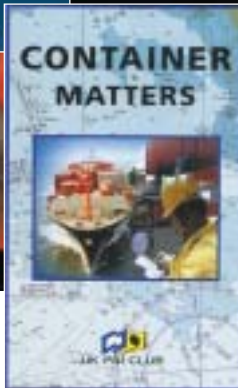
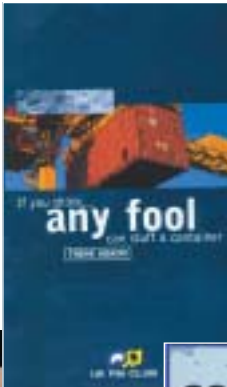


LOSS PREVENTION NEWS

Videos help tackle container claims



A significant increase in major insurance claims from containership incidents since 1993 has heightened the need for loss prevention measures. The Club has dealt with 424 major claims involving Members' containerships in the 13 years up to 1 January 2000 and paid out around US\$145 million.

The Club's Major Claims Analysis has revealed that over a ten-year period around 54 per cent of containership claims and 47 per cent of the value related to cargo. Some 21 per cent of claims (18 per cent of value) concerned personal injury. Collision claims accounted for just eight per cent of claims but 20 per cent of value.

The great majority of claims concerned ships over 10,000 gross tons. Two-thirds involved Club ships less than 15 years old. Physical and wet damage and containers overboard accounted for 60 per cent of UK Club losses involving containerships at an average cost of US\$362,000 per incident.

Container Matters is a 33-minute production, focusing on sea transportation. *Any fool can stuff a container* is a 31-minute video, which emphasises the importance of container packing.

continued over

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container videos continued

Earlier videos in this UK Club series – *Cargo Matters*, *Tankers Matters* and *Bulk Matters* encouraged crew and staff to check the quality and quantity of



cargo. However, as *Container Matters* points out: “That isn’t so easy with containers. Although the cargoes you carry are always out of sight, you can’t afford to let them be out of mind.

“In 30 years or so of containerships, we’ve learned the hard way that simply putting cargo into a metal box doesn’t guarantee it will arrive in good condition.” These days, in contrast to the days when cargo was stowed by professional stevedores, most is stowed far inland, “ by people who have no idea what the sea can do.”

Container Matters

This video has sections on loading and stowing, securing and lashing, and monitoring and checking systems for the voyage itself, all supported by accurate record keeping. It provides examples of poor practice leading to incidents and suggests remedial measures.

The video draws a distinction between practices and problems on a multipurpose vessel or feeder ship and a mainline vessel. It indicates the roles for owners and charterers, officers and crew, stevedores and riggers, and stowage and terminal planners.

It warns against not declaring or deliberately ignoring weight limits, exceeding racking limits and overstressing lashing systems, hatch covers and tank tops. These shortcomings increase the likelihood of the stow collapsing.

Any fool can stuff a container

This video is essentially for shippers – the customers of the shipping lines who are normally responsible for packing the cargo and stowing it in containers. The

“In 30 years or so of containerships, we’ve learned the hard way that simply putting cargo into a metal box doesn’t guarantee it will arrive in good condition.”

keynote is: “It’s not surprising that many cargoes are ruined simply because they’re poorly packed in their containers. Shippers’ profits and goodwill get written off with them.”



A containership typically rolls about 60,000 times in crossing the North Atlantic so heavy, out-of-gauge or dangerous cargoes require “close collaboration with your container operator from the word go.”

This video traces the responsibilities and concerns of shippers and other parties across the full shipment process. It covers ordering the right container for the job, making sure it is in good condition and ensuring that no part of it is damaged or inadequately repaired.

The section on the packaging plan warns: “Cargo shifting and uneven weight distribution are among the most frequent causes of container cargo damage.”

It deals with packaging, pallets and dunnage, achieving a “correct and immovable stow”, packing different cargoes in the same container and sealing and security measures.

Any fool can stuff a container follows the carriage and terminal stages to and from the ship. It highlights the importance of careful procedures by those receiving the container to avoid personal injury and damage to goods on opening and unloading ■

Copies of *Any fool can stuff a container* are available free of charge to Members for distribution to their clients. There is also a facility available to have the videos badged with members’ own logos if required.

Crew fitness project involves 12,000 seafarers



The UK Club Crew Fitness Project is now fully operational and available to all the Club's membership. Launched in August 1996 to address ever increasing costs of crew illness related claims, the scheme has been developed on the premise that many seamen already had "conditions of unfitness" prior to joining their respective ships, and this had not been identified due to inadequate local screening. For example in 1996 alone, Filipino seamen who comprise more than 20 per cent of the world's seafarers, accounted for over US\$7 million of personal injury claims.

There are now approximately twelve thousand seamen on the project, supported by a network of clinics in the Philippines, India, Croatia, Thailand, Australia, the UK, Republic of Ireland and most recently South Africa. Since 1996, the number of shipowner members supporting the scheme has grown to include tankers, dry cargo, bulk carrier fleets and some major cruise operators. Although there was initially some resistance to the higher standards required of the scheme, there is now general support as it is more apparent that it benefits not only the shipowners, but also the seamen. Those who have been screened as being unfit for sea duty at the start of the examination scheme are initially running at 10 per cent. The initial failure rate tends to drop mainly because of the tighter selection criteria of those representing the shipowners participating in the scheme. The project's rigorous standards also act as a deterrent to unfit seamen.

An internal report carried out for the Club's managers on the 15,000 examinations undertaken in all regions to date show that on average, 5.2 per cent have failed. The most common grounds for rejection include hepatitis B, liver disorders, TB, high blood pressure, poor

significant savings for participants by screening out unfit crew. As the scheme is extended into more of the Club's membership, savings will continue to grow. Out of 15,000 examinations carried out to date, the number of unfit crew screened out by the scheme numbered 1,200. On a worst case scenario, based on an average permanent disability compensation of US\$80,000 per individual, the potential cost savings are therefore extremely significant.

More important, these cases were not related to pre-existing medical conditions. This is positive proof that the scheme is meeting its aims and objectives. It has therefore been recognised as a vital tool in the successful management of crew risks for shipowners and shipmanagers alike. Pursuing the scheme has an obvious number of advantages for Club Members. By helping to eliminate the risk of employing seamen with serious pre-existing medical conditions; it will have the effect of reducing the overall costs of crew related claims. Equally important, it ensures that vessels are manned by fit and healthy crew, as the loss of just one man onboard can have a disruptive and expensive impact on the vessel's operation. The scheme has been judged to be one of the most successful loss prevention initiatives for the UK P&I Club and in response to requests from the membership the Club is further expanding its network of clinics in new regions around the world to cater for their individual requirements ■

15,000 examinations to date taken in all regions.

1,200 unfit crew screened out.

Most common grounds for rejection being:

- hepatitis B
- liver disorders
- tuberculosis
- high blood pressure
- poor lung function
- heart disease
- auditory problems
- mental health problems

Significant potential cost savings.

lung function, heart disease, auditory and mental health problems. The average cost of the enhanced pre-employment medical examination is US\$100 per person. The scheme is able to achieve

taking care continued

Container claims increasing worldwide

The Clubs recently published *Analysis of Major Claims (Ten-year Trends in Maritime Risk)* makes interesting reading with reference to container risks in particular. Containerships accounted for 424 major claims between 1987 and 2000, generating US\$146m in value, representing 8% by number and 6% by value of major claims.

Average claim values have increased steadily since 1991 and while they dropped again below the average trend

of 1995, they have increased significantly of late. The increase in the number of serious cargo and explosions/fires is particularly worrying.

In terms of risk category, containerships differ from most other ships in that shore error accounts for 21% of all major claims, compared with a 9% Club average across all ship types. Not surprisingly, this ship type has more than its fair share of cargo claims – 54% compared with a Club average of 40%

“87% of major claims occur on containerships above 10,000gt and account for 93% of the value of claims”

and only slightly less than general cargo ships at 60%.

In terms of ship size and age, the smaller ships of this type fare quite well. 87% of major claims occur on containerships above 10,000gt and account for 93% of the value of containership claims. Clearly, the smaller feeder ships do not suffer the same experience of major claims. Also of interest is that 44% of containership type claims occurred on ships of less than ten years of age.

In terms of country of incident, over a quarter of containership major claims occurred in the USA (28% by number and 20% by value). No one port however stands out as having an excessive number of large claims. The highest being Rotterdam, followed by Buenos Aires, Hong Kong, Antwerp and Long Beach ■

Foreseeability of ‘coco loco’ injury is question of fact

The plaintiff was a passenger aboard a cruiseship, for a one-week cruise during which she attended a shipboard Island Night function where speciality beverages known as ‘coco locos’ were served inside green, unhusked coconuts weighing in excess of four pounds. During Island Night, the plaintiff was struck on the top of her head by an object that apparently fell from the deck above. Evidence suggested that the object was a coco loco. The plaintiff sued to recover from various personal injuries. The defendant moved for summary judgement, arguing that the injury to the plaintiff was unforeseeable as no one had ever been injured by a falling coco loco.

The court acknowledged, “ there is, of course, a connection between notice and foreseeability, in that the absence of



any coconut-related incidents despite defendant’s hosting of a great number of Island Night buffets would tend to indicate that an accident such as the one alleged by the plaintiff was not necessarily foreseeable, or that the operator took reasonable care under the circumstances.” In denying the summary judgement motion, however, the court

held that the mere absence of similar incidents in the past did not establish as a matter of law that the cruise line had exercised reasonable care under the circumstances.

Subsequently the matter proceeded to trial, and the New York jury in fact concluded that the shipowner was liable. They accepted the claimants argument that the serving of drinks in a coconut was in effect in itself a ‘hazard’ created by the shipowner, with a foreseeable risk of injury associated with its use. Whilst the decision was disappointing, it was not considered prudent to pursue the matter through an appeal. The message from a loss prevention perspective is that shipowners need to recognise the potential for accidents, and cannot rely on the defence of “... it never happened before”, a US jury being as inclined as ever to use hindsight as a test for what is ‘reasonable’ in any given situation. Where the potential for falling objects exists, Members should consider the possibility of physical barriers to prevent passengers below being struck, and should revise their practice so as not to ‘arm’ passengers with objects likely to cause significant injury should such an accident occur ■

Container pilferage – France



The Club is presently investigating a serious case of pharmaceuticals pilferage in Marseilles which has revealed some disturbing practices. It would appear there is an organised system of delivering empty containers (declared as full) to the port. Once in the port, allegedly with the help of port employees and forklifts, these containers are filled with goods pilfered from other containers. The containers are then shipped to their point of destination where the pilfered goods are collected by the parties involved (in this case West Africa). Similarly the pilfered containers are shipped to their destination with the subsequent claim for loss on the carrier.

Under French Law it is not possible for cargo interests to proceed directly against the stevedores when a contractual (b/l) situation exists. The carriers only possibility to avoid a claim in this type of case is to present a recourse action against the stevedores. This is hampered by a further problem in Marseilles which is that surveillance video tapes, of the areas concerned, are not being kept long enough by the port before being erased.

We would strongly recommend Members request secure stowage for their containers in Marseilles prior to/ after discharge, and ensure their staff are fully aware of this current problem ■

ITF impostor

Information has been received that impostors pretending to represent the National Union of Seafarers of India (ITF) are operating at the Indian ports of Calcutta, Paradeep, Vizag, Haldia, and Madras. We have not heard of any such impostors acting in the west-coast ports. These fraudsters apparently have an extensive working knowledge as to how the official ITF operates and use this information to make demands on unsuspecting ships' masters visiting the port.

It is understood that the genuine ITF

are in the process of appointing specific inspectors in all Indian ports and their identities are to be circulated to ships agents. Meanwhile any masters approached by anyone claiming to be from the National Union of Seafarers in India should first confirm the identity of the official by contacting their appointed ship's agent. To date no legal action has been taken against these impostors because no master has yet formally filed an official complaint to the authorities despite requests from the National Union of Seafarers ■

Contaminated cargo problems at Australian ports

Contamination, however minor, of fertiliser cargoes by agricultural products continues to cause difficulties for vessels trading to Australia.

There are particularly strict control requirements in Australia which have been set down by the Australian Quarantine and Inspection Service (AQIS). Should these controls not be adhered to, vessels may face periods of quarantine, expensive reprocessing costs or even refusal to discharge the cargo altogether. In previous years AQIS have been particularly diligent in their inspection of holds and cargo prior to discharging when the cargo originated from US ports, however it is not only cargoes from US ports which cause them concern. A recent shipment of fertiliser from the Israeli port of Eilat was subject to stringent checks. The cargo was found to be

continued over



cargo matters continued

contaminated by barley and despite the fact that only 13 grains of barley were found the vessel faced a period of quarantine and the cargo was required to be reprocessed.

In an effort to combat such events, it is suggested that the most effective method of hold inspection, prior to loading cargoes for Australian ports, is the use of a cherry picker to inspect all areas of the vessels holds including for example all underdeck beams, top sections of frames and frame brackets,

any ledges on the forward and after bulkheads where grain may lie, all pipe flanges, behind all pipe protector plates/ support brackets and other ledges in these areas, and most importantly the removal of flake rust, this therefore eliminates and removes any grain that may be concealed behind such rust. A detailed inspection is absolutely necessary in order to ensure that there are no remaining grain (wheat) residues ■

Details of the requirements for importing fertiliser into Australia can be found on the AQIS website at: <http://www.aqis.gov.au>

pollution



Problems discharging cement in Nigeria

Local correspondents in Nigeria have brought the Club's attention to the following cement-related discharge problems applicable to Nigerian ports in general and to Lagos especially.

