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The Carriage of Steel Cargoes - A New Loss Prevention Briefing

A range of problems can arise when transporting steel cargoes by sea. The more common issues can be broadly categorised as mechanical damage or rust-related problems and in many cases the damage occurs before it is even loaded onto the carrying vessel.

To assist Members and raise awareness of these issues, North has published a new loss prevention briefing on the carriage of steel cargoes.

The briefing reviews the importance of assessing the pre-shipment condition of the cargo. Many steel cargo claims relate to damage and rusting that has occurred prior to loading onto the vessel. If the pre-shipment condition is not properly assessed and recorded at the time of loading and clean bills of lading are issued, this can lead to an assumption that any damage noted at discharge would have occurred on the vessel. Cargo owners might then successfully bring a claim that their cargo was damaged whilst on board the vessel.

This highlights the value of pre-load surveys for steel cargoes in order to ensure the pre-shipment condition is properly recorded. The new Loss Prevention briefing outlines North's policy on which cargoes could potentially require a pre-load survey.

Common issues that can result in damage to the cargo include poor handling, substandard stowage and securing, water ingress into the hold and improper hold ventilation. The briefing provides advice on these matters to minimise the risk of cargo damage.

The briefing further advises on charter party aspects, particularly those that relate to the stowage and securing of the cargo, complying with maximum tank top strengths and adherence to the cargo securing manual.

The briefing can be found [here](#).

Source of Information: North of England P&I Club