



TECHNICAL CIRCULAR No. 441 of 07th October 2017

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
	IMO issues New Bauxite Warning
Reference:	IMO Committee CCC4

The IMO has issued a new warning on the bulk carriage of bauxite.

In 2015, the bulk carrier *Bulk Jupiter* sank while transporting 46,400 tons of bauxite about 150 nautical miles off the coast of Vung Tau, Vietnam, with 18 fatalities and only one survivor.

The marine safety investigation into the loss-uncovered evidence to suggest liquefaction of cargo led to a loss of stability. Liquefaction occurs when a cargo (which may not appear visibly wet) has a level of moisture in between particles. Ship movement may cause the cargo to become fluid, and this can lead to cargo flowing with the roll of the ship and potentially causing a dangerous list and sudden capsizing.

At the time, IMO's Sub-Committee on Carriage of Containers and Cargoes established a correspondence group to evaluate the properties of bauxite and coal and consider any necessary amendments to the IMSBC Code. Certain forms of bauxite with a large proportion of smaller particles could be subject to a newly identified phenomenon of "dynamic separation" when there is excess moisture in the cargo.

In such conditions, a liquid slurry (water and fine solids) can form above the solid material. The resulting free surface effect of liquid sloshing about could significantly affect the vessel's stability, leading to the risk of the ship capsizing.

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IMO's Sub-Committee on Carriage of Cargoes and Containers (CCC 4) issued a new circular aimed at shippers, terminal operators, shipowners, ship operators, charterers and shipmasters.

The circular takes immediate effect, ahead of the next scheduled adoption (in 2019) of the new test methods and updating of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

The CCC.1 circular updates a previous circular on carriage of bauxite and invites Governments to note that some bauxite cargoes (specifically those with a larger proportion of smaller particles) present a risk caused by moisture and should be treated as Group A cargoes.

REFERENCES:

- IMO Sub-Committee on Carriage of Containers

ATTACHMENTS: No.

Kindest Regards,
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