



Carefully to Carry

Coffee

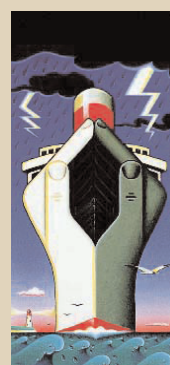
The carriage of bagged coffee beans, now mostly containerised, was discussed at length by the Advisory Committee in an article included in its 14th Report. The article dealt mainly with coffee shipments from East Africa, West Africa and Brazil delivered to ports in North Europe. Coffee is now being imported from the Far East in increasing quantities and although the advice offered earlier remains valid, some additional problems have been identified which are worth mentioning and which could be avoided with vigilance on the part of ships' officers.

Generally, coffee shipments from the Far East suffer more condensation damage than coffee from other sources. The Committee wishes to re-emphasise that the main cause of condensation damage to bagged coffee in containers shipped into Northern Europe from ports worldwide occurs after discharge when the containers remain on the wharf for long periods, often exposed to large variations in temperatures. It is also the containers on the outside of the container stack which suffer most damage – those on the inside being partly protected by the other containers. Rapid stripping of the containers after discharge, or storage of the containers in a warehouse, is the only solution to this problem.



Condensation from the container roof has dripped on to the bags

Another reason for condensation damage is the practice of sealing the container ventilators with tape. This is done for fumigation purposes prior to shipment and often after fumigation, the tapes are not removed thus preventing airflow and resulting in excessive condensation as well as mould growth. The volume of the air space at the top of the container should be carefully checked. When containers are loaded with 250 x 70 kilogram bags, a space of about 50 centimetres is left between the top of the stow and the roof of the container.



"The carrier shall properly and carefully load, handle, stow, carry, keep, care for and discharge the goods carried."

Hague Rules,
Articles iii, Rule 2

Carefully to Carry Advisory Committee

This report was produced by the Carefully to Carry Committee – the UK P&I Club's advisory committee on cargo matters. The aim of the Carefully to Carry Committee is to reduce claims through contemporaneous advice to the Club's Members through the most efficient means available.

The committee was established in 1961 and has produced many articles on cargoes that cause claims and other cargo related issues such as hold washing, cargo securing, and ventilation.

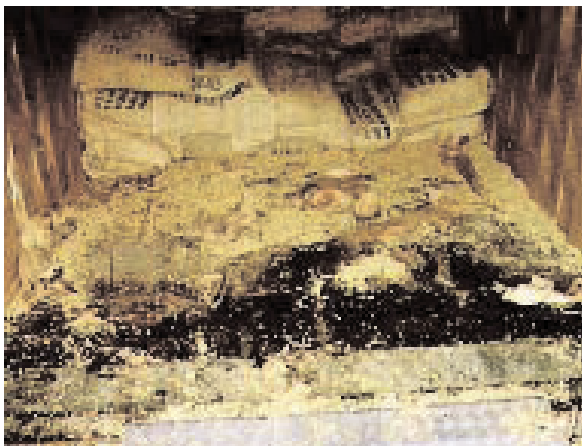
The quality of advice given has established Carefully to Carry as a key source of guidance for shipowners and ships' officers. In addition, the articles have frequently been the source of expertise in negotiations over the settlement of claims and have also been relied on in court hearings.

In 2002 all articles were revised and published in book form as well as on disk. All articles are also available to Members on the Club website. Visit the Carefully to Carry section in the Loss Prevention area of the Club website www.ukpandi.com for more information, or contact the Loss Prevention Department.



Sealed ventilation openings

When loaded with 300 x 60 kilogram bags, a minimal space remains. It has been found that, in the latter case, the cargo is more prone to condensation damage. There is no obvious scientific explanation for this phenomenon although it is well substantiated. Although ships' staff cannot control the stuffing of containers such damage may well be attributed to the ship, with allegations of incorrect ventilation during the passage.



Water has penetrated through all the openings