

Discharging rice vessels in West Africa: a challenge but not a fate!



INTRODUCTION

- Staple diet in many African countries is maize-based dish
- Rice consumption is increasing
- Cultivating rice in West Africa is difficult
- Result: substantial quantities are imported
- But: often the cargo is damaged upon arrival
- What are the problems encountered and how to solve them?



WET AND MOULDY BAGS



- Condensation
- Sea water damage
- Fresh water damage

WET AND MOULDY BAGS



Moisture found behind plastic sheeting



Kraft paper showing rust spots and signs of having been wetted and then dried

WET AND MOULDY BAGS



Traditional dunnaging arrangement with evidence of the passage of moisture over the lower hopper

WET AND MOULDY BAGS

Mitigation of losses:

- Silver nitrate test
- Record moisture content
- Issue letters of protest
- Taking measures to minimize the losses
- Immediate rebagging
- Proper segregation
- Calculate depreciation immediately

TORN AND EMPTY BAGS



Cargo discharged by means of slings

TORN AND EMPTY BAGS



Overloaded nets

TORN AND EMPTY BAGS



- Dragging of the cargo against the ship's hatchcoamings
- Rough handling
- Inappropriate landing on the shore
- Wrong discharge method

TORN AND EMPTY BAGS



High unsupported cargo faces should be avoided, they cause a danger of collapsing

TORN AND EMPTY BAGS

Mitigation of losses:

- Use nets for discharging
- Discharging on pier and reloading in proper piles
- Supervise handling of the stevedores
- Weigh torn bags on the pier and calculate average loss percentage
- Immediate sorting and rebagging of torn bags
- In case rebagging is not possible, closed bags and store separately



PILFERAGE



Measures to be taken:

- Collect evidence
- Take pictures
- Delimitate the operational area and restrict the access to authorized persons only
- Issue protest letters
- Consider employing private security guards

SHORTAGE CLAIMS

- Causes:
 - Mistake in tally at loading port
 - Mistake in tally at discharge port
 - Damaged bags during discharge



SHORTAGE CLAIMS

- How to prevent shortage claims?
 - Pre-loading survey
 - Tally at loading and discharge port
 - Invite all parties involved for tally
 - Cross-check tally reports with all parties involved
 - Appoint independent surveyors to supervise unsealing of cargo holds and perform draft surveys before discharging
 - Record all sweepings discharged and assist weighing operations
 - Joint survey to agree on depreciation for the sweepings

SHORTAGE CLAIMS

- Tally – reporting recommendations:
 - Details and times of discharging per cargo hold
 - Number of tally men per hold and for each third party
 - Location of the tally men
 - Tally methods used
 - Whether third party tallies are carried out individually or for various parties at the same time

SWEEPINGS



Large quantities of sweepings may give rise to an apparent shortage due to overfilling of bags

INFESTATION





International loss adjusters & surveyors

CONCLUSION

