

## DAMAGE TO CARGO

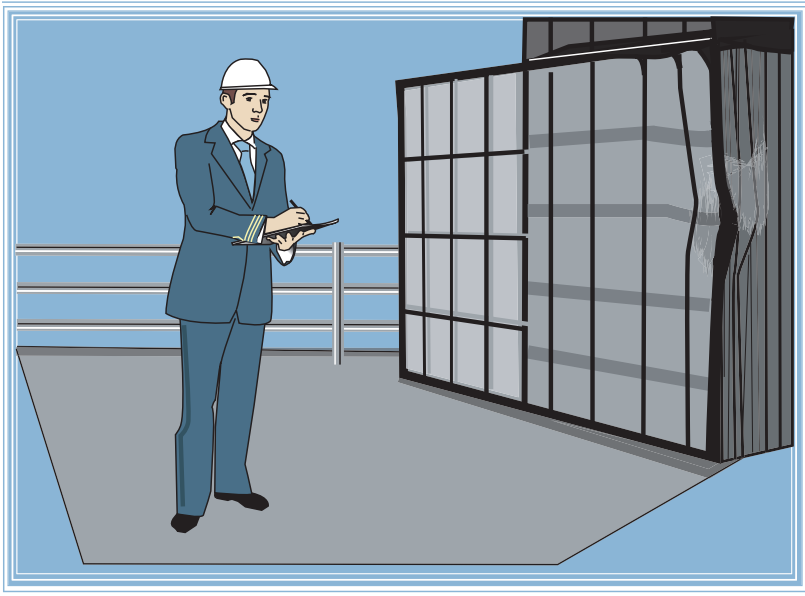
Damage to cargo is the most frequent type of liability that confronts a shipowner. Unfortunately, cargo damage is often caused by small mistakes. In the case of damage to a cargo on board, it is vital that all the facts are recorded and documented.

An important function of the Bill of Lading (B/L) is to describe the condition and quantity of the cargo as received on board. If the cargo is discharged in a different condition, or in a lesser quantity, than that entered on the B/L, the shipowners may be held liable for the damage or shortfall.

## HOW YOU CAN HELP

### Is it damaged?

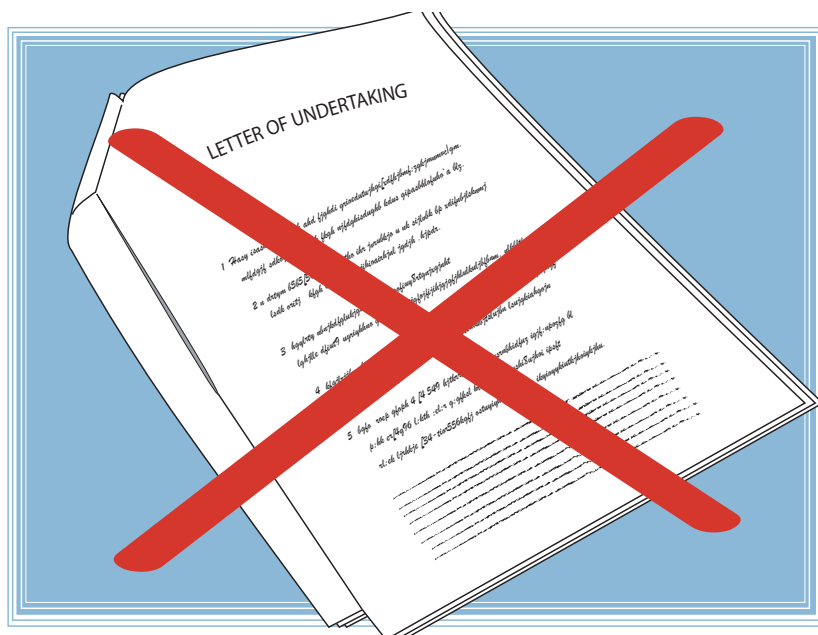
Inspect cargo as it comes on board. Check for any differences you may find and record them. Notify the shipper and charterers that you intend to alter the shipping document to reflect your observations. Alternatively, reject the cargo-