Two case histories were provided by way of example.

1 A vessel arrived at Lagos with wet cement in March 2000 and the receivers argued that the cost of discharging, transporting and customs duties exceeded the actual value of the cargo. As a result the solid cement was left onboard the vessel.

A dispute then developed as the receivers and the vessel owners disagreed over the quantity of cargo remaining onboard causing the vessel to be delayed. Ultimately this situation could have been avoided if the vessel owners had protected themselves with a draft survey.

2 Over the past few months a number of vessel's discharging bulk cement have encountered problems with local receivers. The receivers are alleging that



pieces of iron found in the cargo and emanating from the vessel are causing damage to the screw un-loaders/hoppers thus causing down time.

Correspondents are concerned (with a few minor exceptions) that the majority of the contaminants have been placed in the cargo by unknown persons intent on sabotaging the discharge operations. They are not sure whether the local stevedores (unhappy about the increasing use of machines) are involved or whether it is the receivers (who apparently do not have enough storage space for the cargo) trying to avoid demurrage claims. They therefore recommend that additional security and watchmen are deployed to prevent any unauthorised persons throwing foreign objects into the cargo. Furthermore, the hoppers should be inspected and confirmed to be empty before discharge operations are commenced. This security can be arranged through the vessel's protecting agents ■

Record fine for oil spill

A shipping company has been fined NZ\$60,000 for an oil spill that came ashore into the Poor Knights Islands marine reserve in New Zealand. The fine matches the record under the country's Resource Management Act for offences relating to the discharge of contaminants. A container ship discharged a large quantity of oily bilge water while sailing between the internationally recognised marine reserve and the Tutukaka coast in Northland, New Zealand. In addition to the fine the company will have to contribute NZ\$160,000 towards cleanup costs. Fortunately there is no long term damage to the reserve which has long been recognised as a marine habitat with unusual and unique features. The islands are also a place of great cultural and spiritual significance to the Maori. The third engineer had failed to notify the bridge that 5 cubic metres of bilge contents and 2 cubic metres from the purifier slop tank had been pumped overboard. The crew had not known that the oily water separator was ineffective and the discharge formed a 1.5 kilometre by 6 kilometre slick that was driven by wind onto the coast of the Poor Knights Islands, which took many days to clean up ■

CONTAINER MATTERS

A LOSS PREVENTION NEWS SUPPLEMENT

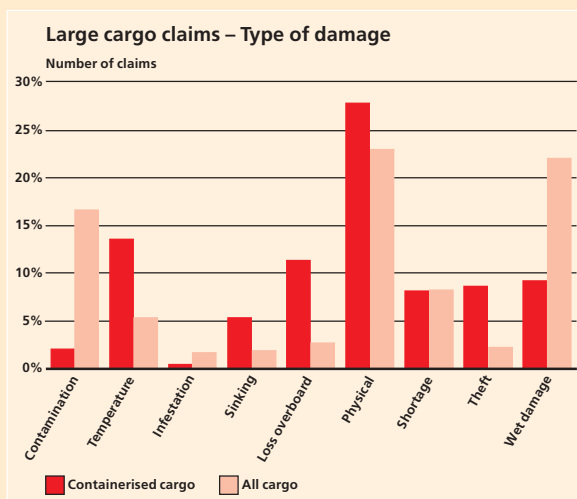
Container cargo damage – the causes

The container revolution of the 1960s was deemed to be the solution to limiting cargo damage, but has experience proved otherwise?

A considerable proportion of the Club's time is taken up handling container cargo claims where 25% of the damage is physical, 14% temperature related, 11% containers lost overboard, 9% theft and 8% shortage.*

The graph shows how these compare to damages of all the Club's large cargo claims and highlights some of the real benefits, or otherwise, of containerisation.

It is worrying that one of the biggest contributory causes of container cargo damage is bad stowage – causing nearly 20% of the claims. It would



seem that we have merely shifted the cargo damage problem further back up the transit chain.

Shore error now accounts for around 27% of large container cargo claims compared with 19% for all types of cargo claim, tie this in with bad stowage statistics and it seems to point to problems originating at the time of stuffing.

We seem to have substituted problems in one large container (the ship) to problems in a lot of smaller containers (the container). With around 12,000,000 containers in circulation and 95,000,000 loaded container movements each year, this seems to be a real problem for the industry.

Although it is a major cause of container cargo damage, it would be wrong to lay the origin of all container cargo claims on bad stowage alone. The table (right) lists many other reasons for damage.

As an insurer finding and highlighting the problems and where the money goes is easy. Rectifying those problems unfortunately is not.



The Club's two videos *Container Matters* and *Any fool can stuff a container* try, in a limited way, to address some of these problems as do the articles in this supplement.

*Source: Analysis of Major Claims

- Lack of export packaging
- Increased use of weak retail packaging
- Inadequate ventilation
- Wrong choice of container
- Poor condition of container
- Lack of effective container interchange inspection
- Ineffective sealing arrangements
- Lack of clear carriage instructions
- Ineffective internal cleaning
- Contaminated floors (taint)
- Wrong temperature settings
- Condensation
- Overloading
- Poor distribution of cargo weight
- Wrong air flow settings
- Wrongly declared cargo
- B/I temperature notations misleading/unachievable
- Lack of reefer points
- Organised crime
- Heavy containers stowed on light
- Stack weights exceeded
- Heat sensitive cargoes stowed on/ adjacent to heated bunker tanks or in direct sunlight
- Fragile cargoes stowed in areas of high motion
- Damaged, worn, mixed securing equipment
- Poor monitoring of temperatures
- Wrong use of temperature controls



Containers – stuffing & stacking

Losses continue

The Club is concerned at the continuing incidence of damage to containers and cargo from within containers, and of damage to containers and contents from the collapse of containers in stack.

This article is a reminder and re-enforcement of earlier advices, and reference should be made to the following *Carefully to Carry* reports:

Report No.11 - July 1983,

Report No.12 - December 1986,

Report No.13 - April 1989.

Reference should also be made to such booklets as *Stuffing & Stowage* by ScanDutch, and to similar publications by Atlantic Container Lines and Hapag Lloyd, for example, with their excellent descriptive line drawings and practical advice, and to the catalogues of container securing components and securing systems available from all reputable manufacturers such as Coubro & Scrutton, Conver and Peck & Hale.

Stuffing

The stuffing of containers is not just a ship operator's problem. Containers are often packed at places which may be many miles, and sometimes even several days' journey, from the marine loading terminal. It is therefore important that

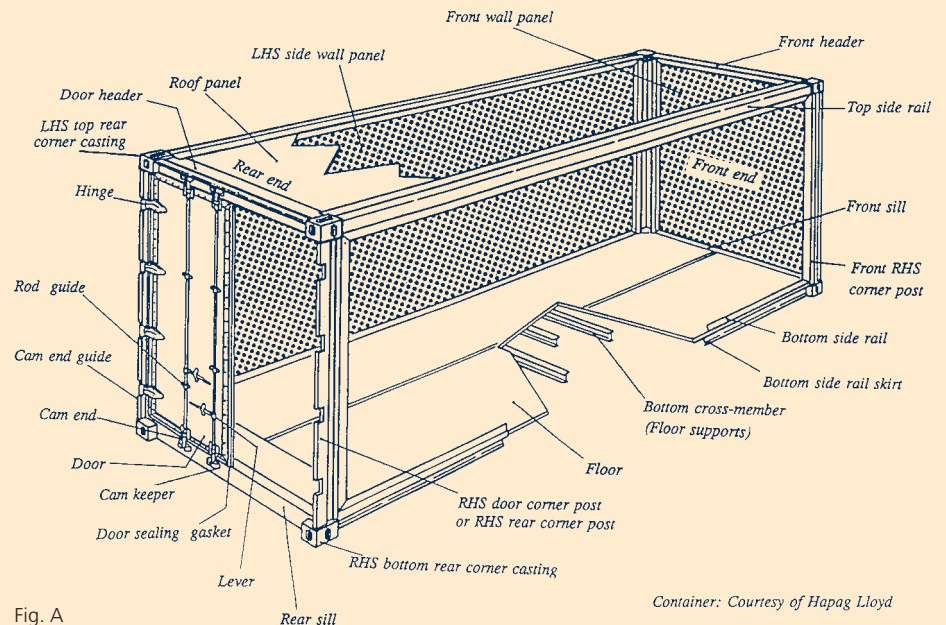


Fig. A

Container: Courtesy of Hapag Lloyd

everyone involved with the packing of containers, at whatever stage in transit, should be fully aware of the stresses that can be generated in the structure of the

sills provide the internal strength members. (See Fig. A). Whenever bracing is to be used in vertical, horizontal or diagonal form, it must act against those members and the floor bearers, and no others. Bracing and/or end chocking against side, end, and roof panels will surely result in disaster (photos 3 and 4).

The great problem is that, unlike break-bulk cargo, the ship's master and his officers do not sight, nor do they have any control over, the contents of containers or the methods by which the contents have been packed and secured. Hence, whenever and wherever containers are being packed, management and supervisory personnel should be properly trained and be provided with copies of the many relevant excellent handbooks and leaflets available from shipping companies engaged and specialising in container carriage by sea.



container itself and in and around the cargo within it, during transportation by road, rail or ship. It is also, of course, essential that containers are in sound structural condition each time they are put into service, and that the containers themselves are suitable for the cargo to be carried.

It should always be borne in mind that the side panels, the end panels, and the roof panels of an ISO container are not normally strength members. Beneath the floor timbers there are metal cross-bearers and it is generally those bearers which provide the floor's strength. Additionally, the corner posts, front & rear headers and front & rear

If the contents of just one container are improperly packed or lack adequate securing arrangements or are inappropriate for container carriage and, as a result, break adrift when the ship encounters heavy weather, the safety of many other containers, their contents, and the safety of the ship itself could be at risk. For instance, round steel bars, inadequately secured, broke adrift within a container third in stack on deck, pierced and went through the container's side panels, shattered a corner post of the next adjacent container creating a domino collapse of other units. A single block of granite lacking securing



Photo 1

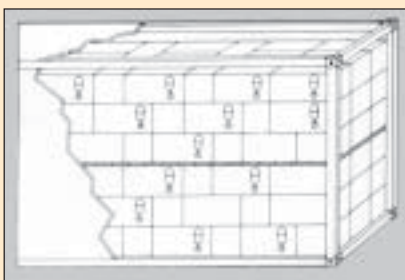


arrangements within the lower tier of a below decks stack, broke through the container's side panel and fell corner down piercing the double-bottom fuel oil tank below. The consequential fuel oil flooding of the hold and lower level damage to base containers was a costly business. As has been said elsewhere: Only the foolhardy believe that a heavy cargo unit's inertia, alone, will restrain its movement during a sea voyage!

Of the casualties investigated it is often the case that horizontal spaces – that is fore-and-aft and longitudinally – are more-or-less adequately chocked, but the vertical component is entirely neglected. When a ship is pitching and scending in a seaway, vertical acceleration and deceleration forces acting on cargo components can attain values of 2g. That is, as it goes up and comes down the load upon the securing arrangements will be equal to twice the static weight of the cargo item. If there is no arrangement to **hold down** the cargo securely to the container's floor the cargo will lift, and once it lifts it will start to shift, and once it starts to shift it will go on shifting!

Where relatively lightweight cartons or good timber cases can be afforded tight block stowage, there will be little need for additional securing arrangements. However, where lightweight cartons with frail contents, or plastic jars, bottles and barrels, are to be stowed to the full internal height it may be necessary to provide a mid-height flooring so that the lowermost items do not suffer damaging compression and collapse. (Figs. B & C).

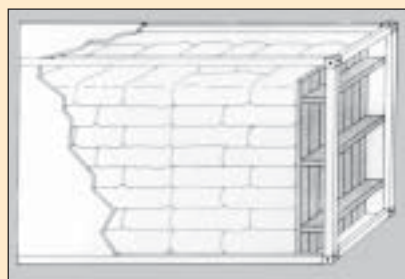
Fig. B



Where bags, cartons or cases do not occupy the full internal space, then chocking and bracing with timbers and/or air bags is necessary. (Fig. D).

And where heavy items are involved, securing with downward-leading wire lashings and/or strapping to 'D' rings attached to the upper parts of the floor bearers will be required.

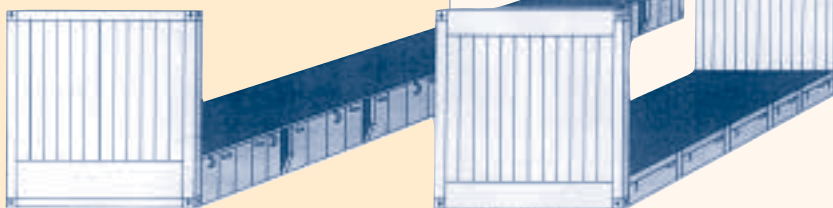
Fig. D



So it is important that the correct form of container is used, because not all have provision for mid-height flooring to be fitted, and not all are provided with 'D' rings.

