



# Antigua and Barbuda

## Maritime Administration

SOLAS Circular  
No. 2014-002  
Rev 1  
26 April 2021

**SUBJECT: Carriage and Testing of Iron Ore Fines**

**REFERENCE:**

- a) *International Maritime Solid Bulk Cargoes (IMSBC) Code*
- b) [DSC.1/Circ 71](#) *Early implementation of draft amendments to the IMSBC code related to the carriage and testing of iron ore fines.*

**TO:** Ship-owners, operators, masters and officers of Antigua and Barbuda flagged ships, and recognized organizations.

**1. PURPOSE**

This Circular provides information on the interpretation, expectations, and requirements of the Administration in respect of the early implementation of draft amendments to the IMSBC Code related to the carriage and testing of iron ore fines.

**2. APPLICATION**

This Circular applies to all Antigua and Barbuda flagged Ships.

**3. BACKGROUND**

The Maritime Administration of Antigua and Barbuda has decided to follow the recommendation of the Maritime Safety Committee (MSC) of IMO to adopt early implementation of draft amendments to the IMSBC Code related to the carriage and testing of iron ore fines.

**4. OBLIGATIONS AND GUIDANCE/RESPONSIBILITIES**

1. From 1 July 2014 all Antigua and Barbuda flag vessels subject to the requirements of the IMSBC Code and involved in the carriage of iron ore or iron ore fines are required to follow the guidance in IMO Circular DSC.1/Circ.71.
2. Iron Ore Fines.
  1. Iron ore fines vary in colour from dark grey, rusty red to yellow and contain hematite, goethite, and magnetite with varying iron content.
  2. The provisions of the new iron ore fines schedule shall apply to iron ore cargoes containing both:
    1. 10% or more of fine particles less than 1 mm ( $D_{10} \leq 1$  mm); and
    2. 50% or more of particles less than 10 mm ( $D_{50} \leq 10$  mm).
  3. Notwithstanding the above provision, iron ore fines where the total goethite content is 35% or more by mass may be carried in accordance with the individual schedule for "IRON ORE", provided the master receives from the shipper a declaration of the goethite content of the cargo which has been determined according to internationally or nationally accepted standard procedures.

4. On vessels that do not carry solid bulk cargoes [acc. SOLAS VI/1-1.2] and/or produce respective waste, the existing garbage record books may still be used until finished, providing the new introduced category (electronic wastes) is separately recorded. These vessels should be supplied with the new format too, with the latter to be applied whenever a new book is commenced.
3. Iron Ore
  1. Iron ore varies in colour from dark grey to rusty red. It varies in iron content from haematite, (high grade ore) to ironstone of the lower commercial ranges.
  2. The provisions of the revised iron ore schedule shall apply to iron ore cargoes containing either:
    1. Less than 10% of fine particles less than 1 mm ( $D_{10} > 1$  mm); or
    2. Less than 50% of particles less than 10 mm ( $D_{50} > 10$  mm); or
    3. Both; or
    4. iron ore fines where the total goethite content is 35% or more by mass, provided the master receives from the shipper a declaration of the goethite content of the cargo which has been determined according to internationally or nationally accepted standard procedures.
4. Iron Concentrate
  1. It should be noted that Iron Concentrate is a different form of cargo and is to be considered as a Mineral Concentrate
5. Draft new test procedure for determining TML of Iron Ore Fines
  1. The modified Proctor/Fagerberg test procedure for Iron Ore Fines should only be used for determining transportable moisture limit (TML) of Iron Ore Fines.
  2. The TML of Iron Ore Fines is taken as equal to the critical moisture content at 80% degree of saturation according to the modified Proctor/Fagerberg method test.
  3. The test procedure is applicable when the degree of saturation corresponding to Optimum Moisture Content (OMC) is 90% or higher.

**Issued by**

Antigua and Barbuda  
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