

August 1982

TO ALL MEMBERS

The Britannia Steam Ship
Insurance Association Limited

Carriage of Steel

We refer to a circular signed by all the P&I Associations then comprising the London Group and dated 28th February 1964 under the heading 'Letters of Indemnity'. (See Section 3 - Cargo Documentation).

Notwithstanding that heading, the circular really dealt with the clausing of bills of lading in respect of steel cargoes being shipped primarily from Antwerp.

We believe that it is generally known that the Association now requires and pays for surveys on cargoes of most types of steel products both at the port of loading and at the port of discharge because steel is a cargo particularly susceptible to severe damage from causes which may or may not be within the control of the shipowner.

In the port of Antwerp, it is customary for the surveyors to show to the ship's Master a copy of the circular of 28th February 1964. That circular could, we believe, appear to be somewhat out of date although it is still, in fact, valid.

The surveyors in Antwerp will now customarily recommend that one or more of the following phrases be used to describe the condition of the cargo:

- 1 Rusty
- 2 Partly rusty
- 3 Rust stained
- 4 Partly rust stained
- 5 Rust spotted
- 6 Rust on metal envelopes
- 7 Wet before shipment
- 8 Covered with snow

The selected phrase must then be inserted in the relevant bill(s) of lading.

The phrases can, of course, be used at ports other than Antwerp and it should be emphasised that at all ports the selected phrase should accurately describe the apparent condition of the steel at the time of shipment and identify the affected parcel.

Ships' Masters should also realise that it is imperative that steel products, especially those that are packed or wrapped, should be kept dry at all times. Accordingly, it is our very strong recommendation that the loading of steel should be stopped during rain.

Issued by the Clubs comprising the International Group.