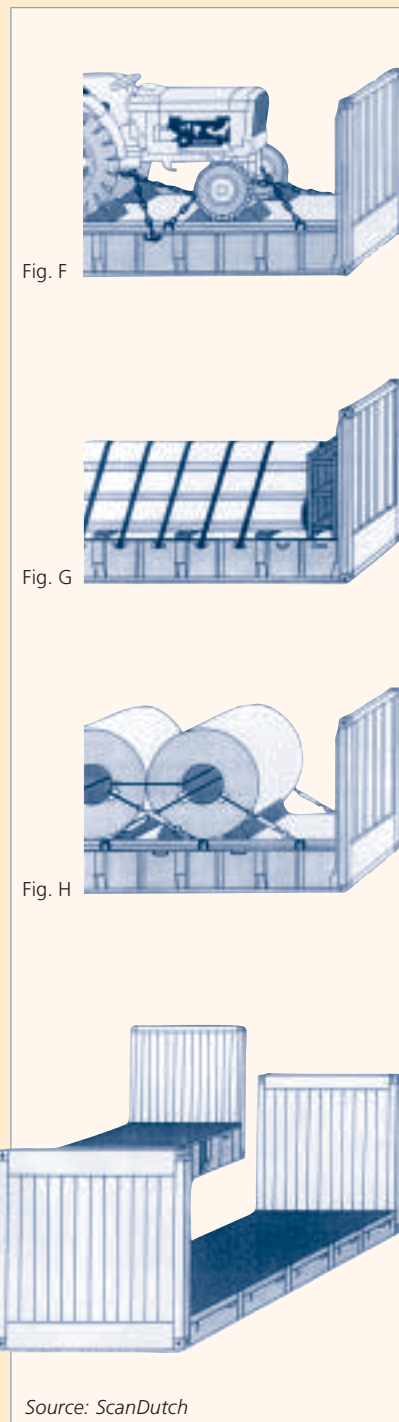
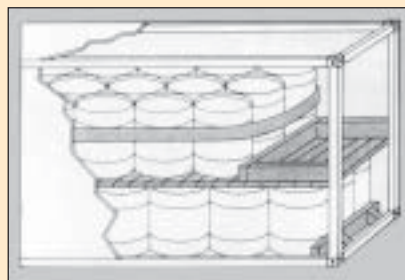
Steel coils, steel pipes and bars, and heavy machinery items should be shipped on specially designed 'flat racks', 'flats' or 'sledges'. (Fig. E).

Fig. E



These units are strengthened for such loads, and adequate securing terminal points are provided. (Figs. F, G & H, for instance.)

Fig. C



Source: ScanDutch

It is when such items are packed into ordinary cargo containers that disasters occur.

As the Atlantic Container Lines booklet says to shippers: "When you have finally packed your cargo into the container, sealed the doors and dispatched the unit, it is extremely difficult to correct an inadequate stow. If your load has not been properly secured or if the packaging is unsuitable the risks of damage to your cargo will increase during transit."

continued over



Containers in stack

Most ISO containers are designed and constructed to allow nine-high stacking **when empty**. They should be placed and must stand on the four lower and four upper corner castings, alone, with the appropriate stacking/locking components between. The bottom and top side rails, the front and rear sills and headers, and the underside floor bearers should remain free of vertical stacking contact at all times if transient wracking stresses are to be avoided.

A variety of securing systems sometimes create problems where ships' officers/charterers' superintendents familiar with one specific system fail to update themselves when faced with something different. It is not possible within the scope of this article to examine the many different fully approved and highly efficient systems in current use, but the Club cannot stress firmly enough the need to comply with, and to fully implement the requirements of, the stowage and securing system formally approved and planned for a particular vessel. All too often, container stack wracking failures occur in non purpose-built vessels because charterers insist on stacking containers in the holds and on the weather-deck in a manner which would not be approved even in a purpose-built ship. Unfortunately, stack collapses within the holds, and within weather-deck stacks, occur just as frequently in purpose-built vessels.

Independent of casualties arising from lack of securing arrangements and use of inappropriate containers as indicated earlier, container stack failures seem to arise from three prime causes, all of which involve unacceptable wracking stresses in one form or another.

Firstly, it is found that container stacks have failed because a fully-approved and

fully adequate securing system has become downgraded with time. That is to say, after the casualty all concerned aboard the vessel insist that "we always secure them that way" when what proves to be the case is that, over time, one small recommended aspect after another has been omitted incrementally and successively without casualty until the day that circumstances conspire to subject the stacks to the maximum stress which the system was designed to withstand. Damage and loss result. A chain is only as strong as its weakest link, and a container stack securing system is only as effective as its least efficient component. **Do not omit from a container stack securing system any single component which comprises the full and approved arrangement.**

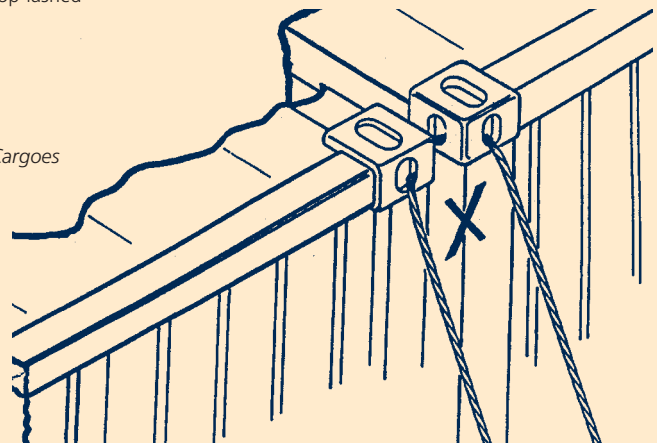


Secondly, and with disturbing frequency, it is found that container structural collapse has occurred due to excessive superincumbent weight in stack. This occurs mostly in chartered vessels where charterers neglect to consult, or deliberately ignore, the stack weight restrictions set out in the approved stacking plans. **It is most unusual for ships to be approved for on-deck and under-deck stacks of 4, 5 or 6 units high in the absence of very rigorous unit-weight restrictions. In other words, an approved stacking plan for 5 or 6 units high may well specify a sliding decrease in weight per unit up to 4 high, with tiers 5 and 6 required to be empty.** Time and again, casualty investigation reveals a blatant disregard for these restrictions.

A very large, purpose-built, container vessel was slot-chartered on her maiden voyage to a number of container carrying interests. The Classification-approved plans allowed 6-high stacks in the holds, so 6-high stacks were used throughout. Not a single charterers' superintendent bothered to check the stack plans, so many heavier units were placed in the upper three tiers because of the port discharge rotation. A week before arriving at the first discharge port the base tier containers in Nos. 2 & 6 holds suffered widespread collapse and crushing and tank-tops were pierced.

Fig I. A recipe for disaster. Adjacent corner castings should never be loop-lashed like this, or similar.

Source: *Lashing & Securing of Deck Cargoes*



Investigation revealed that the approved stacking plans provided a sliding scale, in which unit height increase should have been traded off against unit weight decrease: 20ft base and second tier units should not have exceeded 20 tonnes; third tier units should not have exceeded 10 tonnes, fourth tier units should not have exceeded 6 tonnes, and the two top tiers should have been empty. Sad to say, anything learnt from that loss appears to have been quickly forgotten bearing in mind that a similar train of events occurred in the same vessel some twelve months later.

The records of all the P&I Clubs combined would reveal the unwelcome frequency with which a similar sequence of events has created widespread damage and loss to containers carried on the weather-decks, and continues to

occur. **Don't overload the stack. Consult the stacking plans. A container constructed to accept 8 empty units above it (a total of 20 tonnes) is unlikely to withstand a superincumbent weight of 160 tonnes even when static; when subjected to vertical acceleration/ deceleration forces at sea, collapse is almost certain to occur.**

Thirdly, where two 20ft units are stowed on the weather deck in what would otherwise be a 40ft unit position, it is very difficult – in many instances, impossible – to apply wires, chains or bar-lashings to the adjacent end-butting corners. Their absence is not compensated for by using double or four-way inter-layer stackers (spades) or longitudinally positioned screw-bridge fittings, tie-wire, or the like. (Fig. I).

The problem is that the container stack as a whole, and particularly those units in the base tier, will be subject to excessive wracking stresses should the ship start rolling in heavy seas or pronounced swell conditions. Some compensation can be applied by the use of anti-rac bands (two tensioned metal straps fitted diagonally across the corners of the 'free' ends of the base tier containers) but they suffer from the same inability to secure the 'butting' ends. A full lashing system, properly planned for the dual carriage of 20ft and 40ft units is to be preferred if container losses from this cause are to be prevented ■

When all else fails – read the instructions!

J R Knott

Substandard components jeopardise cargoworthiness

A vessel's container stowage and securing arrangement can be easily undermined if substandard and/or incorrect components are utilised. To maintain securing equipment in good order, both fixed and portable, requires considerable time and effort.

Whatever regulations, standards or codes of practice are issued the integrity of a vessel's container stowage and securing arrangement can only be made by regular inspection of the securing equipment. The securing arrangement can amongst other things be undermined by one or more of the following:

- 'Rogue' securing equipment;
- Improperly maintained securing equipment;
- Insufficient supply of correct securing equipment;
- Overloading of the securing equipment.

Portable securing equipment

The human nature of stevedores means that they will often use the first item of equipment which comes to hand, be it 'rogue' or damaged, without due consideration to its suitability. If substandard equipment is used it can fail at a lower load than its design rating, thereby resulting in a failure of the overall securing system and the possible collapse of the container stow.

The aspects which should be considered during periodic inspection of container securing equipment should include the following:

- Inspection of the twistlock complement to ensure that 'rogue' twistlocks, i.e. ones with an opposite locking action to the ship's standard complement, have not made their way onboard. When left-hand and

continued over



Mixed twistlocks



Uniform twistlocks

right-hand locking twistlocks are fitted with similar shaped handles, which can be the case, it is not always possible to differentiate between them once used in the same stow. Even if the stevedores are aware of the difference, any subsequent checks by other people could allow disengagement if the handles were all actuated in the same direction on the premise that some twistlocks had not been properly locked in the first instance. ISO TC 104 has been considering for some time amendments to ISO Standard 3874 that will include the physical and functional requirements for various items of portable securing equipment. For manual twistlocks it is proposed that the unified direction of handling will be clockwise when viewed from above, i.e. left-hand locking.



- Checks to ensure that the spring holding the twistlock in the closed position is in a resilient condition. If a spring loses its resiliency the cone(s) will not be held in position in a positive manner. The moving and flexing of a vessel in a seaway has been found sufficient to allow twistlocks to unlock themselves if their spring action is failing or has failed.
- No structural defects which would compromise the proper use of the equipment, e.g.
 - Twistlocks with missing handles;
 - Twistlocks with fractured housings;
 - Double cones with fractured base plates; and
 - Seized/buckled turnbuckles, bridge fittings.



Fixed fittings

Regular inspection of fixed fittings is also essential to establish whether progressive wear has undermined their integrity. Areas requiring particular attention include:

- Reduction in the thickness of securing points where for example a turnbuckle may have chafed;
- Wastage in the way of the key holes of deck foundations;
- Wastage and cracking of the plating to which fittings are welded; and
- Dovetail deck foundations distorted.

If a dovetail type fitting and its associated part are compatible and in good working order, it should only be possible to slide a dovetail type twistlock or locating in a horizontal direction into the deck fitting. However, if the deck fitting is damaged or its associated part is incompatible, it may be possible to lift a dovetail type twistlock or locating cone out vertically. In such an event no vertical restraint will be provided to secure a column of containers to the deck.

To ensure as far as possible that containers can be safely carried can be summarised as follows:

- Providing and maintaining an adequate supply of container securing equipment;
- Ensuring that they are of the required strength;
- Ensuring that they are properly maintained;
- Warranting the adequacy of the design of the securing arrangement; and
- Provision of a comprehensive stowage and securing manual, and ensuring that the ship's staff understand the manual.

J Chubb

Carriage of refrigerated cargo



The international transport of temperature

controlled raw materials and final products is an essential link in many industries between producers and consumers. Most cargoes have properties that will determine practical storage lives (PSLs), which are a key factor if they can be carried by sea.

A container operator observes evolving patterns of trade. Examples are:

- More countries exporting by sea – especially fruit, fish, and flower bulbs;
- Some shorter life products spending more than half their PSL in transit;
- Demands from supermarkets for all-year-round supplies reducing seasonality;
- Lower stock holding with demands for just in time deliveries and inventory control;
- Some moves from airfreight – particularly cargoes needing due diligence records such as pharmaceuticals;
- Use of intermodal movements depending on local requirements and facilities.

A prudent carrier has to apply a systematic approach to ensure that the equipment and service provided is “fit for the purpose intended”.



To achieve the requirements needs:

- Containers of appropriate design that are maintained correctly;
- A process (temperature controlled chain) that is capable of remaining in control;
- A set of detailed procedures;
- A reliable information system;
- Trained staff;
- Shippers that correctly stuff containers with properly prepared cargoes to meet their customers' purchase specifications.

Claims and incidents

The vast majority of cargoes outturn well and claims represent a fraction of one percent of the containers carried. Temperature controlled container carriage is developing and there are many things that can, and very occasionally do go wrong. The recently released video *If you think any fool can stuff a container – think again*, provides a graphic demonstration of how not to get cargo to its destination in good condition. Experience is a great teacher and even the best-designed systems can be found wanting with 'Murphy's law' and human error ever present. An individual temperature controlled container may suddenly appear to have attracted multiple errors and faults while the many others carried in the same transit having perfect outturns. Cambridge Refrigeration Technology (CRT) runs a training course that uses a real claim as a short case study. Six individual separate faults, and errors, occurred. The cargo had a value of US\$750,000 and unbelievably it was not a total write off!

