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Loss prevention Information Notice – Potential Delay and Soybean Cargo Deterioration Risk at Zhoushan

If not already known to you, please note that on 20 JULY 2026, AM, a Panamax bulker “CHAILEASE CHERISH” (IMO 9642502), reportedly broke away from her berth at Laotangshan No. 3 Terminal, Zhoushan, after all mooring lines parted.

She subsequently drifted and collided with the bridge connecting the port and Laotangshan No.5 terminal, causing significant damage and partial collapse of the structure.

These terminals are understood to handle imported soybean discharge and lightering operations.

Following the incident, cargo operations at Laotangshan No. 5 Terminal were suspended and, at the time of writing, no information is available regarding when operations will resume.

As a result, vessels awaiting berth may experience delays of at least 10 days.

Such delays could result in prolonged onboard storage of soybean cargoes and an increased risk of cargo self-heating, heat damage, and potential quality deterioration.

In light of the above:

1. Kindly ask the Members / crew to closely monitor temperature of cargo on board whilst waiting at anchorage for berthing / discharge arrangement. Given cargo temperature usually detected through the detection pipe is that of the soybeans at bottom part of stow in hold and thus could not reflect temperature of cargo in upper part which is often easily and directly affected in case self-heating initiate within the cargo stow, we suggest that the crew open the hatch covers when weather permits to measure temperature of cargo at 9 points evenly in hatch square in depth of one meter from upper surface of cargo stow, record and report findings.
2. As a general reference, any increase of cargo temperature from that when loaded suggests self-heating within the cargo stow in holds, temperature of cargo more than 35 centigrade degrees reveals active self-heating, and that more than 40 centigrade degrees could be usually regarded as indication that heat damage has occurred.

3. Leaving aside the vessel that would discharge all of cargo at Zhoushan, if high cargo temperature and/or potential heat damage is observed during waiting at anchorage, the Members with any vessels to be partially discharged (lightering) at the port shall be reminded to consider arrangement for cargo sampling by third-party inspection institute (such as SGS and so on) in the meantime for evidence reservation, in fearing of potential further delay for berthing / discharge of remaining cargo on board at a port in Yangtze River.

Please relay this information to our good member/vessel.

Should you require any clarification or further advice, please do not hesitate to contact us.

Andrew Liu & Co. Ltd