

UNIT SIX

CARGO DAMAGE AND CLAIMS

DAMAGE BY TEMPERATURE

Some commodities may be affected by temperature fluctuations (which may cause condensation, or accelerate deterioration) or extremes of temperature which may shorten the "shelf life" of the commodity, or even change its chemical composition.

Some commodities are so susceptible to temperature change or the degree of temperature at which they may be carried, that controlled temperature may be a requirement.

Some commodities are liable to spontaneous heating, which would include:

1. Coal with accompanying escape of marsh gas increases the risk of explosion, also loss of calorific value.
2. Rice, oats, maize, oil seeds - and other grain especially if shipped in an unripe condition, give off a great deal of moisture, causing sweat damage to the grain as well as to other goods in the vicinity.
3. Fine seeds - heat and germinate if stowed in a badly ventilated space or where moisture gets at them.
4. Oil cake and tobacco become soft, stale and mouldy.
5. Hay, wool, pepper, cocoa - if wet or damp, very liable to spontaneous combustion, sweat damage and deterioration.
6. Nuts, beans - peculiarly liable to heat, sweat and deterioration.

Commodities which are subject to damage due to heating should be stowed away from local sources of heat, i.e. away from engine and boiler room bulkheads and casings, and apart from wet goods to avoid increasing the evaporation of the liquid contents of the latter. If the cargo is in containers, stowage on board and ashore should be protected from direct sunlight.

CARGO MIXTURES

Claims of this class are mostly in respect of bulk grain and seed cargoes, but heavy claims may be paid for other mixtures such as china clay and silver sand, seeds with jaggery, oil with ore, charcoal with sugar, broken and unbroken coke, pulp with fibres, plastic granules with rice, etc. Such mixtures may also occur in spite of packaging, e.g. plastic granules infiltrating bags of rice.

To avoid damage and loss of this kind, careful regard should be given to:

1. Overstowing: goods should be selected for stowing on or over others with a view to eliminating or minimising the risk of such mixtures, avoiding where possible, such stowage as bagged seeds over jaggery, powdery goods over sugar or seeds, oil over ores, plastic granules over bagged rice, etc.
2. Separations: when different lots of bulk grain, etc., or bagged goods are carried, the contents of which are liable to mix as a result of torn packages or of sifting, they should be separated

in such a manner as to preclude mixture and facilitate the collection of "sweepings" from the top cargo before disturbing the stow below.

RUST DAMAGE

Due mainly to moisture, rain, fresh or salt water, and sweat (and the presence of oxygen) rust is a corrosion producing red discolouration and, in certain circumstances, heavy pitting.

The moisture causing the rust may be introduced by: leakage, other cargo, packaging, green timber (dunnage), rain (when ashore, or when the hatches are open), or even the ventilation itself.

Processed steel may suffer irreparable damage if rust is permitted to gain a hold. Canned goods spotted with rust, or worse, may lose much of their value to the consumer. Goods liable to damage by rust should not be stowed in the same compartment or container with cargo, packaging or dunnage which is liable to give off moisture. Ventilation may be a requirement, but as mentioned above, it could on occasion aggravate the situation.

PILFERAGE - BROACHING CARGO

In order to protect the ship from blame and responsibility for pilferage occurring on shore the greatest vigilance by the Ship's Officers is necessary. Incoming cargo should be carefully examined - which is best done on the dock or wharf rather than on board - and every unsound or suspicious package rejected until its contents have been ascertained. When discharging, clean receipts for all packages delivered should be demanded except, of course, for those actually found to be short of contents.

To guard against pilferage and broaching on board ship, the Ship's Officers should organise a close watch on the holds and other cargo liable to be broached. When many holds containing broachable cargo are being worked, responsible ship's personnel (and where necessary special shore watchmen) should be employed in watching cargo.

RATS AND MICE

A rat consumes approximately its own weight in food per week, but the mischief, unfortunately does not end there.

In the interests of health as well as the preservation of cargo from rat damage the fumigation of holds, peaks and accommodation generally is at times essential. Except when plague is suspected machinery and boiler rooms are not included.

It has to be borne in mind however, that whilst "deratisation" by fumigation, or otherwise, may destroy all rats when on board its efficacy is only temporary and that, in the absence of proper safeguards, the ship may quickly become rat infested again.

SMALLER VERMIN

Certain commodities are liable to introduce vermin in the ship, the presence or ravages of which may prove costly.

