

EDITORIAL AND TECHNICAL GROUP OF
THE SUB COMMITTEE ON CARRIAGE OF
CARGOES AND CONTAINERS
25th session
Agenda item 3.2

E&T 25/3/5
6 January 2016
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PREPARATION OF DRAFT AMENDMENT 04-17 TO THE IMSBC CODE

New proposals of amendments to the Code, new individual schedules or amendments to existing ones

Amendments to the existing schedules for COPPER SLAG, METAL SULPHIDE CONCENTRATES, MINERAL CONCENTRATES and ZINC SLAG

Submitted by Germany

SUMMARY

Executive summary: This document proposes amendments to the existing schedules for COPPER SLAG, METAL SULPHIDE CONCENTRATES, MINERAL CONCENTRATES and ZINC SLAG with respect to trimming requirements

Strategic direction: 5.2

High-level action: 5.2.3

Output: 5.2.3.3

Action to be taken: Paragraph 6

Related documents: DSC 18/6/23; CCC 1/5/5 and CCC 2/5/6

Introduction

1 The existing entries for COPPER SLAG, METAL SULPHIDE CONCENTRATES, MINERAL CONCENTRATES and ZINC SLAG contain a loading requirement that needs to be clarified. The existing text reads as follows:

"Loading

This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads and no shearing faces remain to collapse during voyage."

Discussion

2 The expression "shearing faces" is not a recognized technical term. Therefore, its meaning is unclear which could lead to a misinterpretation of the loading requirement.

3 Considering the context of the expression, there are two possible interpretations of "shearing faces":

- .1 the expression could refer to a situation where a part of a cone of bulk cargo has sheared off, leaving a "shearing surface"/"shearing plane", which itself could subsequently collapse during the voyage due to the shearing forces remaining in it. If this interpretation is correct, the requirement should be redrafted using the correct terminology "shearing surface" and adding a reference to "shearing forces", since these are what is to be avoided according to the loading advice in the schedules; or
- .2 the expression could have been intended to read "shearing forces" instead of "shearing faces". This interpretation would also be in line with the loading advice in the schedules according to which shearing forces or shearing stresses in bulk cones are to be avoided. However, from a language point of view, "shearing forces" cannot really "collapse". Therefore, if the second interpretation is correct, the sentence should also be redrafted.

4 In conclusion, it seems advisable, in both cases outlined above, to clarify the meaning of "shearing faces" by redrafting the sentence in question in order to prevent a misinterpretation of the loading requirement.

Proposal

5 It is proposed to amend the text of the existing entries for COPPER SLAG, METAL SULPHIDE CONCENTRATES, MINERAL CONCENTRATES and ZINC SLAG to read either:

"This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads and no shearing forces remain in shearing surfaces [or: shearing planes] that could cause the latter to collapse during voyage."

or

"This cargo shall be trimmed to ensure that the height difference between peaks and troughs does not exceed 5% of the ship's breadth and that the cargo slopes uniformly from the hatch boundaries to the bulkheads and no shearing forces remain that could cause cones of bulk cargo to collapse during voyage."

Action requested of the Group

6 The Group is invited to consider the proposals under paragraph 5 and take action as appropriate.