Inspect the cargo and record any differences

### No 'back letters'

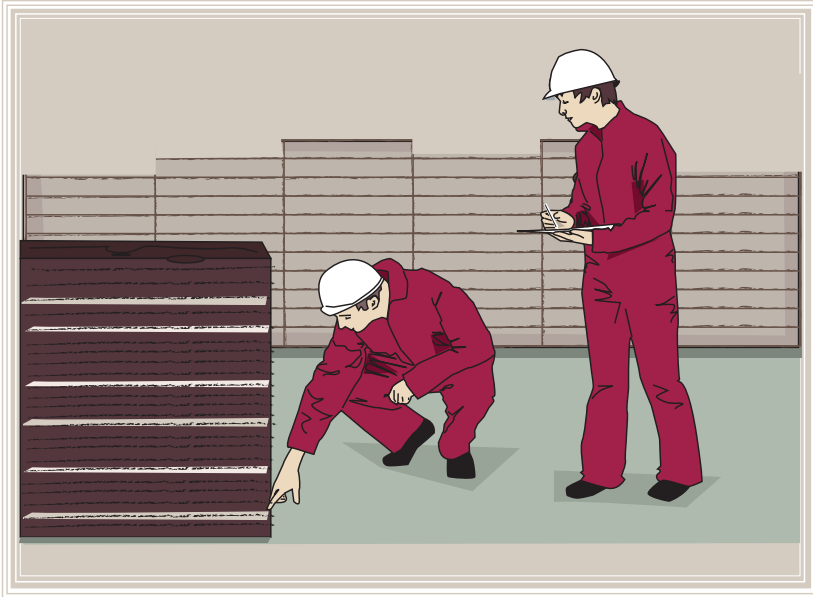
Do not give authority to sign a clean B/L in exchange for a 'back letter' or indemnity. Such action is fraudulent and makes the P&I insurance invalid.



Do not accept 'back letters'

### Tally the cargo

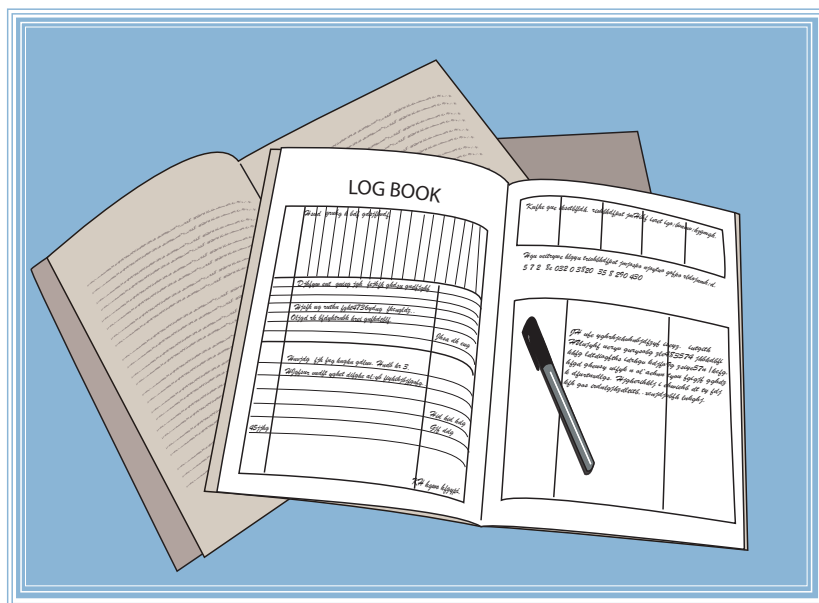
The tallying of cargo during loading and discharge is a useful means to avoid or limit shortfalls.



Tallying avoids or limits shortfalls

## Record inspections

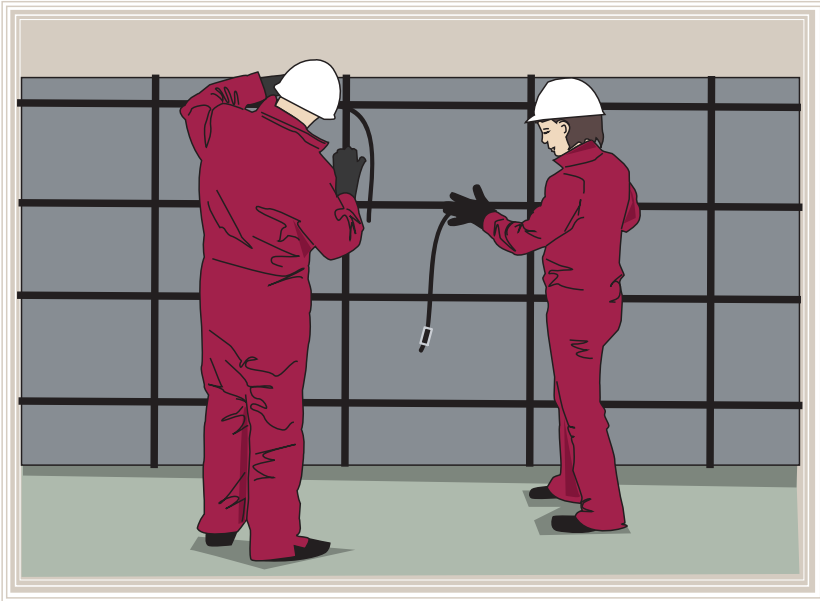
Record in the log book inspections of cargo holds undertaken by the ship's officers or crew during the voyage.



