Steel cargoes &
loss prevention

William Moore, Dr Eng
Senior Vice President
Shipowners Claims Bureau, Inc., Managers
The American Club
New York, NY USA

All photographs are courtesy of Andrew Moore & Associates.
All artwork by Mr John Steventon.
Overview

• Steel cargoes & claims
• Hazards carrying steel cargoes
• Damages carrying steel cargoes
• What should shipowners do and not do?
• What can the American Club do to help?
• Steel cargoes and loss prevention
Steel cargoes

How many different cargoes can you find in the picture?
Steel cargoes and claims

2000 to 2014

575 claims incidents

$14.19 million in claims

Steel cargoes & loss prevention
Rust & water ingress

Damaged before or after loading?
Rust & water ingress (cont.)

Indication of pre-shipment damage... rusted rebar on in the middle, clean rebar on top and bottom!
Handling damage 風險

Hot rolled steel coil damaged by forklift
Stowage damage

Compressed cast iron pipe
Stowage damage (cont.)

Wire loaded against sideshell... deformation will worsen during the voyage as wire presses between frames.
Safe stowage

Packaged cold rolled steel coil that is well stowed.
Pipes well stowed in a fore and aft direction in the cargo hold. Lashing wires would go in between lower tiers and tied to make “block stow”.

Steel cargoes & loss prevention
Best practices

Testing holds & cargo

Silver nitrate testing – cargo hold

Chloride testing – steel rebar
Lashings

Ship’s Master beware! Charterer’s responsibility for lashings as per most C/Ps. Master/crew responsibility to watch out for “glaring” defects.
Best practices

• Ship’s crew should pay close attention to loading & discharge

• Ensuring that fresh water rinsing of cargo holds after completion of seawater washing

• Cargo hold bilges to be cleaned and devoid of previous cargo odors

• Pre-load steel surveys

• In transit care of cargo
  • ventilation & humidity
  • bilge soundings
Best practices (cont.)

• Ensure the appropriate clauing of Mate’s Receipts reflecting the true condition of the cargo

• Ship’s crew to monitor the cargo securing... **but not** “supervising” (i.e. not taking over responsibility of securing the cargo as that rests with charterers)

• In most cases, as B/Ls are signed by ship’s agent, Master should instruct agent to sign B/Ls in compliance with exceptions on Mate’s Receipts
American Club and Steel 防損

- Assisting Members on claims
- Providing Guidance to Members on operational risks and contractual/charter party risks
- Sharing costs of pre-load surveys with Members– 50%/50% (American Club Circular No. 24/14. August 11, 2014)
- Consistent guidance to surveyors for pre-load surveys
- *Transport Guidance for Steel Cargoes* and associated video animations (due for completion in Spring 2015)
American Club Loss Prevention

- Ebola
- Piracy
- Bagged Rice
- Nickel Ore
- Club Circulars
- Entry Into Enclosed Spaces

- Club Member Alerts
- CURRENTS Magazine
- MARPOL/VGP training
- Pilotage
- Posters/comic pamphlets
- Pre-Employment Medical Examinations

http://www.american-club.com/page/loss-prevention
治病不如防病

Thank you!