
	<p><i>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</i></p> <p>12.0. CARGO OPERATION</p> <p><i>DRY CARGO MANUAL</i></p>	<p>Sect : 12.0 Page : 1 of 2 Date : 7-Aug-25 Rev : 10.1 Appr : DPA</p>
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CARGO CONDITION

The Company places strong emphasis on Customer satisfaction and recognises the legal duty to take care of the goods entrusted to the care. It is important that the OOW fully understands his duty to vigilantly check all cargo loaded onto the vessel for damage, or apparent damage. This chapter should be fully understood before the OOW is permitted to carry out a cargo watch.

Should any doubt exist in the OOW's mind as to the state of cargo presented for shipment, he is to call the Chief Officer.

If cargo already loaded is found to have suffered damage en-route to its port of discharge the Master must be informed immediately. All remedial action should be well documented and photographed. The P&I club should be put on notice for the next port, even if it is not the final discharge port for the cargo.

Following precautions are to be observed:

- Check the cargo condition while loading. Any defective condition should be immediately notified to all concerned parties and defective cargo should be rejected from loading.
- Whenever cargo is being loaded, and discharged, the OOW must ensure that cargo is not damaged by poor handling, poor stowage or adverse weather. If any damage is found, he should immediately report to Chief Officer / Master.
- If the rejected cargo is not replaced, office must be informed, and the mate's receipt should be claused.
- Examine the packaging of all cargo before it is loaded to ensure that it is suitable for the planned method of handling. Damaged packing must be noted in the same manner as damaged cargo. Some examples include insecure straps, ripped plastic covers, cartons torn, or cases broken.
- Whenever the cargo is found not to be in the same condition as described in the mate's receipt or bill of lading, office must be advised, and these documents must be claused with suitable wording which accurately reflects the apparent condition of the cargo at the time of loading.
- In the case of clean bill of lading as required by charter party, OOW must ensure that damaged cargo is not loaded on board as there is no opportunity to defend the shipowner's interests by inserting a clause in the bill of lading to reflect its true condition. If any difficulty is experienced, Master should inform office. In such case office will appoint local P&I Correspondent for assistance. Master may need to issue a letter of protest to the stevedores, shipper and/or charterer.
- Pre-shipment surveys are common for steel products and cargoes having a known history of claims or unsafe shipment. In such cases owner normally appoints the P&I surveyor to assist Master. Refer chapter 25. Carriage of steel cargoes when carrying steel products, chapter 29. Cargoes which may liquefy.¹

¹ W 14 / 2024