Accurately record all inspections

### **Safely stowed**

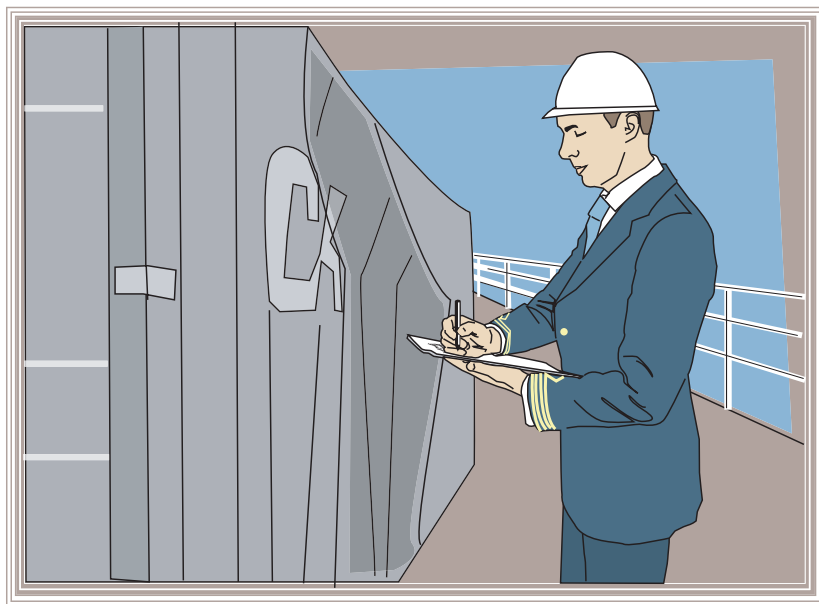
Make sure that cargo is carefully and safely loaded, stowed, separated, carried and discharged.



Safely stow the cargo

### Put it in writing

In Time Charters applicable to dry cargo vessels, the responsibility for load, stow, trim and discharge operations is sometimes transferred from the shipowners to the charterers. Therefore, if you see reason to interfere in the way the charterers, or their supercargo, stow or handle the cargo, make sure you carefully write down your reason for objecting. Ask the Skuld correspondent to telefax a copy of your remarks to the ship's owners. In this respect, photographs can be very useful.



If there is an objection, write it down

### **Sea- and cargo worthiness**

The Master always has the final responsibility for the sea- and cargo worthiness of the vessel.

### **Survey the damage**

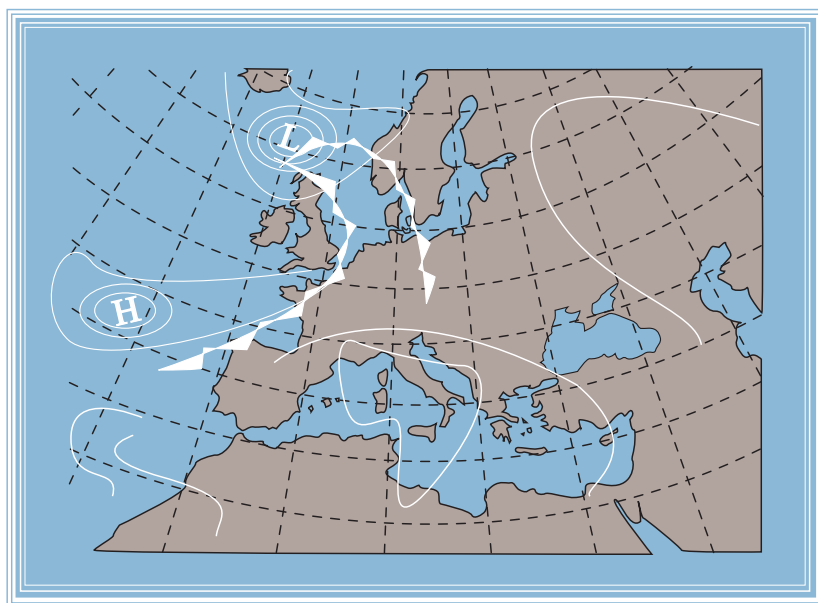
If you suspect that your cargo may have been damaged during the voyage, inform your owners. They should then request Skuld to arrange for a surveyor to meet you at your destination. Alternatively, you may always contact your local Skuld correspondent. They are instructed to immediately assist you in any way.



