

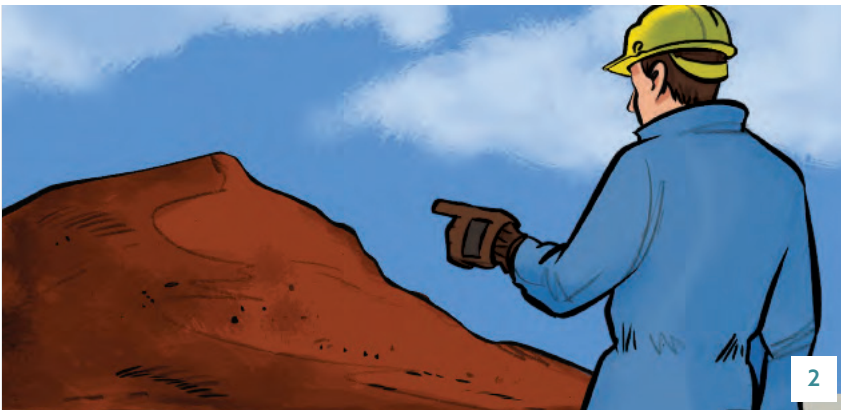
# Liquefaction



Documentation that MUST be provided by shippers before loading:

- A shipper's declaration (SOLAS 1974, regulation VI/2).
- Refer to IMSBC Code Section 4 for details.
- A certificate stating the transportable moisture limit (TML) & the moisture content (MC) of the cargo is vital.

As a general rule the test data for TML and MC may be provided by a shipper's own laboratory or by a lab with close ties to the shipper. There may be a conflict of interest in such circumstances which means that certification cannot always be relied upon.



The stockpile should be sighted and/or sampled prior to loading where possible. Photographs of the cargo should be obtained where possible before loading.



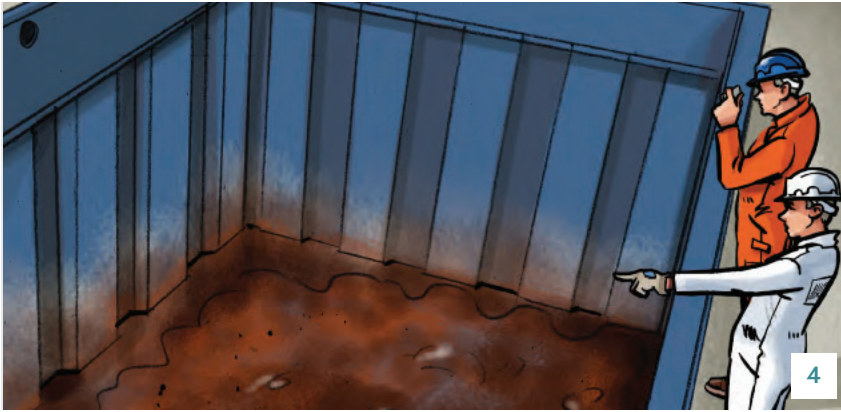
The master should conduct and record can tests prior to loading and at regular intervals throughout the loading operation. Photographic records should be labelled with time/date/hold/cargo parcel. Include a written paper note in each photograph.

Signs of liquefaction include free moisture or a fluid condition.

CONTINUED OVERLEAF

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# Liquefaction



The master should observe the start of loading and look and listen for signs of splattering (muddy splashing) of the cargo on tank tops and bulkheads. This is an indication that the cargo may be in a fluid condition.

The holds should be checked regularly for signs of splattering throughout the loading operation.



If the master is concerned at any stage during 1, 2, 3, or 4 then he should refuse to load the cargo or stop loading. Remember this is a safety issue and SOLAS V regulation 34 - 1 allows the master to make a decision based on his professional judgement in such situations.



Consider appointing a surveyor to assist the master.

## Disclaimer

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