

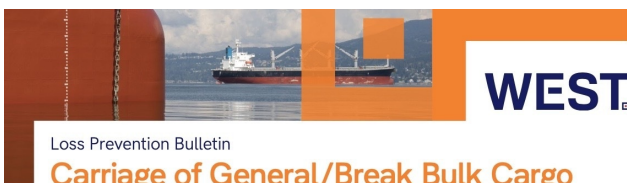
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## New Loss Prevention Bulletin Published - Carriage of General/Break Bulk Cargo on Container Vessels



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**A new Loss Prevention Bulletin on Carriage of General/Break Bulk Cargo on Container Vessels has been published to highlight the areas that will need to be considered by Members that are planning to fix a cellular container vessel to carry general cargo.**



Loss Prevention Bulletin

### Carriage of General/Break Bulk Cargo on Container Vessels

Often vessels designed purely for the containerised trade are chartered for the carriage of general cargo, or indeed project cargo. The carriage of general cargo on such vessels can lead to several issues which need to be appreciated and addressed for the shipment to be delivered successfully to the discharge port.

The purpose of this Loss Prevention Bulletin is to highlight the areas that will need to be considered by Members that are planning to fix a cellular container vessel to carry general cargo.

#### General

When fixing a cellular container vessel to carry general cargo and to allow for the undertaking of appropriate action deemed necessary to protect the Member's/Club's interests, such as a pre-loading survey it is recommended that the Club be informed about such an undertaking. Additionally, the Member will need to contact the vessel's Flag State Administration and Classification Society to determine what documentary changes will be necessary to the vessel's statutory and Classification certification.

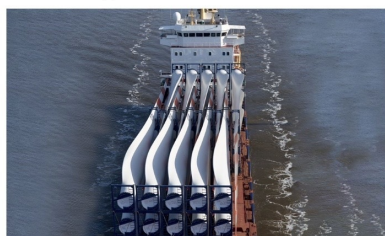
Should employment involve multiple voyages carrying general cargo, then statutory certificates may need to be reissued, particularly those detailing the vessel type, and possibly including the operator's International Safety Management (ISM) Document of Compliance (DOC). To warrant a DOC issue for the operation of general cargo ships, the company's Safety Management System (SMS) may need amending accordingly to include guidance on the loading, stowage and carriage of general cargo.

These changes may need to be verified by an additional external ISM audit of the office and vessel. The vessel's Classification Society may require reclassification of the vessel and possibly other surveys to confirm that the vessel can be reclassified for the carriage of general cargo. However, a single trip carrying such cargoes may only involve the issuance of an exemption letter for the voyage by the Classification Society.

In addition to possible changes to certification, other documents may require updating and resubmitting to the Flag Administration's Recognised Organisation (RO) for verification and approval.

In particular, it is most likely that the Cargo Securing Manual (CSM) will have no provision for the stowage and securing of cargo other than containers and therefore needs to be amended and submitted for re-approval. The stability book may likewise need amending. The vessel's Flag State and Classification Society will be able to advise their individual requirements.

When certification or documents require updating and re-issuing, verified copies of the certificates and documents, or exemption letters issued, must be on board the vessel before loading operations commence.



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