Ensure any damage is surveyed and recorded

### Weather reports

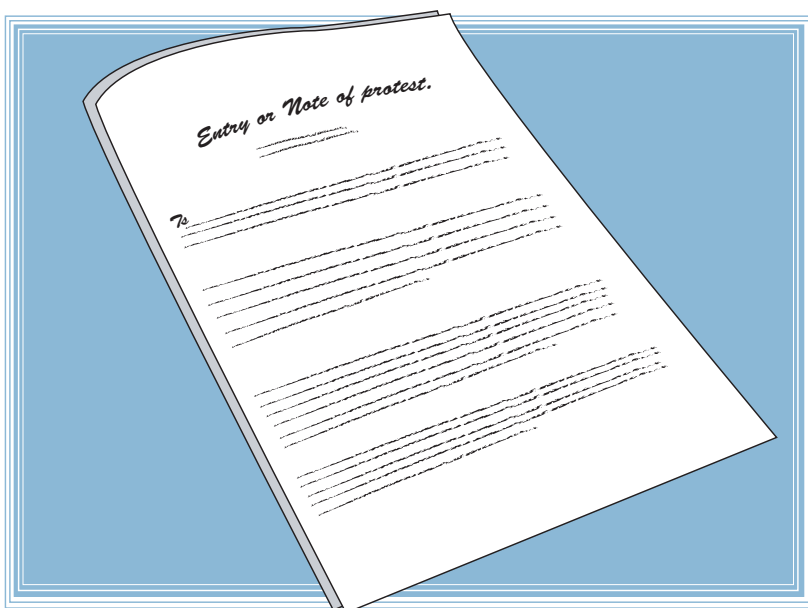
In case of heavy weather, keep a copy of any meteorological reports, or warnings, and properly record the conditions in the ship's log. This particularly applies to adverse sea conditions which may cause damage to the goods on board.



Keep copies of weather reports

## Protest

Lodge a sea protest at your first available port of call and make sure a log extract, showing relevant entries, is attached. Co-operate as much as possible with the surveyor appointed on behalf of the owners at the destination. If possible, the Master should attend the survey of damaged cargo himself, or have his Chief Officer attend.



Lodge a sea protest

### **Keep unidentified people away**

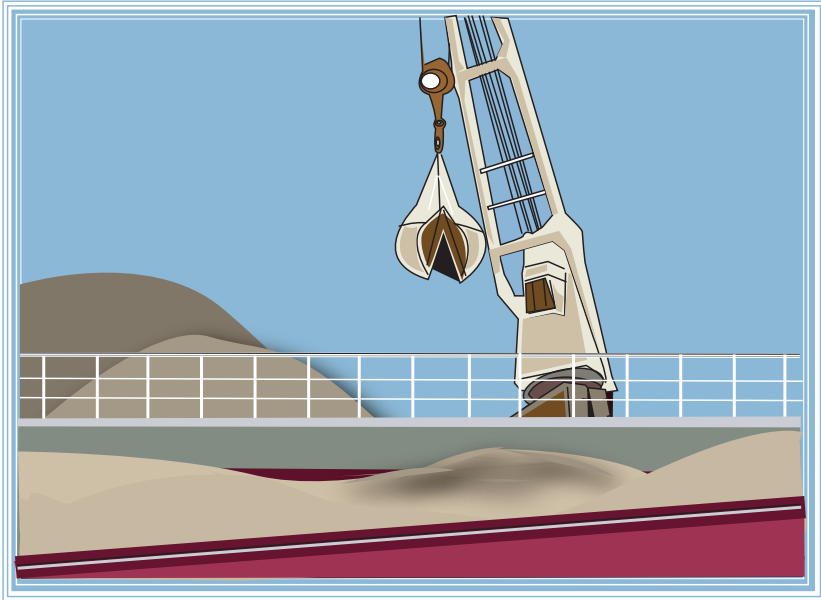
Consult the local Skuld correspondent before giving permission for unauthorised surveyors or lawyers to board the vessel. Protect your owners' interests by posting a gangway watch. Be prepared to prevent unauthorised people from boarding the vessel. Guarding your ship shall always be in accordance with the ISPS code.