The following list is not exhaustive but covers a typical list of ten critical areas of occurrence reported to a typical cargo claims or cargo care, department that may result in a confirmed claim:

- Containers off power and therefore off refrigeration for extended times
- Wrong settings caused by incorrect information
- Failure to monitor properly and correct faults or wrong settings
- Poorly pre-cooled or overcooled cargo
- Cargoes with insufficient PSL
- Badly stowed containers impeding air flow – many with low quality packaging
- Excess fresh air ventilation for live cargoes thereby causing evaporators to ice up
- Incorrect defrost interval where this has to be set manually
- Incorrectly booked cargo leading to operational and commercial problems
- Fahrenheit and Celsius temperatures interchanged or wrongly converted

This list is not in priority order with claims relative to the number of containers carried very low.

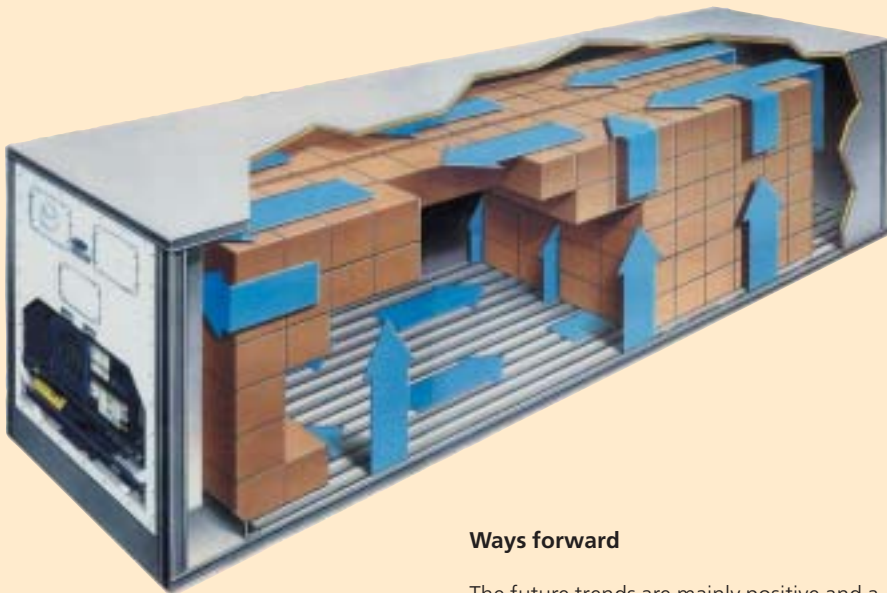
There is a long list of minor but important issues that relate to individual incidents. They can include physical damage, broken security seals, air probe temperature sensor failures, and partial or complete loss of refrigerant, generator failure during land transit and many more.

Patterns of claims and incidents

Because of the small number of claims the statistics are difficult to analyse. It is sometimes possible to observe patterns of claims/incidents by careful systematic review of all the factors. For example – the surprising patterns that continue to involve alleged temperature abuse of frozen fishery products. Additional points to check include:

- New export locations;
- Pre shipment temperatures and the use of 'glaze (water)' to protect the product;
- Freezing of items individually (IQF) rather than as a block. (A less dense more temperature-sensitive cargo with a lower heat sink in the container);
- Low stuffing and unstuffing times to avoid temperature rises;
- The temperature set point. (The popular -18 degrees Centigrade needs to be colder and -23 degrees Centigrade is acceptable for most containers with many able to be set colder).

A difficult area involves a few subrogated claimants that are unwilling to accept that Lines do not guarantee cargo temperatures. The set point is the continued over



temperature of the air passing a sensing probe and is not the temperature of the cargo. Cost and time would be saved if these professional claimants attended an independent training course to understand how a modern integral unit operates.

Fortunately most temperature controlled containers built since 1994 contain data loggers that record a variety of information. They are like a simple aircraft 'black box'. Independent loggers are also available so that a wide variety of audits and checks can be made. When reviewing a claim/incident a download can show:

- Pre trip inspection records;
- Set point plus supply and return air temperatures at preset intervals;
- Defrosts;
- Times off-power;
- Basic faults;
- Relative humidity.

This is a major step improvement from just recorder chart details. It will be some years before containers without digital electronics are replaced. This factor is delaying the full introduction of remote monitoring on vessels and terminals although most new vessels are so equipped. As always the data remains the property of the container operator.

Ways forward

The future trends are mainly positive and a selection follows:

- Integral containers:
 - More reliable with improved airflow, calibrated air freshening vents, dehumidifiers, and other programmable settings;
 - Improved insulation with lower degradation over time.
- New vessels providing faster transits, new routes, and some relaxation in inland road weights.
- Leading consignees and shippers working with lines to provide good logistics.
- Increasing uniformity of regulations between groups of countries reducing variations.
- Foods standards agencies or equivalent developing in key countries.
- EU/UN inspectors approving meat and fishery product facilities thereby improving standards.
- US Food & Drug Administration moves from inspection to prevention mode.
- Acceptance of hazard analysis by big food companies and many countries as a safety measure.

In the meantime information and training continue as active methods of preventing claims. Examples are:

- The Internet (and Intranet in many companies) provide a systematic method of communication.

- P&O Nedlloyd will shortly put its *Temperature Controlled Cargo Guide* onto its site.
- A recent booklet by the University of California provides good information on stowing containers plus very good photographs on troubleshooting some perishable product problems.
- Modern videos such as *If you think any fool can stuff a container – think again*.
- Training courses run by integral container refrigeration equipment manufacturers and organisations such as Cambridge Refrigeration Technology.
- Support of organisations such as International Cold Chain Technology.

The new International Quality Standard ISO9000:2000 due for publication by the end of the year will require changes in approach if companies wish to retain, or obtain, assessment. It requires:

- customer focus
- leadership
- involvement of people
- process approach
- system approach to management
- continual improvement
- factual approach to decision making
- mutually beneficial supplier relationships.

Conclusions

The carriage of temperature controlled cargoes in containers is growing with the vast majority of outturns meeting both the shippers' and consignees' requirements. Advances in digital electronics are improving the ability to manage transits.

A systematic approach to analysing the causes of claims and incidents can lead to effective remedial and preventive actions ■

M Sanderson Walker

Refrigerated cargoes – recommendations for carriage instructions



The following is an extract from a newly-published guide on Carriage Instructions for Refrigerated Cargoes produced by the International Cold Chain Technology group (ICCT) – commercial companies interested in the safe transit and storage of refrigerated goods. The Club supports, and is an active member of, ICCT. The origin of the guide is the concern within the industry that insufficient/inadequate instructions are becoming increasingly common making it extremely difficult in some cases for the carrier of the goods to fulfil his duties of care.

A complete copy of the recommendations is available from the Club on request.

Introduction

Refrigerated cargoes are invariably perishable to a greater or lesser degree, and their safe carriage depends on maintaining suitable storage conditions during transportation. This is true for all modes of transport and all cargoes, though conditions are more critical for longer journey times and for more perishable commodities.

Refrigerated cargoes include both frozen and chilled goods, the latter including fresh fruits and vegetables. Generally, frozen goods do not suffer if over-cooled, whereas chilled goods can be damaged by low temperatures, either by freezing or by chilling injury to fresh produce. Much tropical and sub-tropical produce is liable to chilling injury if subjected to temperatures below those usually experienced in the growing area.

Successful transportation is dependent on the carriage instructions, which define the conditions in which the goods are to be carried. If these instructions are incomplete, inadequate, contradictory, or wrong, then problems can be expected. For the shipper, there is the risk of loss of cargo. For the carrier, there is the risk of a claim even if the goods are undamaged. Many shippers and carriers are prepared

to accept inadequate instructions either through ignorance or through unquestioning acceptance of what has been accepted previously by themselves or others. Instructions may be based on goods of different origin, which may have different requirements.

The way in which cargo is stowed into holds or stuffed into containers is important for successful carriage, but is outside the scope of these recommendations.

These recommendations have been drawn up by ICCT to assist both shippers and carriers to re-assess their carriage instructions in order to improve the operation of refrigerated transport chains.

First, general requirements are considered. Thereafter, separate sections relate to containerised cargoes and to shipments in reefer vessels. For ease of reference, points which are the same for both types of transport are repeated in the appropriate sections.

General requirements

The responsibility for specifying carriage instructions is that of the shipper, the owner of the goods. Only the shipper knows the full nature of the goods and their requirements. Frequently this responsibility is passed to the carrier, but in this case the shipper prior to shipment should agree the acceptability of the specified conditions. In either case, the exact nature of the cargo needs to be known – in the case of fruit, for example, carriage requirements may vary dependent on type, variety, maturity, origin and growing season conditions.

If mixed loads of differing commodities are to be carried in a single cargo space, it is necessary to consider compatibility of temperature, atmosphere (especially ethylene levels) and liability to taint. This will usually require specialist cargo care advice.

It may be necessary to ensure that carriage conditions are specified to all carriers in the transport chain, as frequently an international journey may use different carriers at the start and end of the journey.

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Items such as relative humidity and maximum time without refrigeration should not be over-specified but should meet the necessary requirements of the goods.

Over-specification of requirements is to be avoided as it tends to lead to more, and sometimes spurious, claims regarding technicalities which have not actually affected cargo quality.

Many of the specific items listed below may be taken for granted with regular shipments, but may need to be specified if a new carrier is used.

Specific requirement for containerised cargoes

The parameters that may be included in carriage instructions for containerised refrigerated cargo are shown in the table:

Each of these will be considered below.

Pre-stuffing sanitation

The proper cleanliness and lack of odour in containers to be used for refrigerated goods should be a matter of normal good practice, but any special or particular needs should be identified.

Pre-cooling of containers

Pre-cooling is only useful when loading from temperature controlled loading bays; in other conditions, it can result in excessive moisture ingress from the atmosphere and is not recommended.

Cooling during part loaded conditions

Part loaded containers should be closed and temperature maintained if there is a delay before completing loading.

Prohibition of stuffing cargo at mixed temperatures

Properly pre-cooled cargo and warmer cargo should not be mixed.

Stowage requirements

Any special stowage requirements, such as a protected or underdeck stow, should be stated.

Ventilation

The rate of fresh air ventilation for fresh produce should be specified. This should be as an absolute figure in cubic metres per hour. The specification of a percentage rate of ventilation only has meaning if related to a specific container size and a specific model of refrigeration unit.

Carriage temperature

It is not physically possible to provide refrigeration in the absence of temperature differences, both between air and goods and within the bulk of the goods. The only temperature which can be controlled is the set point, which corresponds to air delivery temperature for chilled goods and to air return temperature for frozen goods. The term "carriage temperature" therefore has little meaning, and "set point temperature" should be specified. If appropriate, this may be augmented by a maximum allowable temperature during periods without refrigeration.

Although degrees Celsius are the international standard, in the USA degrees Fahrenheit are still commonly used. As zero C is a common chilled goods temperature and zero F is a common frozen goods temperature, great care is needed to avoid possible confusion of units.

For USDA and other cold treatment quarantine requirements, maximum pulp temperature may have to be maintained below a specified temperature throughout a continuous period of days or weeks, and only approved equipment may be used.

Maximum time without refrigeration

Sometimes it may be necessary for statutory or other reasons to specify a maximum duration of time without refrigeration, either per event or in total for the journey. This should not be

- Pre-stuffing sanitation
- Pre-cooling of containers
- Cooling during part loaded conditions
- Prohibition of stuffing cargo at mixed temperatures
- Stowage requirements
- Ventilation
- Carriage temperature
- Maximum time without refrigeration
- Air circulation rate
- Relative humidity
- Measurement and reporting requirements
- Special conditions for cold weather
- Need to pass instructions to subsequent carrier
- Need to notify if limits exceeded
- For controlled atmosphere shipments, additionally:
 - Levels (ranges) for O₂, CO₂, humidity, ethylene
 - Permitted time to reach specified levels
 - Procedure in event of CA system failure
 - Safety requirements
 - Discharge atmosphere requirements

necessary if temperature limits are well defined.

Air circulation

Many containers have a high air circulation rate for chilled goods and a lower rate for frozen goods. If a speed change switch is fitted, low speed operation for chilled goods may be possible, but as this inevitably results in a wider range of cargo temperature, it is not recommended.

Relative humidity

When special equipment with humidity control is used, a range must be specified. It is difficult to measure humidity regularly to better than the nearest 2 to 3%, so an acceptable range of at least plus or minus 5% should be specified, albeit with a tighter target. Special equipment is available to maintain either high (e.g. 90%) or low (e.g. 50%) humidity. Without such equipment, relative humidity is not controllable and should not be specified.

Measurement and reporting requirements

It is normal to record return air temperature in refrigerated containers, and some equipment also records delivery air temperatures. Any specific shipper requirement for reporting temperatures should be stated. When the refrigeration unit is not running, the recorded temperatures do not reflect cargo temperatures. Shippers may choose to put their own recording equipment within cargo, in which case they should inform both carriers and receivers.

Special conditions for cold weather

Sometimes special requirements exist for exceptionally cold conditions. However, it should be noted that most transport refrigeration equipment will control temperature using either cooling or heating as necessary to maintain specified conditions.

Need to pass instructions to subsequent carrier

If there is uncertainty at the start of a voyage as to who will be the final carrier, it may be necessary to request the initial carrier to pass on carriage instructions.

Need to notify if limits exceeded

Procedures for notification of out of specification conditions should be established prior to acceptance of cargo for shipment. This could apply to warm loading, or to equipment failures, for example. Standard procedures and safe limits should be available.

