

## **Surveyor's Notebook**

### **CARGO: WET DAMAGE TO RIN PLATE ROLLS**

**The ship was discharging a cargo of tin plate rolls in a South American port, when it was alleged that some rolls were corroded by exposure to atmospheric conditions.**

The ship had discharged a cargo of tin plate rolls in January without incident. However, during a subsequent call to the same South American port, cargo insurers arrested the ship alleging that a number of the rolls had been found to be wet-damaged.

Subsequent surveys revealed that there was minor damage to about 60 rolls, with damage limited to around \$30,000. This was disputed by cargo interests, and the sum awarded by the local courts was eventually in the region of \$400,000.

### **Loss Prevention Lessons:**

It is important to remember that tin is susceptible to atmospheric corrosion, whether due to being stored in the open or improperly ventilated on board. It is recommended, therefore, that this cargo is handled in a similar manner to finished steel products, and we would remind members of the precautions to be taken:

1. Try and ascertain where the cargo was produced, how it got to the port and where it was kept before loading. This information will indicate the exposure to damage from mill to berth.
2. Prior to and during loading, check for physical damage, rusting, wetting, contamination by salt or other substances. Note down the full extent of any exceptions, referring specifically to the product identification marks or numbers.
3. Pay careful attention to the condition of any packing and record any discrepancies in the mate's receipts. Also check for condensation inside packaging. Details of damage recorded in the mate's receipts should be endorsed onto the bill(s) of lading.
4. If the cargo is damaged, to whatever extent, notify the details to the shippers or their representatives, and avoid loading the cargo, if at all possible. If the cargo is loaded, the bills of lading must include details of the damage.
5. Once loading operations are complete, check the stowage and ensure that the cargo is properly secured. Inspect the hatch covers for defects. Should you have any doubts as to the safety of the stow or the condition of the hatch covers, call for the assistance of the correspondent before sailing.
6. Record details of weather conditions during preloading operations, noting any type of precipitation as well as the relative humidity.

### **Suggested Bills of Lading Clauses**

Examples of typical clauses that can be used on bills of lading to describe rusted or damaged tin.

- Coils/plates/corners/edges – bent/buckled/distorted

- Surface – dented/scoured/scratched/gouged
- Packing/coating/strapping – ripped/torn/punctured
- Coils dented/pitted
- Coils loaded in wet/damp/rain/snow/ice conditions
- Coils rust spotted/partially rusty/rusty/rusty with visible pitting

If only a portion of the cargo is affected, this needs to be defined.

(Article extracted from The Standard Club's publication – Standard Bulletin)