

INTERIM DOCUMENT OF AUTHORIZATION FOR THE CARRIAGE OF GRAIN

~~CONDITIONALLY ISSUED (SEE OVERLEAF)*~~

Issued under the provisions of the
INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF GRAIN IN BULK (RESOLUTION MSC.23(59))

under the authority of the Government of the

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

by GERMANISCHER LLOYD

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	IMO Number
VECTIS CASTLE	2GAS9	Cowes	7600	9626168

The following grain loading documents have been approved:

Stability loading manual, preliminary dwg. no. P10046-076-130, preliminary approved with letter 12-136583 dated 2012-12-14. Loading conditions with grain of 40, 45, 50, 55, and 65 cuft/tare included in the particulars.

- ***Tweendeck-grainbulkheadpanel type B, 103 Rev. A***
- ***Tweendeck-grainbulkheadpanel type A, 102 Rev. A***
- ***Tweendeck-grainbulkheadpanel type C, 104 Rev. A***
- ***Tweendeck-grainbulkheadpanel type D, 115 Rev. A***
all approved with letter 11-072620 dated 2011-09-13

Remarks:

1. The master shall be guided by the instructions set forth in the above grain loading documents.
2. This document and the grain loading documents shall be placed on board in order that the master, if so required, shall produce them for inspections at ports of loading.
3. Grain fittings or arrangements other than those specified in the above grain loading documents shall be in accordance with the requirements of the Code.
4. The sealing arrangement is approved subject to satisfactory demonstration of tightening capability on board in the presence of a surveyor to our society, i.e. with moveable bulkhead in place and one side of the hold filled with grain.
5. It has to be ensured that any sealing system will be installed from the first filled grain side.
6. It is to be observed that the so equipped moveable bulkhead is not regarded as gas tight. Any necessary safety measures to be applied when entering the hold the other part of which is separated by mentioned bulkhead and containing a fumigated cargo of grain, regarded as a purely operational matter in the responsibility of the master of the vessel.

This document is valid until receipt of the final document to be issued by **Head Office of Germanischer Lloyd / competent Authority***, but not longer than **13th May, 2013**.

Issued at the **14th** day of **December, 2012**



Germanischer Lloyd

i.A. Katarzyna Krulczewska i.A. Li Ying

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