Additional requirements for controlled atmosphere shipments

Controlled atmosphere (CA) systems are designed to maintain an atmosphere different from normal, usually with low oxygen and increased carbon dioxide. They enhance the storage life of some produce when used in conjunction with refrigeration. There are additional requirements for such shipments, as follows:

- **Levels (ranges) for O₂, CO₂, humidity, ethylene**

For each of the atmospheric gases to be controlled, upper and lower concentration limits should be specified.

- **Permitted time to reach specified levels**

The maximum time allowed to reach the specified levels may be laid down.

- **Procedure in event of CA system failure**

The failure of a CA system will not necessarily have a drastic effect on the produce if the refrigeration continues to run. In these circumstances it will be necessary to introduce fresh air ventilation to fruit and vegetable cargoes. This should be specified.

- **Safety requirements**

CA produces an atmosphere which is deadly to humans – breathing an oxygen-depleted atmosphere produces immediate unconsciousness and fairly rapid death. Adequate safety systems must be in place, and these may need to allow for the possibility of stowaways in the cargo.

- **Discharge atmosphere requirements**

The safety requirements extend to those unloading cargoes. Proper ventilation prior to entering containers and training of workers are both necessary.

Containerised transport of perishables without refrigeration

Some perishable commodities are carried without refrigeration, possibly for short-duration journeys, or in ventilated equipment. In these cases it is wise to consider which of the above requirements may still apply.

Products with limited temperature sensitivity may be carried under refrigeration for certain journeys only. The following guidelines suggest when this may be appropriate.

- For any goods requiring close temperature control, refrigeration is essential. If temperatures need to be maintained within a band of 2 deg C or less, refrigeration should be virtually continuous.
- At the other extreme, for less sensitive goods with a maximum temperature tolerance of 30 deg C or above, refrigeration is only necessary for storage on land at high ambient temperatures. For containerised shipments at sea, a protected stow may be requested.
- If the maximum permitted temperature is 25 deg C or lower, refrigeration should be used for any journeys through the tropics and for any journeys anywhere in summer.
- If cargo requirements are marginal, either in terms of temperature tolerance or in terms of possible delays at high ambient temperatures, then the only safe option is to use refrigeration.

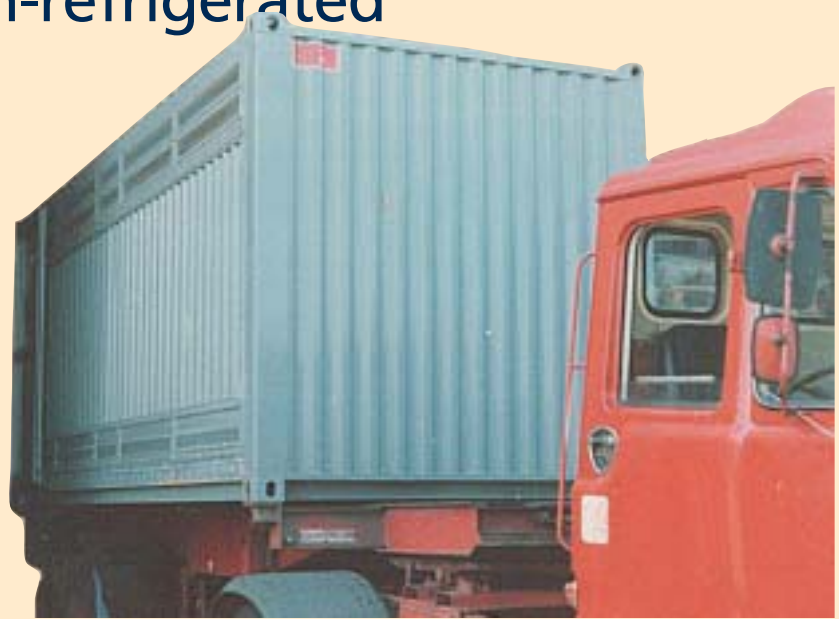
Frozen foods may sometimes be carried without refrigeration for short journeys as long as the cargo does not rise above the specified maximum temperature. This should only be done with the consent of the consignee ■

R Heap ICCT

Disclaimer

These recommendations are given in good faith after due consideration, but neither CRT nor ICCT or any of its members nor any of the endorsing organisations or individuals accept any liability for the consequences of their use.

Carriage of agricultural products in non-refrigerated containers



A wide variety of agricultural products are carried in non-refrigerated containers, either ventilated or standard dry boxes. These include cocoa, coffee, tea, tobacco, dried fruit, rice, nuts, oilseeds, pulses and spices. Fresh fruit and vegetables are more commonly carried in refrigerated containers, although produce such as melons, oranges, potatoes, sweet potatoes, yams and onions are sometimes carried in ventilated or open containers.

Careful consideration should always be given to ensure that the choice of container, packaging and dunnage is appropriate for both cargo and voyage. Two frequent causes of major cargo damage are **condensation** and **taint**.

Condensation (sweat)

Almost all agricultural products have a considerable intrinsic moisture content. These are hygroscopic cargoes; they are in equilibrium with the air in the container and can emit as well as absorb moisture. The amount of water available within a container of such cargoes is much larger than for manufactured goods. Translocation of a comparatively small proportion of the total moisture available may cause substantial condensation problems.

Hygroscopic cargoes change temperature comparatively slowly. Thus, when a container is shipped across climatic zones, the cargo adjusts to the changing ambient temperatures much more slowly than the container walls and the air. This delay can cause considerable temperature differences within the container; these are a major driving force for moisture translocation and condensation.

Ventilated containers

Ventilated containers include those with passive ventilation openings, open containers and mechanically-ventilated containers. However, these are all comparatively rare, the vast majority of containers having no effective ventilation provision. Although the small air-expansion holes in the walls of standard dry boxes are sometimes called 'ventilation-holes', the air flow through them is insufficient to provide significant protection against condensation.

The International Cocoa Organization recommends using ventilated containers for all containerised cocoa shipments. Some coffee and cocoa shippers only use such containers; however, this is not the standard throughout the trade.

The air inside ventilated containers is largely common with the surrounding air. This may present such additional problems as more ready transmission of taints, and the stowage location onboard requires careful consideration.

Desiccants

During carriage of hygroscopic cargoes in non-ventilated containers, condensation could in principle be prevented if the relative humidity of the air inside the container was kept sufficiently low that its dew point was always below the

ambient temperature. This ideal situation is often unrealistic, but the dew point may be lowered, and the risk of condensation reduced accordingly, by using desiccants.

Desiccants (such as silica gel, Møler clay or certain polymers) are water-absorbent and remove moisture from the surrounding air. They may be supplied in bags, specially-lined sheets or as polymer-based paint. Once the maximum absorption capacity of such products is exhausted, they have no further beneficial effect. Thus, when using desiccants, their type and amount must be chosen carefully for the type of cargo and the voyage.

Because of their potential for significant moisture exchange with the air inside the container, hygroscopic cargoes place much greater demands on the capacity and sustained absorption rate of desiccants than do non-hygroscopic cargoes. Desiccants alone are unlikely to prevent condensation in the event of rapid temperature changes of large magnitude.

Dunnage, sheets and linings

A basic precaution for cargoes sensitive to condensation damage is to apply suitable dunnage to separate the cargo from the container's walls and floors. This cannot prevent the formation of

condensation, but can greatly reduce its commercial implications. It is often recommended to use kraft paper or similar material to line the walls and floors of containers or as protective sheets on top of the cargo. Since these become quickly saturated they cannot afford significant protection against severe sweat, although they can absorb small amounts of condensation and in some circumstances prevent or reduce staining and similar damage. Sheets placed atop the cargo must be readily permeable to air; plastic is unsuitable for this purpose, as condensation could form between sheets and cargo.

Taint

Many foodstuffs can absorb chemicals and foreign odours from the air. This typically affects their taste and severely affects their commercial value even when there are no significant toxicological implications.

Coffee, tea and cocoa are particularly susceptible to taint. They are traded primarily on their delicate flavour balances, with sophisticated tastings of every consignment being carried out at various stages. A comparatively minor off-flavour or odour causes commercial damage to these high-value cargoes.

Some basic considerations to protect against taint damage are:

- Inspect containers prior to stuffing for odours, previous cargo residues and staining of floorboards. The container should be kept closed for some time until immediately before inspection.
- Containers which have recently been used for the carriage of odorous chemicals should not be used for foodstuffs, even if no detectable odour remains. More generally, operators should consider keeping separate pools of containers designated for chemicals and for foodstuffs.
- Stow containers containing foodstuffs away from strong odours onboard. This is particularly relevant when using ventilated containers, where the air-exchange rate, and thus the potential for transmission of external taints, is much greater than for non-ventilated containers.
- Floorboards, pallets, crates, etc. are often treated with fungicidal wood preservatives containing chlorophenols. These are also contained in mould-inhibitors used on jute bags and the adhesives in some fibreboard cartons. Chlorophenols are themselves a potential source of taint. Although the levels used are usually insufficient to cause commercial problems, they can be converted to chloroanisoles by certain micro-organisms, especially in the presence of excessive moisture such as may result from condensation. Chloroanisoles are an extremely potent source of taint, causing a characteristic musty odour and flavour even in very minute proportions.

A short article can give only a general introduction to the potential problems associated with the containerised carriage of agricultural products. Condensation in particular is a complex topic. The above may be of some assistance in identifying key areas of concern. However, if in doubt, specialist advice should be sought ■

Dr M Jonas

Shipping dangerous goods by sea – the hidden dangers



When towards the end of a voyage four seamen were sent to check lashings little did any of them realise what the future held in store. Unbeknown to anybody on the ship, a shipment of cylinders of deadly gas had been placed inside a freight container which had been loaded aboard. Although the gas was properly packaged and the cylinders were properly labelled, they had not been declared to the shipping company, the container was not placarded and the cylinders were either badly secured or not at all. Furthermore, the ocean had caused the cylinders to roll, damaging the valves and letting the gas escape. A declared shipment would have gone on deck, but nobody knew so there it was underdeck – and this particular gas was much heavier than air.

If only this story were the product of a fevered imagination. However, regrettably, it was a tragic real life case and two lives were eventually lost but it serves to dramatically underline how vulnerable the ship and its crew can be, even with packaged dangerous goods. In fact, despite the millions of man hours spent in discussing, devising, updating, publishing, training and implementing the dangerous goods rules at international, national and company level, if the cargo originator fails to carry out his part either through ignorance or intent, the whole concept collapses, just like a pack of cards.

Shipments of packaged dangerous goods are quite substantial – it is estimated to be anything up to 10% of total tonnage

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carried and this dictates that there is a need to ensure that there is widespread knowledge and understanding of the rules throughout the maritime transportation chain. After all, the rules have been built up over many years and are often the result of accident or incident experience in the past. The fact that there is wide understanding is shown by the millions of shipments made and completed properly, safely and successfully every year.

However, it is also clear, and there can be no doubt, that there is widespread non compliance to one degree or another with the DG rules and that this indicates a certain level of ignorance of the requirements. This does not mean that it has become dangerous to carry dangerous goods, although, if it is not brought under control, it could well become so. The annual surveys carried out by maritime administrations and reported to the Dangerous Goods, Solid Cargoes and Containers Sub Committee (DSC) of IMO has told its own story. Starting with the USA in 1985, a large number of countries have submitted reports over the years. Separate reports have been compiled by Finland, three Western European nations, followed by five Western European nations, Japan, Sweden, then Canada, the UK, the Netherlands, the USA and Norway. The vast bulk of these reports has revealed considerable shortcomings in the situation found.

An analysis of the reports over the past 5 years, for example, shows:

- over 9000 cargo transport units (CTUs) were checked
- average number of units found to have a DG deficiency – 27.6% (lowest 17.2%, highest 75%)
- most common deficiency – labelling, marking, placarding
- second most common deficiency – stowage within the CTU
- followed by:
 - documentation
 - packaging.

Also significant was the finding that an average of nearly 10% had damaged, unreadable or out-of-date CSC plates.

What can the shipping company do about this? Movements with such deficiencies are against the law. However, the transportation chain cannot, and should not, simply rely upon enforcement agencies and preventative action to control the situation. Only Finland has been able to report to IMO a reduction in the deficiency rate to a low level (3%). The rules themselves which are enshrined in the IMDG Code are basically quite clear and, to further aid the shipper, they will be published this year in a new multi modal format. There should, therefore, in theory be no excuse for not knowing what is needed and not implementing it. However, it is an imperfect world and how is the exporter in the middle of, say, a landlocked

“The challenge is not to set and maintain a standard we can live with, but to set a standard that we could not live without.”

country or even in the middle of a maritime nation going to know what is required, let alone appreciate the stresses that a ship and its cargo moving across the oceans will undergo.

Despite the pressures of the commercial world and the need to minimise turnaround times, the hazards from the carriage of DG are too great and the issue too important to ignore. Each shipping company needs to have a strategy backed by commitment and support if this increasingly important cargo is to continue to be carried safely.

The first requirement must be to ensure that the ships officers and crew are alert and aware of this type of cargo. With major retraining needed with the new Code during 2001, it is an ideal opportunity to raise general awareness at the same time. However, it is very clear that the ship cannot possibly run its own checks as the goods come aboard. It has to rely upon the shoreside to do this and, therefore, the second requirement is to ensure that there are good checking systems in place at the export port. These should cover the basic essentials

such as documentation (declaration and container/vehicle packing certificate). placarding, marking, signing and labelling. They are the aspects which can readily be checked in the port and they also represent some of the most common deficiencies found (it is amazing how poorly some declarations are completed). A partnership needs to be established between the port and the ship as both benefit from a good standard whereas both are likely to suffer from a poor level of compliance.

