. A ship without such a document shall not load grain until the master satisfies the Administration, or the Contracting Government of the port of loading on behalf of the Administration, that the ship will comply with the requirements of the International Grain Code in its proposed loaded condition.
- 2.3. Grain loading arrangements for all Tuvalu flagged ships will be approved in accordance with the provisions of SOLAS Chapter VI. However, approvals granted to vessels built prior to May 1980 in accordance with the provisions of Regulation 12 of Chapter VI, SOLAS 1960, IMO Resolution A.264(VIII) or IMO Resolution A.184(VI), will remain valid.
- 2.4. The contents of MSC/Circ. 363 "Strength of Grain Divisions Loaded on One Side" are to be taken into consideration when applying Part C of SOLAS Chapter VI.
- 2.5. Loading plans, calculations and other data related to grain loading arrangements offered for approval are required to be submitted directly to the RO who have been duly authorized by this

Administration for approving the grain loading arrangements for Tuvalu flagged ships. The ROs are also authorized to issue official grain loading certificates on behalf of Tuvalu.

2.6. For a list of the RO members, please go to <https://www.tvship.com/ro>

Yours sincerely,

Deputy Registrar
Tuvalu Ship Registry