



# TUVALU SHIP REGISTRY

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## MARINE CIRCULAR

**MC-15/2011/1**

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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:

- "GT" – Gross Tonnage in accordance to ITC 69
- "IACS" – International Association of Classification Societies
- "IMO" – International Maritime Organization
- "ISM Code" – International Management Code for the Safe Operation of Ships and for Pollution Prevention
- "ITC 69" – International Convention on the Tonnage Measurement of Ships, 1969
- "MSC" – Maritime Safety Committee (IMO)
- "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.

### REFERENCES:

- (a) SOLAS
- (b) MSC/Circ.363, adopted 25 April 1983
- (c) MSC/Circ.488, adopted 6 June 1988

### APPLICATION:

The provisions of Chapter VI of SOLAS will be applied in full to all approvals of grain loading arrangements for Tuvalu flagged vessels of greater than 20 GT including non-self-propelled barges constructed or utilized for the carriage of grain.

## **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. make the ship seaworthy;
  - 1.1.2. properly man, equip, and supply the ship; and
  - 1.1.3. make 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 properly and carefully load, handle, stow, carry, keep, care for, and discharge the goods carried.

### **2. Requirements**

- 2.1. 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.
- 2.2. The contents of MSC/Circ. 363 are to be taken into consideration when applying Part C of SOLAS Chapter VI "Strength of Grain Division."
- 2.3. Loading plans, calculations and other data related to grain loading arrangements offered for approval are required to be submitted directly to a full member of the IACS who have been duly authorized by this Administration for approving the grain loading arrangements for Tuvalu flagged ships. The IACS are also authorized to issue official grain loading certificates on behalf of Tuvalu.
- 2.4. For a list of the IACS members, please go to [www.iacs.org.uk](http://www.iacs.org.uk)

Yours sincerely,

Deputy Registrar  
Tuvalu Ship Registry