

Cargo Care Checklist: Coal

ACTION TO BE TAKEN WHEN DEALING WITH COAL CARGO

This checklist should be used in conjunction with the ship operator's procedures and the IMSBC Code.

01 PRIOR TO LOADING

Equipment

Vessel equipped with correct equipment for the carriage of coal

Essential Equipment:

Calibrated and certified gas monitoring equipment available on board that can measure methane, oxygen and carbon monoxide in an oxygen depleted atmosphere.

Testing equipment to check the pH of bilge water.

Temperature measuring equipment capable of accurate measurement of between 0°C and 100°C and does not require physical entry into the hold..

Documentation received from shipper

Correct Bulk Cargo Shipping Name (BCSN) as per the IMSBC code 4.3.3 including:

Cargo Group

Certificate of Moisture Content (established within 7 days of loading or after period of rain) ...

Transportable Moisture Limit (established within 6 months of loading)

Sulphur content

Particle size distribution

If the cargo is liable to emit methane

If the cargo is liable to self-heat

Warning

Indonesian coal should be treated as self-heating regardless of declaration

If not group A and B then certificate provided by competent authority

No cargo to be loaded without documentation

Visual Inspection of cargo stockpile

Look for excessive moisture

Look for signs of heating

Cargo temperature

Cargo temperature on loading confirmed as less than 55°C

Note:

If cargo temperature is greater than 55°C, do not commence loading. Follow your company procedures, issue a letter of protest and seek advice from an expert.

Cargo Care Checklist: Coal (cont.)

ACTION TO BE TAKEN WHEN DEALING WITH COAL CARGO

This checklist should be used in conjunction with the ship operator's procedures and the IMSBC Code.

02 LOADING

- Cargo temperature less than 55°C.....
- No signs of liquefaction (including splattering, slumping of cargo)
- No sign of foreign matter
- Trim in accordance with the IMSBC Code
- If cargo is wet or sprayed with water, master should issue LOP for 'wet tonnes' measurement

Hatch covers

- Ensure non-working hatches are kept closed during loading
- On completion of loading hatch covers to be closed and ventilate as appropriate

Warning

Unless expressly provided otherwise, surface ventilation is required for the first 24 hours following departure.

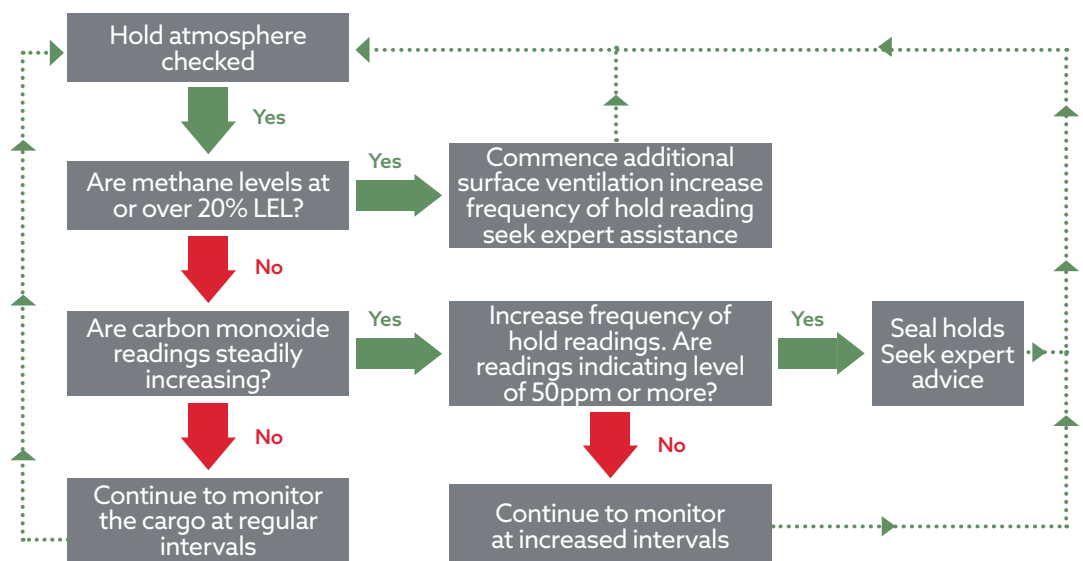
For coal cargoes that are liable to self-heat, only natural surface ventilation is permitted for the minimum time necessary to remove methane buildup.

- Confirm that methane levels are at an acceptably low level prior to closing hold ventilation.

03 ON PASSAGE

- Hold atmosphere to be monitored for the concentrations of methane, oxygen and carbon monoxide at regular intervals and the readings recorded
- Hold bilge water should be tested for its pH level. If acidic, increase the frequency in which bilges are emptied
- Keep comprehensive records of the amount of bilge water pumped

CARGO MONITORING FLOW CHART



Cargo Care Checklist: Coal (cont.)

ACTION TO BE TAKEN WHEN DEALING WITH **COAL** **CARGO**

This checklist should be used in conjunction with the ship operator's procedures and the IMSBC Code.

Warning

Ensure that personnel do not enter any cargo hold or adjacent enclosed space until the space has been ventilated and the atmosphere tested and confirmed as safe for entry.

03 DISCHARGE

- Hold atmosphere confirmed safe - no personnel to enter until this is confirmed.....
- Methane levels acceptable before hatches opened.....
- Make known the total amount of bilge water pumped
(dry tonnes + water pumped = wet tonnes).....

Disclaimer

The purpose of this publication is to provide a source of information which is additional to that available to the maritime industry from regulatory, advisory, and consultative organisations. Whilst care is taken to ensure the accuracy of any information made available no warranty of accuracy is given and users of that information are to be responsible for satisfying themselves that the information is relevant and suitable for the purposes to which it is applied. In no circumstances whatsoever shall North be liable to any person whatsoever for any loss or damage whatsoever or howsoever arising out of or in connection with the supply (including negligent supply) or use of information.

Unless the contrary is indicated, all articles are written with reference to English Law. However it should be noted that the content of this publication does not constitute legal advice and should not be construed as such. Members should contact North for specific advice on particular matters.