



SHIP SAFETY BULLETIN

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Subject: New Simplified Grain Form (82-0579B) for Type II vessels loading grain

Purpose

This Ship Safety Bulletin is to inform stakeholders of publication of a new simplified Grain Form 82-0579B to be used to calculate grain stability **only** for Type II vessels loading grain in Canada for export, as set out under [TP 215 - Instructions to Masters of Vessels Loading Grain in Canada](#).

Type II vessels have an approved grain stability booklet which includes the requirements of Articles 6.3.1 and 6.3.2 of the *International Code for the Safe Carriage of Grain in Bulk* (International Grain Code) as incorporated by reference in [Cargo Fumigation and Tackle Regulation \(CFTR section 123\)](#). These tables shall provide the following elements:

1. Curves or tables of volumes
2. Vertical centers of volumes
3. Assumed volumetric heeling moments for every compartment (filled or partly filled)
4. Tables or curves of maximum permissible heeling moments (including varying displacement and vertical center of gravity)

Transport Canada would like to remind all Masters and stakeholders that the use of the Grain Form in Canada is mandatory to meet Transport Canada's requirements.

The Grain Form (82-0579A) has been simplified for vessels meeting the requirements of Articles 6.3.1 and 6.3.2 of the International Grain Code. It is also harmonized with the National Bureau of Cargo (USA) Form.

Keywords:

1. Simplified Grain Form
2. Transport Canada Publication (TP)
215 - Instructions to Masters of Vessels Loading Grain in Canada
3. *Cargo, Fumigation and Tackle Regulations* (CFTR)
4. Grain in bulk
5. Type II vessels

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Scope

This bulletin is for Masters of vessels coming to Canadian ports intending to load grain in bulk, pursuant to the [Cargo, Fumigation and Tackle Regulations](#) (CFTR) and as set out under application section 122.

Background

In Canada, safe loading, stowing, securing and carriage of cargo is regulated by the CFTR made under the [Canada Shipping Act, 2001](#).

Safely loading, stowing and levelling grain is one of the most important factors in preparing a vessel for safe voyage. Grain in bulk presents higher risks due to its ability to shift, and because of certain chemical properties. In Canada grain cargos are frequent and account for a large volume of Canadian export.

The Grain Form was established in Canada many years before adoption of the International Grain Code, to ensure all vessel types submit an appropriate stability calculation. At that time, type II vessels having on board Assumed Volumetric Heeling Moments or the Maximum Permissible Heeling Moment, were not the majority of vessels as they are today. The requirement for vessels built after January 1, 1994, (date of entry into force of the International Grain Code), to have such data in the grain stability booklet, makes the use of the long form of calculation less relevant, though it is still necessary for vessels subject to the sheltered waters reduced stability calculation (Table X) and when additional verifications are needed.

In an effort to simplify the work of the Master and crew members, and to facilitate easy verification by the Inspector, Transport Canada decided to create a simplified version for Type II vessels loading grain which is harmonized with the grain form used by the National Cargo Bureau of the United States.

As part of Transport Canada's modernization efforts across various aspects of the marine sector the [Guidance to Masters loading grain](#) is intended to further assist Masters to prepare the vessels for inspection and to ensure the safe and efficient loading, stowing and levelling and of grain.

What you need to know

[The Grain Form \(82-0579A\)](#) is still available for use with vessels that do not have an approved Grain Stability Booklet including the Assumed Volumetric Heeling Moments or the Maximum Permissible Heeling Moment loading grain for export in Canada. The long form may also be used when the use of Table X is necessary for vessels that cannot fully comply with stability criteria when proceeding in certain waters (reduced stability for the passage in the sheltered waters), as defined in CFTR 125.1(a).

Agents and Vessels are required to use the appropriate Grain Form. Inspectors are responsible to provide the Grain Form to the agency and vessel when required and on request. Loading Computer data shall not be used for the calculation of grain stability.

The existing [TP 215 - Instructions to Masters of Vessels Loading Grain in Canada](#) is still in use for the calculation of grain stability.

Grain

The Masters of a vessels loading grain in bulk must make sure that their vessel meets the requirements of the International Grain Code and CFTR section 123 and relevant parts of the SOLAS Convention to which the CFTR refer.

Section 128 of the CFTR requires that vessels loading grain in bulk be inspected.

More Information

[Canada Shipping Act, 2001 \(CSA 2001\)](#)

[Cargo, Fumigation and Tackle Regulations](#) (CFTR)

[TP 215 - Instructions to Masters of Vessels Loading Grain in Canada](#)