

# BULLETIN

17 July 2015

To all Members

## Carriage of nickel ore from the Philippines

We have been informed that a number of ships (not entered in this Club) recently loaded cargoes of nickel ore at Surigao in the Philippines and entered ports of refuge as a result of listing, probably caused by liquefaction of the cargo. While it is not clear exactly what caused the possible liquefaction, we believe that the problem stems from heavy rain falling on uncovered stockpiles of cargo and the consequent 'solar drying' that dries the outer crust of the stockpile without affecting the bulk of the cargo.

We are aware that some Members have ships which are due to load such cargoes at Surigao and at other locations within the Philippines archipelago. Nickel ore is subject to the provisions of SOLAS and the International Maritime Solid Bulk Cargoes (IMSBC) Code dealing with the testing and certification of cargoes that are liable to liquefy – known as 'Group A' hazards. The master should be left with the absolute discretion to reject any cargo where there is a risk of liquefaction or to refuse to sail with such cargo on board.

Members affected are urged to contact the Managers and the Club's local correspondent at the earliest opportunity in order to arrange for guidance and for expert assistance to be provided. The risks of loss of life, damage to the environment and loss of property are all too apparent. If a Member fails to comply with the IMSBC Code and/or local regulations (subject to those regulations not conflicting with the requirements of the IMSBC Code), Members might be prejudicing Club cover.

A previous circular on carriage of nickel ore can be viewed at the following link:

<https://britanniapandi.com/wp-content/uploads/2017/09/nickeloreindonesiaphilippinesnotificationreqs05-2012-v2.pdf>

For further information on the subject of nickel ore follow the link to the Cargo Liquefaction focus page of the Britannia website:

<https://britanniapandi.com/focus/cargo-liquefaction-introduction/>