Stop unauthorised people from coming on board

### Minimise losses

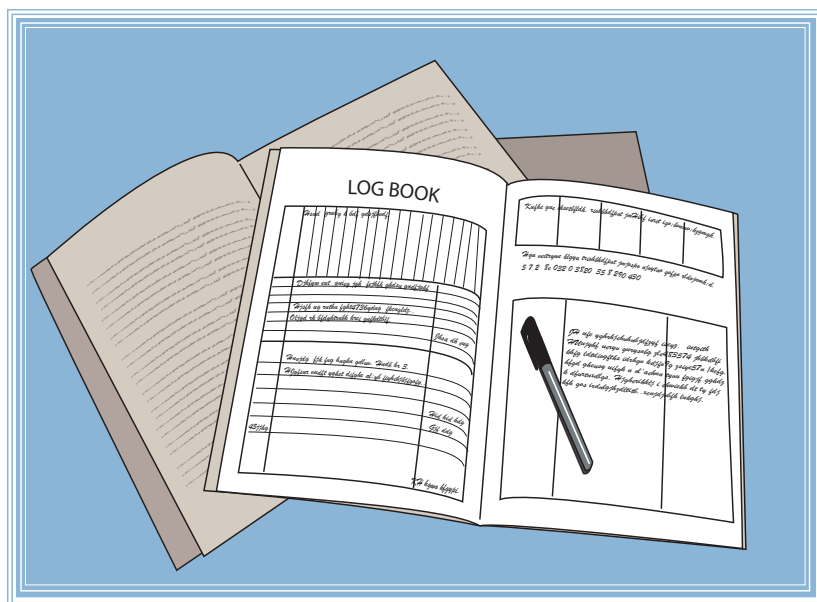
Damage can be reduced by immediate separation of wet cargo (e.g. wet fertiliser) from the rest of the cargo.



Separate dry and wet cargoes

## Log it!

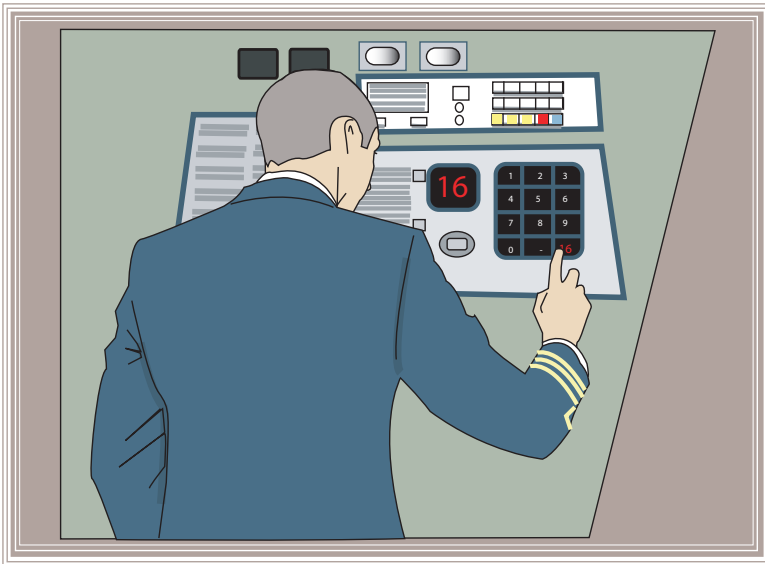
Also record any other factor that may have a bearing on the cargo carried, e.g. ventilation provided to avoid condensation. In addition, record relevant dew-point readings in the cargo spaces and outside.



Record all details concerning the cargo

### **Surrender of cargo**

Cargo must only be delivered to the holder of the original B/L or his agent. This important formality is usually attended to by the ship's agent – but if you do find yourself in a difficult or worrying situation, contact the local Skuld correspondent.



Immediately inform the Skuld correspondent