

Cargo Care Checklist: Nickel Ore

ACTION TO BE TAKEN WHEN LOADING NICKEL ORE

This checklist should be used in conjunction with the ship operator's procedures for the loading of Nickel Ore and the IMSBC Code.

If loading Nickel Ore in Philippines or Indonesia, you must notify North.

⚠ **Liquefaction Risk: Consider appointing a surveyor to assist the Master**

01 Documentation received from shipper

- A shipper's declaration that includes a correct Bulk Cargo Shipping Name (BCSN) as per the IMSBC Code 4.3.3
- Certificate of Transportable Moisture Limit (TML) – test completed within 6 months of loading date
- Certificate of Moisture Content (MC) – test completed within 7 days of loading date or after a period of rain

Warning

TML and MC results provided by the shipper's/mine's own laboratory may be unreliable

No cargo to be loaded without documentation

Flow table tests can exaggerate TML, and is considered unsuitable for cargo with particles greater than 7mm

02 Visual Inspection of cargo prior to loading (where allowed and is safe to do so)

Look for excessive moisture prior to loading

Note: Excessive moisture example



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03 Perform a can test before and during loading

- Master and crew aware of correct way to conduct can test as per the IMSBC code
- 0.5 litre straight sided, rigid can ready
- Can test performed on stockpile or on barge arrival - result recorded
- Can test performed at regular intervals throughout loading - results recorded
- Take photographs of can tests - record with details of barge name/hold no and time
- Report all results to your operations department daily

Warning

- Any can test showing a high risk cargo - Stop cargo operations immediately
- A can test will not prove a cargo is 100% safe, only when a cargo may be unsafe
- Master to complete letter of protest (LOP) as required
- Look for compaction after the test, if there is a 30% or more reduction in volume - seek expert advice
- Certain nickel ore cargo can retain moisture and during the can test can show as lower risk

Reminder: Can test



LOWER RISK CARGO

- Free particles
- Not flattened out
- No free water on surface



HIGHER RISK CARGO

- Completely flattened out
- Looks like a liquid
- Flows like a liquid
- Moves in the can
- Free water on surface

We recommend that you carry the North can test business card while on deck as a reminder of how to conduct the can test.

See North Can Test Training Pack at www.nepia.com/about-us/what-we-do/loss-prevention/education-and-training/bite-size-training-packages/

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04 Monitor loading operations

- Look for splatter on the hold and record the drop height
- Watch for obvious signs of excessive moisture
- Watch for obvious signs of slumping
- Watch for obvious signs of flow-state
- Do not load during rain unless expressly provided otherwise in the IMSBC Code
- Trim in accordance with the IMSBC Code

Warning

Beware of crane operators lowering the grab deep into the hold to reduce and hide splatter in the holds

If the Master is concerned at anytime, STOP LOADING! and consider obtaining expert advice

Nickel Ore is a dense cargo. If stowage factor is equal to or less than 0.56m³/t, the tank top may be overstressed unless cargo is evenly spread

05 Master to complete required reports:

- Daily report
- LOPs as required

Note

Any issues contact the operations department and seek assistance from North's local correspondent

06 On passage

- If safe to do so, monitor the condition of the cargo during voyage. Do not enter the holds. If free water or fluid state is observed take appropriate action and seek expert advice

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