Bales of rags, unless thoroughly fumigated, often harbour lice and other insects which, in turn are carriers of certain diseases. This class of cargo should not be received on board unless accompanied by a reliable sanitary certificate, which in most cases requires to be endorsed by the consul of the country of destination.

Certain tropical woods - more especially the kind used for dunnage - are apt to harbour the white ant - a most destructive insect capable of causing serious damage to certain kinds of goods, wood fittings, etc.

Timber dunnage from temperature regions may harbour eggs or larvae, so that some countries (particularly Australasia), have developed strict safeguards and regulations to prevent the import of these insects.

MECHANICAL DAMAGE

Lowering heavy slings or drafts of cargo too fast on to cargo already in stowage may be responsible for damage, which often goes undetected until discharge. Similarly, forcefully dragging cargo out that is wedged by other cargo or even overstowed, may be another source of damage at the time of discharge.

The use of cargo hooks may be indispensable in the handling of a large variety of break bulk commodities, but with bagged cargo, fine baled goods, hides, furs, roils of paper and matting, light packages, liquid containers, crates and the like, packages whose contents are exposed or unprotected, the use of cargo hooks may be productive of much mischief and claims; and should be strictly prohibited.

Crow and pinch bars may also be indispensable to the sound stowage or breaking out of many classes of heavy packages, but their use should never be permitted when stowing barrels, other liquid containers, or with any other packages which are not substantial enough to withstand damage from their use.

While special lifting and handling gear may be used for certain types of cargo, the improper use of such equipment may damage the cargo or its packaging. Net slings are most useful with many kinds of small packages but if used with bagged stuff, light cases, etc., a great deal of damage may result. Similarly chain slings are indispensable for certain types of packages and useful for most classes of iron goods but the use of such with light cases, sheet iron, coils of copper, piping, sawn logs of valuable timber and other goods liable to buckling, fraying or marking by chain may be productive odd damage or claims.

Canvas or man-made fibre slings should be used for slinging bagged flour, coffee and light cargo, while the use of trays for certain classes of goods is much to be preferred to slinging by net or rope.

QUESTIONS

1. How does temperature affect certain cargoes, in particular coal, rice and oil seeds, tobacco, wool, copra, beans?
2. How should cargoes susceptible to temperature change be stowed?
3. What mixtures of cargo cause the majority of claims?
4. How can damages and losses from cargo mixtures be avoided?
5. How does rust damage arise?
6. What is the basic requirement for avoiding and preventing rust damage?
7. How is pilferage or broaching of cargo prevented? What precautions should the cargo officer undertake?
8. Why are rats a great danger to the goods carried by sea?
9. What are some of the most important kinds of vermin and what kind of goods do they affect?
10. When should the holds be fumigated?

11. What are some of the major sources of mechanical damage to cargo?
12. How does the lifting gear and improper use of equipment affect the cargo?

EXERCISES

I COMPREHENSION AND VOCABULARY

1. Fill in the missing words stating the kind of damage claimed:
(MIXED UP, TAINTING, BROKEN, LEAKING, DETERIORATION, HEAT, CHAFING, DAMAGE, PILFERAGE, MECHANICAL DAMAGE)
 1. Despite our efforts the lots of steel have been loaded without regard to the order of B/L's and the parcels of different shippers have been consequently _____.
 2. On taking delivery we found that 143 barrels were _____.
 3. While discharging the cargo two cases fell down on the quay and were _____.
 4. The cargo of butter was damaged because it was exposed to _____.
 5. Dusty goods should not be stowed over goods which are susceptible to by dust.
 6. _____ damage is caused by to-and-fro motion arising from the vessel's motion in a seaway. 7. Cargo which gives off fumes or odours should never be stowed with fine goods or food stuffs as _____ damage may result.
 8. To protect valuable cargo from _____ it should be stowed in special cargo lockers.
 9. Because of the generator failure, all the frozen, chilled, and air-cooled cargo suffered a great deal of _____.
 10. Goods which are shipped without packaging may be directly affected by _____.
2. Complete the following text with the words in the brackets supplying the right forms in the case of verbs:
(CONDITION, CARELESS, CAUSE, ATTENTION, CRUSH, CLAIM, HOOK, DROP, PROTEST, DAMAGE, LIABILITY)

Dear Sirs,

I wish to draw your _____ to the fact that owing to negligent and _____ handling by stevedores during discharge heavy _____ has been caused to the goods. Several boxes were _____ due to improper slinging and some boxes _____ from the sling and were broken. As a result of using _____ a number of bags of wheat were badly torn causing considerable loss. Under the circumstances I _____ against damage caused, because my vessel arrived in port with the cargo in good order and _____. Consequently I repudiate any _____ in view of the above damage, which was solely by improper discharge.

