



Ship Type: Dry Cargo, Bulk Carrier Trade Area: India - Worldwide

Bulletin 36 - 2/98 - Soya Bean Meal (Quality Problems) - ex Mumbai (India)

We have been advised of serious problems (current) in China, Japan and South Africa with cargoes of Soya Bean Meal loaded in India outturning heated and darkened in colour.

We understand this may be due to cargoes from certain parts of Madhya Pradesh State (India) having recently been affected by freak late monsoon rains.

Most shippers have stopped shipping damaged cargo from this area with the exception of, we understand, one company "Tristar Soya Company".

There is clearly a pre-loading quality problem here which Members should be aware of.

For future soya bean meal cargo loadings in India the following basic steps should be taken :-

1. **Check the cargo carefully before it is loaded on board:** Owners should be particularly aware that in India the Port Authority becomes bailee of the cargo once it is landed within the port area. They should also be aware that it is very difficult to clause the mates receipts and bs/l once the cargo is loaded on board **without the written consent / approval of the shipper**. All segregation and testing must therefore be carried out prior to the cargo coming on board.
2. **Check temperature:** Anything above 5 degrees above the ambient temperature should be considered questionable. We would suggest that the Club's correspondent be contacted if such temperatures are found.
3. **Check colour:** There are normally two types of soya bean meals exported. "Soya bean bright yellow flake" in which no dark shades are permitted and the more common "normal soya bean meal" in which brown flakes are permitted. If areas of cargo are found brick red to dark brown we would recommend you contact the Club's correspondent immediately.
4. **Check moisture:** Soya bean meal is generally brought into the ports in second hand gunny bags on lorries or railway wagons. They are generally not covered with tarpaulins. The bags are discharged onto unprotected floors, not necessarily always under cover. It is recommended that every attempt should be made to avoid allowing meal which is obviously damp or wet to be loaded. Again the correspondent can help here.
5. No cargo should be loaded without first checking the Certificate of Analysis.

The above are very rudimentary steps. The local correspondent will be able to give more precise advice should any of the above come to the chief officer's attention.

Source of information : External (see Karl Lumbers)