That leaves the original customer – the shipper – and this is where the main effort must be made. In its revised *Recommendations on the Safe Transport of Dangerous Goods and related activities in the Port Area* IMO introduced the term “cargo interests” to cover all those who are responsible for the cargo which arrives at the port and the ship and it recommends that they should be given training commensurate with their involvement. New ways need to be found, perhaps in company with the ports industry, to target shippers in a way which will not only reach them but which will influence their activities. Perhaps the use of electronic communications will enable a response to be generated giving essential DG information whenever a freight booking is made. Some shipping companies (and ports) run short information courses, which are free to their customers. Others produce information material – videos, pamphlets, booklets and cards. These are widely distributed and these efforts must be continued.

A missing placard, an imperfect declaration or a less-than-effective securement within a CTU *might* not, by themselves, render a situation dangerous. However, in certain circumstances each on its own could be crucial and there is a need to set a high standard of expectation. The truth is that we will get the standard we set and it could be alleged that we are not setting a high enough level. *The challenge is not to set and maintain a standard we can live with, but to set a standard that we could not live without* ■

M Compton

Container crime

Current estimates put the annual cost of cargo crime worldwide at between US\$30-50 billion, so how safe is container cargo whilst in transit?

The favourite locations for this type of crime are at ports, terminals or during road or rail transport.

Whilst onboard a vessel container cargo poses less of a risk and yet all too often the vessel operators find that they are the focal point of a claim. The reason for this is due to the fact that the operator:

- Constantly accepts a container onboard without actually checking the seal.
- The contractual terms of their bill of lading provides coverage from door-to-door.
- Their assets are often more easily accessible than that of other parties.

Question

“What control does the issuer of a bill of lading have as to the safety of a laden container whilst in transit and storage?”

or

“How reliable are their agents in complying with the release terms of a container’s cargo?”

Whatever type of container is used, its safety relies on its own security safeguards and those in place throughout its journey.

The introduction of containers was a technological advancement in the safe movement of cargo that has had a major impact on the reduction of cargo pilferage. However, this type of transport has become the notable asset to the organised criminal, primarily due to the cargo involved, which offers substantial profits with minimal chance of detection.

Cargo in transit has and always will be the subject of crime. The distance involved in this type of movement, combined with the various handling

procedures in place during its journey, presents a major obstacle. Without an investigation it is extremely difficult to identify where a loss occurred and who carried it out. This is obviously very important when a bill of lading provides a door-to-door service.

If a container is correctly stuffed and its doors secured, there are only three ways that an unlawful entry can be gained:

- 1 The removal of a section of the container’s body.
- 2 Interference to the seal or seals on the outer container door.
- 3 Interference to the container doors. The weakest links tend to be the pivot rivet connecting the door handle to the handle hub, the rivet to the swivel seal bracket and the rivets on the door hinges.

The presence of a seal on a container provides evidence that its cargo has remained secure throughout its journey. It is not an anti-theft device. Fortunately, there have been significant advancements in the design of seals which act as an additional deterrent against the loss of cargo from containers whilst in transit.

These improvements alone will not prevent an attack on a container, because if given the time, situation and the tools, the criminal can remove virtually any seal or section of a container’s door. As with a container, the extent to which a seal offers protection is only as good as the system into which it is introduced.

For this reason it is imperative that issuers of bills of lading are satisfied that the procedures in place throughout a container’s movement meet their requirements. If it does not, take heed, for resourceful criminals know what containers to attack and the weaknesses in the operational system to enable them to carry out the crime.



Above and inset, part removed pin on sealed door handle

In many instances, where improved security procedures have reduced the opportunity of a loss occurring at a port or terminal, they have not prevented the criminal from identifying a suitable cargo to steal once it has left that location.

There is therefore a need to constantly review procedures. For instance:

- Are you satisfied that a container was correctly secured before departure from the shipper’s premises?
- Are you satisfied with the haulier contracted to move a laden container on your behalf?
- Do they use sub-contractors? If so, are they suitable to undertake this work?
- Are transport instructions issued to the haulier?
- How efficient is the checking procedure of a container on its arrival at a port?
- Is there a physical check prior to a container being loaded onto a vessel? Accepting the operational and financial aspects that are involved when discharge and loading takes place, it is this weakness in the system which is constantly exploited by criminals, who remove cargo prior to loading.
- Is the seal physically checked when the container is offloaded at the destination port?

continued over



Calcium hypochlorite cargoes

- Is the seal checked when the container leaves the port?
- Is there a procedure in place should there be an alleged irregularity on delivery?

It is important whenever there is a potential loss that:

- 1 the seal sections are retained.
- 2 special attention is given to the container's doors, in particular as to whether there are any different shaped rivet heads or signs of repainting.

Any irregularity should be noted, with consideration being given to a surveyor's examination.

It is imperative that a carrier's agent complies with the cargo release terms, which generally requires the presentation of the original bill of lading.

The case of *Motis Exports v Dampskibsselskabet AF 1912 and Another* emphasised this point.

On occasions agents show a lack of judgement in not complying with the release terms, but take an alternative approach without first obtaining the required authority. Such action usually relates to:

- A consignee's letter of credit.
- A consignee's letter exonerating the agent from their action.
- A bank guarantee confirming that sufficient funds exist in an account on a specific date.
- Agreement between agent and receiving party.
- Shipper's extended credit facility, minus the authority to release the cargo ■

M Hawkins

This year there has been another reported incident of fire/explosion on a ship where calcium hypochlorite cargo was involved. The need to take the appropriate precautions in the stowage of this material therefore still remains (see the Club's *Loss Prevention Bulletin* 116 - 11/99). Such matters were discussed in February 2000 at the International Maritime's 5th session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC5) and some changes to the existing IMDG code were drafted. These changes have been confirmed by the Maritime Safety Committee (MSC 72) in May 2000. The anhydrous (UN1748) hydrated (UN2880) and bleaching powder (UN2208) forms of the material are to be stowed on deck only (Category 'D'). It should be stowed out of direct sunlight. Bulk packages are not allowed nor is transportation in bags. Packing the materials in drums will ensure the possibility of airflow through a stow of such receptacles when they are stuffed into a freight container. This is important as airflow will assist in the dissipation of heat generated by these reactive materials.

The International Group of P&I Clubs (IG P&IC) submission to the IMO recommended changes to rules on package sizes. A maximum package size of 45kg net is still being recommended by this Group, although the IMO failed to recognise the need for the use of small packages. Also some delegates at the DSC5 meeting argued against the need to stow these cargoes "clear of living



Be aware that some of the various synonyms for calcium hypochlorite are:

B-K POWDER
BLEACHING POWDER
BLEACHING POWDER, containing 39% or less chlorine
CALCIUM CHLOROHYDROCHLORITE
CALCIUM HYPOCHLORIDE
CALCIUM HYPOCHLORITE
CALCIUM OXYCHLORIDE
CAPORIT
CCH
CHLORIDE of LIME
CHLORINATED LIME
HTH
HY-CHLOR
HYPOCHLOROUS ACID, CALCIUM SALT
LIME CHLORIDE

Some calcium hypochlorite is being shipped out of China declared as:

PRECHLOROISOCYANORIC ACID (UN 2465) and
SODIUM DI-ISOCYANORATE (UN 2466)

It may also be shipped as water purification tablets and swimming pool cleanser

quarters". The IG P&IC continues to recommend that stowage should be "clear of living quarters" because when this chemical decomposes it gives off the highly toxic gas chlorine. This is covered in section 14.15.4 (page 0124) of the IMDG Code.

The reasons for the IG P&IC recommendations are based on a better understanding of the properties of the hydrated form of the material UN2880 than had been available when in the late 1970s the IMDG Code entry for this material was discussed. Research carried out in Australia has highlighted the need to be more aware of the sensitivity of these materials to heat spontaneous decomposition, which leads to explosion and fire, could occur at temperatures in the low 30 deg C for freight containers stuffed with large drums (about 200kg) of UN2880. Such temperatures are encountered in the holds of container vessels where there are heated fuel oil tanks. Thus the materials should not be stowed where the critical ambient temperature of the materials can be attained. If there is a risk with on deck stowage that the freight containers could be subjected to long periods of direct sunlight, steps should be taken to restow

these freight containers. If this is not possible the freight containers should be covered with tarpaulins to provide shade.

The ocean transportation history of calcium hypochlorite suggests that all forms pose special challenges concerning safe carriage. The safety issues are complex and are aggravated by a high

degree of product variability. The proposed changes to calcium hypochlorite carriage requirements will be included in the next amendment to the IMDG Code (Amendment 30), due to take effect on 1 January 2001 (with a 12 month 'grace period' for compliance)

Should the new requirements fail to

address the issues of package size and stowage away from accommodation, the International Group plans to reaffirm its existing guidance to shipowners. This draws attention to the association between fire risk and package size and the importance of stowage away from accommodation ■

Container top safety

Good practice minimises accidents and can save lives, good intentions do neither.



The subject of container top safety has been discussed in detail

by various maritime organisations. The conclusions have brought about numerous changes in the applicable laws in a number of countries, most notably the United States of America and Japan. Both of these countries require all ships calling at their ports to comply with their legislation relating to the safety of dockworkers in the operation of loading and unloading containers.

Each of these countries has a requirement that dockworkers are able to secure containers without going on to the top of containers that are stacked more than one high, whether on the quayside or on the ship. For ships to comply with the applicable law means that the equipment for fitting and securing containers onboard the ship is operated from the deck, or possibly a safe walkway, level.

In order that containers can be safely secured, automatic or semi-automatic twistlocks need to be used and lashing rods need to be constructed such that they can be handled easily and safely and secured properly without the dockworkers having to be raised above the deck, or safe walkway, level.

The top tier of a stack of containers needs to be secured at the top of the container and the positioning of bridge-pieces normally does this. Dockworkers do need to be positioned on the top of containers on the top tier to fit these bridge-pieces. The port or terminal normally has specialised cages fitted with



fall-arrester systems to facilitate this particular operation.

All of the above arrangements for loading and unloading ships are based on the ship being alongside a pier, quay or wharf and properly secured against unwarranted movement.

These arrangements do not mean that the ships' crew can be ignorant of these operations and the special nature of the equipment as they will need to be able to operate these items of equipment in an emergency whilst the ship is at sea (SOLAS). Training in the safe operation of these pieces of equipment is an essential part of the management and running of the ship. Initial training can be carried out on shore based facilities, providing a sufficient 'mock-up' of the arrangement for stacked containers onboard can be arranged, but training in the ship environment is likely to be more instructive.

All training should be frequently practiced, in a safe environment, and the training should be reviewed after each practice session. This is essential as the requirement for automatic and semi-automatic equipment becomes more widespread in ports and terminals throughout the world.

The fact that the USA and Japan has put such legislation in place means that any ship operator trading with them must follow their rules and regulations. This does not, however, mean that every port or terminal in the world will have the same requirements. Many countries are examining their specific practices regarding dockworker safety and may not arrive at the same conclusions as the USA or Japan, so ship operators need to be aware of the varying regulations in each port.

continued over

Because national legislators are keen to ensure that none of their countrymen are injured during the loading or unloading of a ship, does not mean that the ship's crew should consider doing any part of the job that would normally be done by dockworkers. The correct fixing and lashing of containers, irrespective of whether they are on or under deck, is a specialised job and should always be left for the specialists to do. Ship's personnel, who ultimately have the responsibility for the safe carriage of the cargo, should oversee the fixing and lashing onboard.

Any ship that does not have the particular equipment in use for a specific country's requirements should never consider trying to do releasing or lashing work whilst at sea, in coastal waters or manoeuvring in port limits as this would be very dangerous both for the crew and the cargo.

Despite various countries operating 'safe dockworker' principles, there should still be facilities to handle all ships that call at their ports. There should be other methods of ensuring that their dockworkers operate in a safe way, even if this means going on the tops of containers to release twistlocks (assuming that the ship has not been re-stocked with automatic or semi-automatic units). How they do this work is not the direct concern of the ship, as long as the ship is loaded or unloaded effectively.

As dockworkers are provided with appropriate safety equipment, such as fall-arrester harnesses and ancillary equipment, there is every reason to ensure that similar safety equipment is provided for ships' crews, even though this may only need to be used in an emergency. If it is considered dangerous for a dockworker to go on the top of a container stack whilst the ship is moored against a wharf without safety equipment, then it is far more dangerous for ship's crew to do this whilst at sea, and life threatening to do so without proper safety equipment. Safety equipment is often available onboard but its use, at every opportunity is not always enforced.

Good practice minimises accidents and can save lives, good intentions do neither ■

J Nicholls

Stowaways and containers

Weekly *Loss Prevention Bulletins* 118 – 11/99 *Smuggling of Chinese Citizens* and 123 – 1/00 *Chinese Stowaways – Canada/USA* highlighted the development of organised smuggling of Chinese citizens into North America. Recent incidents have involved the use of containers and enquiries by the investigative organisation Signum Services Ltd have given the Club an insight into the methods being employed by the criminal organisations responsible.

New information is now available on the very real threat of sustained attempts to smuggle stowaways in containers and ships in general. Accordingly, the Club has taken the opportunity to revise its loss prevention advice for all categories of ships. The suggestions made within this bulletin will assist ship operators and their masters to develop their own procedures aimed at reducing the opportunities for stowaways to be smuggled onboard ship or by means of containers.

The Club will continue to review the situation and issue further guidance when appropriate.