Master.

II GRAMMAR

1. Read the following sentences expressing the cause-result relationship and underline the part of the sentence indicating result:

1. Some commodities are so susceptible to temperature change that controlled temperature may be required.
2. Copra gives off a great deal of moisture thus affecting other commodities in the vicinity.
3. Different lots of bulk grain should be separated in such a manner as to preclude their mixture.
4. Timber dunnage from temperature regions harbour eggs or larvae so that strict safeguards and regulations have been developed against import of these insects.

2. Word Forms. Supply the right word from the brackets:

(liable to, liable for; susceptible, susceptibility; deteriorate, deterioration)

1. Some cargoes such as beans and nuts are liable to _____.
2. Citrus fruit and other perishable cargoes _____ easily.
3. Special attention should be paid to coal and oil because of their _____ to combustion.
4. Coal is a commodity which is _____ to spontaneous heating.
5. Lightweight cargoes are particularly _____ to damage by crushing.
6. _____ to deterioration means the same as to deterioration.
7. Who was _____ the damage caused to the cargo?

3. Turn the sentences containing typical Verb + (object) Noun in this Unit (underlined) into passive:

1. We can avoid damage by a better securing of the cargo.
2. Wet dunnage may cause damage to the cargo in the vicinity.
3. Crated fruit can withstand damage from overstowing.
4. The ship will deliver the package in a sound condition.
5. The use of crowbars can damage both the cargo and its packaging.
6. We dragged the cargo stowed in the remote places of the hold by means of a tackle.
7. The consignees claim damages in the sum of 23,200 pounds sterling.
8. We have made a claim against the stevedoring company for the damage to the container.

Supply the missing Reposition

Dear Sirs,

Re.: 800 bags of urea under B/L No. 6
190 cases of light machinery

I wish _____ draw your attention _____ the fact that owing _____ the negligent and careless handling _____ stevedores, during discharge _____ the above cargo, heavy damage has been caused _____ the goods.

Several cases were crushed owing _____ improper slinging and some boxes dropped _____ the sling and were broken. As a result _____ the use _____ hooks a number _____ bags _____ urea were badly torn and considerable leakage and loss ensued. _____ the circumstances I protest _____ the damages caused, as my ship has brought the cargo _____ good order and condition. Consequently, I repudiate any claims _____ connection _____ the said damage, which was caused solely _____ inefficient discharge. _____ the same time I must hold the Stevedores responsible _____ the above damage and _____ all the consequences that may arise there _____. Please advise the Stevedores, the Port Authority, the Consignees and all the concerned accordingly.

Yours faithfully
XY, Master of the m/s ZZ

III TRANSLATION

1. Da bi se sačuvali od krađe, vrijedniji tereti prevoze se u lokerima.
2. Da bi se spriječilo oštećenje od topline treba teret slagati podalje od pregrada kotlovnice, strojarnice kao i od vlažne robe.
3. Veoma čest uzrok oštećenja mirisom su šuplji (leaky) tankovi goriva u dvodnu ili ispod pajola (tank top) .
4. Neoprezno (careless) rukovanje vitlom prilikom spuštanja tereta u skladište ili na obalu može dovesti (cause) do mehaničkog oštećenja koleta.
5. To isto vrijedi (hold) za njihanje (swinging) tereta u skiadištu, bacanje (dropping) koleta s vrha reda ili sa "brage".
6. Skrivena mana (inherent vice) čest je uzrok štete na teretu.
7. Teret koji se lako kvari treba čuvati (guard against) od izloženosti (exposure) toplini.
8. Banane su se pokvarile do te mjere (to the extent) da se više ne mogu upotrebljavati.
9. Teret valja složiti tako da se ne može lako oštetiti trenjem (chafing)
10. Teret je bio preosjetljiv (liable) na miris (tainting) pa je zapovjednik upisao opasku na teretnicu (endorse the B/L).
11. Pola letvarica (crate) s rajčicama stiglo je u pokvarenom (deteriorated) stanju.
12. Dvije trećine štete nastalo je uslijed (be due to) nepravilnog slaganja, a jedna uslijed skrivene mane.