

MARINE NOTICE

8/2001
Supersedes 7/1999

FUZZY COTTONSEED – CARRIAGE REQUIREMENTS

The purpose of this notice is to draw attention to the amended carriage requirements for bulk Fuzzy Cottonseed. Bulk Fuzzy Cottonseed is a new export from Australia with a three to four month season commencing in June. Shipments commenced in 1997 with 30 000 tonnes exported. Since 1997 shipments steadily increased with shipments of 180 000 to 200 000 tonnes achieved for the 1999 season. The predominant market is the United States with smaller volumes being exported to Spain and the Middle East.

Fuzzy Cottonseed is cottonseed with short cotton fibres adhering to the kernel after most of the cotton (around 90 percent) has been removed by machine. Information provided to AMSA indicated that Fuzzy Cottonseed is an allergen, which causes irritation of the skin, eyes and mucous membranes. It also indicated a possibility that self-heating of Fuzzy Cottonseed may occur when it is carried in bulk.

Fuzzy Cottonseed was tested using samples with moisture content not exceeding 9 percent and an oil content not exceeding 19 percent. The tests found that Fuzzy Cottonseed with these oil and moisture contents was not readily combustible. Since these tests were conducted shipments of Fuzzy Cottonseed with oil and moisture content in excess of 9 percent moisture and/or 19 percent oil have been monitored and the results assessed. As

a result it has been determined that there appears to be no increase in the risk of self heating arising as a result of oil contents up to 20.5 percent with a moisture content of 9 percent.

It is known that organic materials such as Fuzzy Cottonseed have the potential to cause oxygen depletion in hatches. To date there has been no definitive finding that Fuzzy Cottonseed will cause oxygen depletion in holds but as the potential exists precautions are required. In light of this AMSA has classed Fuzzy Cottonseed as being a "Material Hazardous only in Bulk". This is defined in the IMO Code of Safe Practice for Solid Bulk Cargoes (the BC Code) as being a material which presents sufficient hazards to require specific precautions to be taken.

The carriage requirements that apply to Fuzzy Cottonseed with a moisture content not exceeding 9 percent and an oil content not exceeding 20.5 percent are shown in the attachment to this notice.

Given the lack of data on oil content in excess of 20.5 percent, AMSA is to be informed if Fuzzy Cottonseed is to be shipped with a moisture content exceeding 9 percent or an oil content exceeding 20.5 percent. Under these circumstances AMSA will issue special carriage requirements on a case by case basis.

The special carriage requirements for Fuzzy Cottonseed with an oil content in excess of 20.5 percent and moisture content in excess of 9 percent require temperature monitoring of the cargo. The results of this monitoring and a copy of the cargo declaration showing the oil and moisture content should be sent to AMSA at the address on the bottom of this notice. This information is necessary if any

further reviews of the maximum oil and moisture content permissible for shipment under the carriage requirements as attached, rather than the special carriage requirements, are to be conducted.

This notice replaces Marine Notice 7/1999 which is now cancelled.

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Chief Executive Officer
August 2001

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File No: 021622
Term of Validity: Temporary
Internet address for all current Marine Notices:
www.amsa.gov.au

ATTACHMENT

FUZZY COTTONSEED

(Containing not more than 9 percent moisture and not more than 20.5 percent oil)

DESCRIPTION Cottonseed with short cotton fibres adhering after most of the cotton has been removed.

CHARACTERISTICS

SIZE	ANGLE OF REPOSE	STOWAGE FACTOR m³/t
-	45°	≈2.02

CLASSIFICATION Material Hazardous Only in Bulk (MHB)¹. Liable to cause oxygen depletion in the cargo space.

HOLD CLEANLINESS Must be clean, dry and free from oil or grease.

WEATHER PRECAUTIONS Do not load in rain.

LOADING Trim cargo reasonable level to the boundaries of the cargo space.

CARRIAGE No special precautions.

DISCHARGE Entry into cargo spaces containing this commodity should only be made after adequate ventilation and tests have been carried out to ensure the oxygen content is normal.

CLEAN UP Sweep out.

¹ Refer to the IMO "Code of Safe Practice for Solid Bulk Cargoes" for definition of MHB materials and precautions for oxygen depleted atmospheres.