Preventative measures

All trades

- While in port accommodation doors should be locked or guarded
- A crew member must always be on duty on the gangway tallying *all* persons boarding and disembarking.
- Stevedore companies should be asked before operations begin how many stevedores will be working and stevedores should be required to access the ship only by the gangway. Consideration should be given to the easy identification of authorised personnel. One way in which this can be achieved is to issue coloured vests or perhaps arm bands to members of the stevedore team. These should be returned and counted at the end of



Stowaway problem areas as seen by the UK Club

- Area of stowaway origin
- Area of disembarkation

the shift. Different colours should be used in order to prevent copying. Those not wearing the appropriately coloured article can be assumed to be an unauthorised visitor.

- Watchmen should be vigilant for boarders climbing the fore and aft mooring ropes and over the rails from the quayside at low water, or by small boat, especially during the night.
- Specific instructions should be given to watchmen to allow onboard only people required for the ship's business, such as stevedores and officials. Sellers of services or goods should not be permitted.
- Before departure the vessel should be searched thoroughly with particular attention to dark and unlikely places, including areas *apparently* locked.

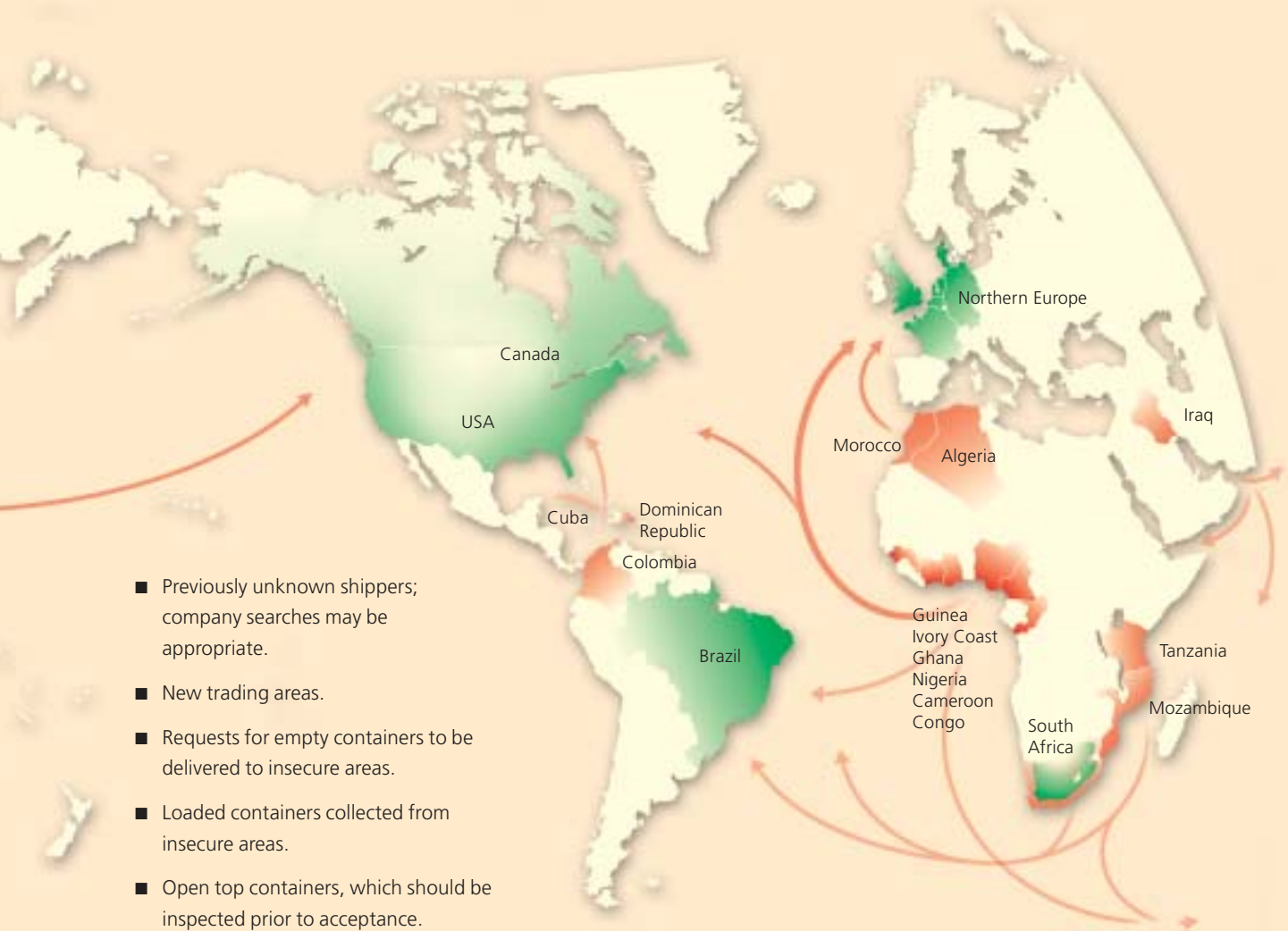
Container trades

a) Prior to terminal

- Carriers are recommended to make further enquiries and take extra precautions at the time shipments are booked.

Particular attention should be paid to:

- Trade patterns which have been the subject of past problems.



- Previously unknown shippers; company searches may be appropriate.
- New trading areas.
- Requests for empty containers to be delivered to insecure areas.
- Loaded containers collected from insecure areas.
- Open top containers, which should be inspected prior to acceptance.
- Lightweight shipments.
- Shipments in reefer containers set at relatively high temperatures.

b) Terminal (prior to loading)

- In appropriate areas co-operation should be sought from local immigration authorities; their experience may be an essential asset.
- Carriers should emphasise to terminal operators the need for dialogue and co-operation in combating the ease with which stowaways are able to access containers due for shipment.
- Any containers presented for loading with no seals, faulty or tampered seals, should be opened and checked before being resealed.
- All reefer containers with settings above, say, 10 deg C should be opened and checked for stowaways.
- All open top containers should be inspected.
- Particular attention should be given to any containers with signs of recent repair, repainting etc.

- Particular attention should be paid to containers that arrive in the terminal late, after the cut-off period and shortly before vessel loading commences. This tactic might be used to reduce the opportunity for detection and would also reduce stowaways' length of confinement.
- Consider the deployment of CO₂ detectors, heat detectors, sniffer dogs and/or heartbeat detectors. Methods of detection will vary from terminal to terminal. Agreements should be sought with each operator.
- Pay particular attention to any containers received from outside locations and especially from insecure or uncontrolled areas.
- Containers for which obvious weight discrepancies exist should be identified and if necessary, searched.

c) After loading

- On container ships, searches of empty spaces and deck vigilance prior to departure is necessary as with all other types of vessels. When appropriate, consider building time

into the vessel's schedule to enable this to take place.

- Whenever possible it may be prudent to have men in the hatch when hatchcovers are replaced as stowaways have been known to conceal themselves in the hatchcover structure when stowed ashore.
- Routine crew security and safety tours of the vessel should be undertaken and noted regularly in the vessel deck log.

Steps to be taken after a stowaway has been detected

All trades

- Many stowaways give themselves up once the vessel is at sea, often by making a loud noise. For a vessel discovering stowaways, the priority is for them to be disembarked at the next port of call. The master should therefore immediately inform the owners and the Club or Club's correspondent so that international formalities can be completed as soon as possible.

continued over

A master should, if possible, immediately:

- Search the area where the stowaway was found for concealed documents etc.
- Search the stowaway's clothing.
- Interview the stowaway and immediately advise the Member and the agents at the next port of call of the following:
 - a) Port of embarkation.
 - b) Details of documents held.
 - c) Name.
 - d) Date and place of birth.
 - e) Address.
 - f) Nationality.
- Photographs should be taken of the stowaway in order to speed the acquisition of travel documents. If digital photography is available it may be possible to e-mail transfer the images to the agent or the Club's correspondent at the ship's next port of call, thereby saving time with the necessary formalities.
- The stowaway should be kept secure at all times, particularly when the ship is in port.
- While the stowaway is onboard, the master should not provide work for him and the stowaway should not be signed on to the Ship's Articles.
- The Member should immediately advise the Club of the above, together with:
 - a) Full itinerary.
 - b) Details of agents at future ports of call.
 - c) Details of ship's radio/fax/telex.
- The Club will agree a course of action with the Member and instruct local correspondents where necessary.
- Masters should always bear in mind that stowaways frequently give false details in order to delay their removal from the ship. If the master believes that the stowaway is not telling the truth, he should so report.

Container trades

- Every situation must be examined in its own right, with major considerations being the safety of the vessel and crew, and the preservation of life.
- On discovering stowaways within containers, review the stow position and accessibility.
- Inform vessel operations of the known facts, with container number, stow position and load port, seeking directions.
- Urgent attempts must be made to communicate with the stowaways (consider tape recorded messages in various languages).
- Assess the situation. How many stowaways? What nationality? Try to determine their health. Do they present a threat to the vessel and crew? Do they require food and water? Consider drilling holes in the container to provide these, if feasible.
- Taking into consideration the safety of the ship and crew, as well as the stowaways, should the vessel divert? (Factors to be considered will include time since departure from load port, estimated time of arrival at destination, time to the nearest suitable port if ship diverts, can that port cater for the vessel and provide fast access to the container?).
- Liaise closely with owners'/carriers' P&I Club. The master should not be expected to carry the entire burden. Each case must be reviewed on its own merits and decisions taken jointly.
- If the stowaways can be released from the container, are there sufficient crew to safely supervise them in a secure area?

No guidelines issued in advance can hope to cover all situations. In rare instances stowaways could be armed or be capable of violence towards the crew, or even outnumber the crew. The master in close liaison with the shipowner and the P&I Club will need to consider the safety of the ship and crew as well as the health and well-being of the stowaways and achieve a balance of interests ■

G Daines

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Containers – stuffing & stacking
JR Knott – Independent marine consultant

Substandard components jeopardise cargoworthiness
J Chubb – BMT Murray Fenton Edon
Liddiard Vince Ltd

Carriage of refrigerated cargo
M Sanderson Walker – P&O Nedlloyd Ltd

Refrigerated cargoes – recommendations for carriage instructions
R Heap – International Cold Chain Technology

Carriage of agricultural products in non-refrigerated containers
Dr M Jonas, Brookes Bell Jarrett Kirman

Shipping dangerous goods by sea – the hidden dangers
M Compton – Ports Safety Organisation

Container crime
M Hawkins – Signum Services Ltd

Container top safety
J Nicholls – TTMS (UK) Ltd

Stowaways and containers
G Daines – Thomas Miller P&I Ltd

Whilst the information given in this supplement is believed to be correct, the publishers do not guarantee its completeness or accuracy.

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Stowaways

Recent incidents involving a relatively large number of Chinese stowaways being smuggled into the United States of America have involved the use of containers. Enquiries by the investigative organisation Signum Services Ltd have given the Club an insight into the methods being employed by the criminal organisations responsible.

New information is now available on the very real threat of sustained attempts to smuggle stowaways in containers and ships in general. Accordingly, the Club has taken the opportunity to revise its loss prevention advice for all categories of ships. The suggestions made will hopefully assist ship operators and their masters to develop their own procedures aimed at reducing the opportunities for stowaways to be smuggled onboard ship or by means of containers.

A four page loss prevention bulletin has therefore recently been issued containing recommended preventative measures and action to be taken by the master following the discovery of a stowaway. (For details of this bulletin see the *Container Matters* supplement). The guidance highlights steps which should be taken for all types of ships and gives specific advice for the container trade. This advice will be kept under constant review and updated when appropriate. It is hoped to provide further recommendations in due course regarding equipment which may be used to detect stowaways hidden onboard in containers. The guidance has been aimed at preventing business interruption and the consequential loss which can occur, at the same time satisfying immigration authorities that shipowners have taken all reasonable measures to prevent stowaways being smuggled into their country. More importantly, they are also aimed at ensuring the safety of any stowaways who are tempted to use ships and containers. Their discovery before or



even during a voyage can prevent such tragic consequences as occurred recently when 58 stowaways died in a container carried by a truck on a ferry from Zeebrugge to Dover.

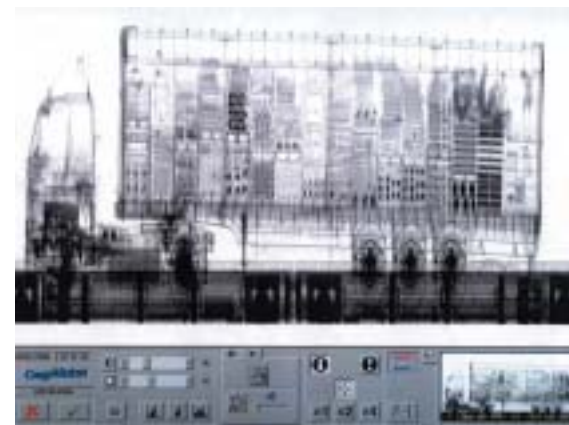
Unfortunately, in the final analysis no detailed guidelines issued in advance can hope to cover all situations. In rare

instances stowaways could be armed or be capable of violence towards the crew, or even out number the crew. The master in close liaison with the shipowner and the P&I Club will need to consider the safety of the ship and crew as well as the health and well-being of the stowaways and achieve a balance of interests ■

X-ray body-checks for lorries

Customs officials are to install new technology at ports, capable of detecting people hiding in lorries entering the country.

