
	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p><b>13.0. CARGO QUANTITY</b></p> <p>DRY CARGO MANUAL</p>	<p>Sect : 13.0  Page : 1 of 5  Date : 7-Aug-25  Rev : 10.1  Appr : DPA</p>
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## CARGO QUANTITY

Your attention is drawn to the following sections:

### 1. CLAUSING SHIPPING DOCUMENTS

From the viewpoint of both the carrier and the shipper, documents which list the amount and condition of the cargo carried on the ship are essential. The bill of lading is the most important of these documents. The Hague and Hague-Visby Rules provide for bill of lading to be a record of quantity of cargo and its apparent order and condition at the time the cargo is entrusted to the carriers care and responsibility.

The Master should not state anything in the B/L which he believes to be inaccurate. If the B/L does contain inaccurate information, he should correct it with an appropriate clause before signing it. If shippers and/or charterers do insist that B/L's are issued which do NOT accurately reflect the quantity or condition ('clean' bills) of the cargo or the date it was loaded, it is essential that the Master obtain clear instructions and advice from his owners/managers and P&I representatives. It is unlikely that an LOI will be accepted under these conditions, and any offer of such should not be entertained.

#### 1.1. Incorrect declarations


Container weights are particularly prone to under-declaration by shippers, especially in less sophisticated areas of the world. The prudent OOW will keep a very close eye on any form of cargo prone to misdeclaration and report any suspicions at once to the Chief Officer. Overweight deck cargo can seriously affect both deck stresses and stability if allowed to add up.

### 2. CARGO SHORTAGE

The OOW should keep a watchful eye on activities on the jetty and aboard. If other ships/barges/trucks, or inter terminal transfers are taking place, involving the same shore facilities, the Officers should note the details in the port logbook. This information could be useful in case of dispute, and may help "ring some bells", and expedite the departure of the vessel.

#### 2.1. Draft surveys


It is Company policy that a full draft survey shall be conducted by the vessel before and after each bulk cargo loading or discharge operation, and at any intermediate stage as required, whether a surveyor has been appointed or not. This should be witness by a terminal representative, and a copy of each calculation passed on for his records. The survey will assist greatly in case of any dispute in quantity. All listed tanks are to be sounded manually, and all drafts taken visually – reliance on tank and draft gauging devices is acceptable for intermediate and monitoring purposes only.

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### 2.1.1. Draft Survey Guidelines<sup>1</sup>:

- Draft survey must always be done to determine the cargo quantity on board.
- The accuracy of draft surveys is dependent on the care and accuracy taken by the observer. The chief officer must accompany the draft surveyor for checking of drafts and tank soundings.
- No ballasting / de-ballasting, cargo loading / unloading, transfer of bunkers etc shall be in progress during draft survey.
- The Ship should ideally have the cranes parked on their crutches or swung around to be aligned along the centre line of the vessel.
- The shore pay loaders shall have been landed ashore prior draft surveys.
- The ballast tanks shall as far as possible be kept pressed up or empty. The density of ballast water shall be checked.
- The vessel shall be ideally upright.
- The readings from remote draft gauges shall not be used for surveys.
- The density of sea water shall be determined for accurate calculation. Sample of sea water shall be taken away from any overboard discharges and shore discharges. A proper hydrometer shall be used. Hydrometer readings may be verified on board by checking against dock water of known density or fresh water. Be aware that fresh water may “float” on denser saltwater, especially in estuary ports. The water sample should be drawn below the surfaces.
- It is important that prevailing weather conditions, especially visibility and sea state, when reading drafts be recorded during the draft survey. Choppy conditions may warrant a careful reading of drafts.
- The possibility of a re-survey may also be considered if in doubt with respect to the cargo figures. If it is not feasible to carry out a re-survey noting protest should be considered.
- When there are parcels of same cargo for different ports/ receivers, it must be ensured that the parcel for each port is naturally segregated. The vessel must propose a stowage plan to allow for natural segregation. A draft survey must be carried out after each parcel is loaded, to determine the quantity of cargo loaded.
- The vessels constant shall be checked regularly. Any sudden raise in constant shall be investigated.
- The Chief officer shall be alert and double check the calculations to avoid any errors in cargo figures.

<sup>1</sup> W 07 / 2023

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## 2.2. Deadfreight

The Master and Chief Officer should exercise every precaution to minimise any possible Deadfreight, as substantial penalties can be charged against the vessel in case of any shortfall of cargo, particularly if due to some error in the ship's calculations.

## 3. SHIP/ShORE CARGO QUANTITY DISCREPANCY<sup>2</sup>

The shipper's figures which come from shore side measurements such as weighbridges, belt scales etc are entered in the Bill of Lading (BL). Receiver at load port pays for the cargo based on the weight figure stated in the BL. Again, cargo is weighed at disport as measured by shore weighbridges, belt scales etc. If the cargo quantity received is less than the quantity stated in the BL, the receiver will claim for the shortage from the shipowner/carrier. However, if the received cargo weight exceeds the load port weight declared in the BL, then no shortage claims will arise. The weight accuracy and calibration of shore scales depends upon the operator's integrity. It is utmost that ship's figures are determined accurately at both load and discharge port using draft survey. The ports which are not equipped with shore scale, draft surveys figures (joint or independent draft survey) are usually used for measuring the cargo quantity for BL.

### 3.1. Load Port Cargo Quantity Discrepancy<sup>3</sup>

Draft surveys at the load port provide an independent check on the accuracy of shore figure as declared by the shipper. If the draft survey cargo weight/ship's figure is more than the shipper's figure, then the master or agent should be able to sign the BL as presented without undue concern. However, if the ship's figure is less than the shipper's figure (particularly if the amount of the difference is more than any agreed shortage allowance as per voyage orders or 0.5% or more) then Ship Operator should be contacted before signing the Bill of Lading and Note of Protest for cargo quantity discrepancy should be served to shipper/terminal through agent.

Master can enter the ship's figure in the Mate's Receipt which is presented by the shipper to the Master or Chief Officer for approval and signature before the BL is issued and presented for signature. It will provide strong evidence to support the defence of any subsequent shortage claim by cargo receiver.


### 3.2. Discharge Port Cargo Quantity Discrepancy<sup>4</sup>

A draft survey on arrival at the discharge port provides an independent and further check on the accuracy of the shipper's BL figure. A subsequent draft survey on completion of discharge provides a final check on the Weighbridge or Conveyor Belt Weighment outturn figure as declared by the receiver.

<sup>2</sup> W 07 / 2023

<sup>3</sup> W 07 / 2023

<sup>4</sup> W 07 / 2023

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If the draft survey/ship's figure on arrival at the berth is more than the BL figure, then it is likely that the receiver's 'as delivered on to the jetty' outturn figure will be within any pre-agreed shortage allowance or the generally accepted 0.5% draft survey accuracy. However, if the ship's figure is less than the BL figure by more than the aforesaid shortage and / or accuracy allowances, then Master should anticipate a shortage claim and notify this to the Ship Operator. Any shortage claim letter from the receiver should not be signed without approval from the Ship Operator. Add "As receipt only and without prejudice" before signing cargo shortage claim letter. Shortage claim by receivers also requires notification to the P&I Club from office.