Their system works by passing lorries through an x-ray field. Unlike conventional scanners, which simply form an image from x-rays which pass through, this system analyses reflected x-rays too. The so called 'back scatter' technology is crucial for seeing organic material like the human body. In tests, people hiding in a lorry trailer, behind crates, TV sets and even fake guns show up as ghostly white human images on the operator's screen. Neither the lorries' walls nor the cargo can blind the



machine, and the radiation dose is so low there is no risk to human health. For many years visiting ship owners to the UK have been subject to £2,000 fines for bringing stowaways into the country. There is now a system of fines for lorry drivers entering the UK with illegal immigrants in their cargo under the new Asylum and Immigration Bill. Truckers can now be fined up to £2,000 for each stowaway found onboard and may even have their vehicles confiscated ■

Warning – Scrap steel containing live ammunition

Club correspondents in Odessa recently came across ten defused mines lying on deck having been separated from the cargo during loading at Nikolayev in the Ukraine. We would suggest that concern should be not only for the ones found, but those not found. This unfortunately is not the first case of this kind. Readers of the Club's loss prevention bulletins will remember an earlier warning from the Club, which reported that during discharge of a cargo of scrap from Klaipada several shells, believed to be anti tank ammunition, were found lying on top of the cargo. It would appear that this problem is still very much alive.



We therefore continue to strongly advise Members to be wary of loading steel scrap in the former USSR and take this opportunity to reiterate the Club's earlier recommendations. If Members are loading, carrying and discharging cargoes of steel scrap from ports in the former USSR the following precautions should be considered:

- Careful inspection of the cargo is required as it comes alongside the ship to be loaded. If munitions are detected in the cargo, the local P&I representative should be informed immediately.
- A very careful watch must be kept during loading operations and once again P&I representatives should be advised immediately anything suspicious or dangerous is found in the cargo.
- Photograph the top of the cargo in each hold immediately after completion of loading and put the date on the photograph. If possible the shipper should sign the back of the photograph. When the hatches are opened on arrival at the discharging port(s), photographs should also be taken of the top of the cargo in each hold before discharging begins. These photographs should be dated and, if possible signed by the receivers.
- Obviously, a careful watch is absolutely necessary during discharging operations and immediate contact should be made with the local P&I representative at the discharging port(s) if anything dangerous or suspicious is located in the cargo ■

Custom fines – Ivory Coast

The Club has been made aware by the local correspondents in Abidjan of recent newspaper articles appearing in the Ivory Coast press referring to alleged cases of fraud. Considerable sums of money are believed to be involved, with their origin based in the false declaration of quality, origin and quantity on bagged cargoes of sugar from South America. Whereas the Club has recently experienced cases of apparent shortlandings on cargoes from Brazil, the origin of problem cargoes is not exclusively South American and includes some North European ports also.

A typical case is that of a vessel which loaded in Antwerp. On arrival in Abidjan the original seals on hatchcovers and hold

entries placed in the loadport were checked and found to be intact. Although the Master did not have an official draft survey carried out with shippers' representatives, he confirmed that his own draft survey indicated that the quantity loaded reflected that on the bills of lading. All cargo was discharged into one quayside warehouse and delivery to receivers was only commenced *after* discharge of the whole parcel.

The out turn tally, carried out under ship's tackle, indicated a shortlanding of 2,000 bags. As a result all parties (including the master) physically checked the quantities discharged into the

warehouse and the shortlanding of 2,000 bags was confirmed.

The possible origins of the shortlanding are not numerous. For example, there could have been short shipment in the load port (criminal or otherwise), however we are usually told that the tally in such developed ports is carried out automatically on the conveyor belt and cannot therefore be wrong! Seals can also be tampered with.

A second case in Abidjan is that of a vessel where the crew were caught red handed selling bags of sugar and discharging these at night into dugout canoes while the vessel waited in the lagoon for a berth. The Ivory Coast

customs authority have always imposed heavy fines on alleged discrepancies between the official out turn report and the manifested quantity and it is feared that a combination of newly promoted officers with a mandate from the new military régime to stamp out corruption and the wide publicity being given to the alleged frauds will result in even greater vigilance on the part of the authorities.

In order to be best prepared to defend the Member's position, it is recommended that the following measures be taken:

- Hatch covers and access ways to holds should be sealed by an independent company with inviolable seals in the load port no matter where it may be.
- If loading operations are automated and the bag count is also automated,

then there should be a back up method of controlling the stevedore / shippers figures.

- A joint draft survey should be carried out by all interested parties both in the load port and the discharge port.
- The holds should be unsealed and this witnessed jointly by all parties including customs.
- Sealing/unsealing of the holds and joint draft surveys should be carried out in any intermediate ports.
- The vessel should employ security personnel, preferably from the official port police, throughout the stay of the vessel in an Ivorian Coast port.
- A joint tally should be organised at the most efficient point, and in order to be certain a second tally should be

carried out on delivery jointly with the warehouse supervisor.

Members may be concerned at the last point of this advice, but we should point out that there is a difference between the commercial liabilities of an owner vis à vis cargo interests and their liabilities to custom fines. As far as customs are concerned, the shipowner's responsibility does not cease at the ship's tackle but in the port customs shed (magasin câle) i.e. the customs shed in the port is considered as an extension of the ships' holds.

Unfortunately it is obvious that to carry out all the foregoing suggestions will prove expensive and an unwelcome addition to owners' costs. Nevertheless the local correspondents warn that if this advice is ignored, a heavy increase in customs fines can be anticipated ■

Store cranes – testing, inspection and maintenance

During a recent visit to a Member's vessel the following unfortunate incident was witnessed.

While lifting a cargo net load of ship's spares, estimated at under 300 kg, the one ton SWL stores crane was ripped from its base plate. The crane fell from boat deck level to the aft quarterdeck and became jammed in the debris of the ship's crushed side rails. The crane was left precariously positioned over the ship's side with the jib pointing down but with the cargo net still attached and submerged into the sea. Fortunately, no personnel were injured during the incident. The cargo net was eventually recovered but with the loss of some very valuable generator spares and other items.

The main cause of the crane failure is still unclear. However, it was established that considerable time had elapsed since the stores crane was last tested / inspected. The ship had left drydock two weeks previously where the ship's main derricks



had been tested and the Cargo Gear Book revalidated but no testing / inspection of the stores crane had taken place.

Members' attention is drawn to the desirability of scheduled testing, inspection and maintenance of *all* lifting appliances. It would be expected to find



procedures to cover the safe operation and maintenance of all lifting appliances under the ISM Code and Safety Management Systems ■

Environmental protection law – China

During 1999, the People's Republic of China revised its Marine Environmental Protection Law of 1982. The revisions took effect from 1 April 2000 and while the extent to which they are being enforced is not yet clear, Members need to be aware of the changes, as there are many elements of relevance to shipping operations. Shipowners and ship operators may be penalised with heavy fines if they contravene the regulations.

The revised law is divided into ten comprehensive chapters totalling ninety-eight clauses, detailing general principles for the protection of the marine environment, the supervision and administration of the marine environment, the protection of marine ecology, the prevention against pollution of the sea by land-originated pollutants, the prevention against pollution of the sea by coastal construction projects, the prevention against pollution of the sea by construction projects at sea, the prevention against pollution of the sea by dumping of waste, the prevention against pollution of the sea by ships and their operations and finally details of the financial penalties that may be incurred for violating the law.

Compulsory and immediate reporting is a pre requisite of the new regulations, both to persons who may be effected by the pollution and to the relevant national safety administration office, any accident causing pollution or threat of pollution. The National Maritime Safety Administration is also responsible for preparing and submitting to the State Council, a National Contingency Plan for response to major oil pollution accidents involving ships.

Vessels must be equipped with appropriate anti-pollution equipment. Carriers, cargo owners, or their agents of vessels carrying pollutant cargoes must

apply for approval to the Maritime Safety Administration before entering into port. Vessels carrying oil must have oil spill contingency plans and be equipped with relevant spill contingency equipment. Vessels in a casualty situation, causing or likely to cause serious pollution to the sea environment may be ordered to take measures to avoid or mitigate pollution damage. Damage to the marine ecological system may result in an order to make restoration.

Dumping of foreign waste within the PRC's jurisdiction is prohibited. The penalty for a violation of this provision is a fine (depending on the likelihood of harmful consequences of the dumping); Discharges of pollutant, waste, ballast water, garbage or other toxic material from any vessel or during their operations are prohibited in accordance with the law. Ships carrying out tank or hold cleaning must be equipped with appropriate treatment facilities. Vessels intending to carry out tank cleaning, washing, degassing, discharge of ballast water, oily water, oil residues, rust removal or painting, the use of chemical dispersants, deck washing

with pollutants, toxic or harmful material, lightering operations involving oil or hazardous and noxious substances in bulk etc, must apply to the authorities for prior approval. The official dumping of waste is only allowed to those who have applied in writing for, and obtained, a specific dumping permit delivered by the National Marine Administrative Agency.

It should be noted any vessel carrying dangerous waste passing through the sea area of PRC's jurisdiction must obtain prior consent in writing from the authorities concerned. Any ship in breach of this provision will be ordered to leave the PRC's jurisdiction.

Finally, it is important to note the law applies to *all* types of vessels. There is unfortunately no definition of a 'pollutant' or clear whether the sea area governed by this law will be limited to territorial waters or if it extends to the exclusive economic zone. Some of the provisions are not easily interpreted and exactly how the new regulations will be enforced is a matter of 'wait and see' It is obvious however that infringements will result in financial penalties for Members ■





Regulatory developments California USA

More ballast water regulations

The California legislature recently passed new regulations on the discharge of ship ballast water to combat foreign species destructive to local marine environments. On 1 June 2000, the new regulations on the exchange of ballast water will take effect, covering, (a) any vessel carrying ballast water into California waters which was operated further than 200 nautical miles offshore and (b) all ballast water and sediment taken on a vessel in areas less than 200 nautical miles from any shore, or within water that is less than 2,000 metres deep.

A management programme must be implemented by the master, owner, operator, or person in charge (PIC) of any subject vessel, by doing one of the following:

- Exchange ballast water beyond 200 nautical miles from any shore, and in waters more than 2,000 metres deep, before entering California waters.
- The retention of the ballast water onboard the vessel.
- The use of an alternative method of ballast water management approved by the State Lands Commission.
- The discharge of the ballast water to an approved facility on shore and under extraordinary conditions, the exchange of ballast water in an area agreed to by the State Lands Commission.

Furthermore, the PIC is required to take additional precautions, including special procedures in taking on ballast water and cleaning ballast tanks for sediment. Ballast exchange or compliance with other procedures is not required if it would render the vessel unsafe at the time, but the PIC is accountable to justify any decision not to comply.

Compliance is enforced by the State Lands Commission and the Coast Guard, through sampling of ballast water and

sediment, examination of documents and other assessments, but please note *only* civil penalties may be imposed. Vessels not subject to this regulation are, crude oil tankers in US coastal trade, vessels in innocent passage, passenger vessels equipped with a functioning treatment system designed to kill non-indigenous species (if such system is at least as effective as ballast exchange), US Coast Guard or armed forces vessels and vessels that discharge ballast water only where the ballast water originated, if the ballast water does not mix with ballast water from areas other than mid-ocean waters.

The legislation also creates an Exotic Species Control Fund to aid in regulation and research. Funding is predominantly provided by fees (not exceeding US\$1,000) charged to vessels entering California ports with ballast water from outside 200 miles offshore. Government and industry have been tasked with conducting further research on alternative methods and reporting to the legislature by 31 December 2002. Unless re-authorised, the act will remain in effect until 1 January 2004 ■

Port state control Venezuela – garbage management

A Member has informed the Club that port state control inspectors in the Caribbean, especially in the Puerto Cabello area, are being particularly strict regarding the garbage management book. This is a compulsory document for

all ships carrying 15 or more persons. Two ships under the Member's control have recently been inspected and the inspectors have paid particular attention to the garbage dumping positions entered in the book. These have been

compared in great detail with the special areas as per Annex V. MARPOL 73/78 Regulation 5. In one case a minor violation was noted and the inspector threatened to arrest the vessel. A fine of US\$15,000 was then levied which was later negotiated down to US\$1,000 by the master. Members should therefore remind ships' masters to ensure that the appropriate regulations are complied with to avoid such situations ■

Why I want to be a captain

So what does it really take to reach the pinnacle of the world's toughest, most uncompromising profession. (Yes of course we mean modern seafaring).

This review of life in the master's dayroom was written by a ten year old American schoolboy and published in the newsletter of the Society of Marine Port Engineers of New York. Such insight from one so young...

"I want to be a Captain when I grow up because it's a funny job and easy to do. Captains don't need much school education, they just have to learn numbers so they can read instruments. I guess they should be able to read maps so they won't get lost.

Captains have to be brave so they won't get scared if it's foggy and they can't see, or if the propellor falls off they should stay calm so they will know what to do. Captains have to have eyes to see through the clouds and they can't be afraid of thunder and lightning because they are closer to them than we are.

The salary that Captains make is another thing I like. They make more money than they can spend. This is because most people think that Captaining a ship is dangerous – except Captains, because they know how easy it is.

There isn't much I don't like, except girls like Captains and all the girls want to marry a Captain, so they always have to chase them away so they won't bother them. I hope I don't get seasick because I get carsick and if I get carsick I could not be a Captain and then I would have to go to work."



Loss Prevention Initiatives – Edition 2000 is a video highlighting the loss prevention materials available from the Club.

For a complimentary copy of this video, please contact Karl Lumbers on email: karl.lumbers@thomasmiller.com



UK P&I CLUB

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