

## **Initial instruction of surveyor – liquid cargo quality survey**

The following guidelines are intended to accompany the initial instruction of a surveyor appointed by Gard to investigate an incident or dispute regarding liquid cargo quality. Information which needs to be collected will depend upon the nature of the incident and circumstances on site. Prior to attending ensure that sampling equipment and sufficient suitable, clean sample bottles can be made available. Note that it may be appropriate to carry out steps 6 & 7 immediately in order to quickly resolve the situation. Should cooperation from cargo interests not be forthcoming to the extent that the surveyor is unable to conduct a full investigation, he should issue a letter of protest to record such facts.

1. Gather relevant documents, including: letters of protest; list of available samples; plan of all cargo / ballast / void compartments and pump / pipeline arrangements; cargo handling / stowage plan; statement of facts; ullage report.
2. Confirm the source of the offending sample(s) and the time taken and method of sampling; the 3 previous cargoes carried in all cargo tanks; tank preparation / inspection prior to loading; ship's manifold(s) connected to correct fixed shore line(s); cargo operations carried out – product sequence, tank sequence, changeover procedures.
3. Confirm that ship's lines are correctly set and that unused valves are tight or sealed.
4. Ascertain the condition of the shore line(s) before and after loading or discharge and the method used to clear lines if they are left empty. Establish whether shore lines are dedicated and / or that unused valves are confirmed to be tight and sealed. Identify the shore tank(s) used during the course of the operation. Establish whether any shore tank(s) were drained / intended to be drained on loading / the content of shore tank(s) prior to discharge to them.
5. Discuss the offending sample with interested parties and confirm that this sample was correctly taken.
6. Re-draw, label and seal the offending sample in the presence of all interested parties. Repeat the analysis of this sample, in the presence of all interested parties, in accordance with the method(s) specified, or if this is not possible at the time, using a mutually agreed recognised alternative method.
7. Irrespective of the outcome of (7), sufficient duplicate full sets of samples (\*) should be drawn, labelled and sealed for the purposes of all interested parties and in the presence of all interested parties. Arrangements should be made to retain samples indefinitely.
8. Subject to any quantity being confirmed to be off specification, monitor and record cargo interests' efforts to mitigate any loss and participate in relevant discussions so far as is possible.
9. Record all available options for mitigation (\*\*) whether they have been considered / adopted by cargo interests or not.
10. Gather any further relevant background information.
11. Draft report should be forwarded for pre-approval prior to issuance of final report.

\*) Refer to attached list of samples.

\*\*) Refer to attached list of mitigation options.

### **List of possible samples to be drawn**

Samples from the following list, which should not be considered to be exhaustive, should be drawn, labelled, sealed and retained, dependent upon the circumstances of the incident being investigated and the nature of the product being handled.

- Shore tanks prior to loading
- Shore line at commencement of and during loading
- Shore line end at commencement of and during loading
- Ship's manifold at commencement of and during loading
- Ship's tank "wall wash" samples in the case of some petrochemical cargoes
- "First foot" samples from ship's tanks
- Individual ship's tank samples – top / middle / bottom / dead bottom as appropriate
- Composite ship's tank samples
- Similar samples drawn during any transshipment or lightening of cargo
- Ship's tank samples taken immediately prior to or during discharge
- Ship's manifold at commencement of or during discharge
- Shore line end at commencement of or during discharge
- Shore line at commencement of or during discharge
- Shore tank(s) after discharge
- Samples drawn in consequence of the discovery of damage or in the course of investigation of cause or in the course of seeking to mitigate the loss
- If allegedly contaminated cargo was discharged to a shore tank with cargo already in it, any available samples of the content of that shore tank prior to the discharge

## List of possible mitigation options

Options from the following list, which should not be considered to be exhaustive, might be considered.

- That the cargo should be accepted for use as intended
- That the cargo should be accepted at a discount
- Blending the off-spec parcel with other sound cargo in order to create an on-spec product
- Return to shipper / manufacturer for reprocessing
- Dispatch to a contracted reprocessing company
- Reprocess the affected product on site
- Salvage sale
- Destruction of the product

Various options might involve transfer of the affected product to a different location, in which case consideration might be given to use of the Member's vessel for this purpose, or utilising / chartering in alternative tonnage. Freight costs might make such options unreasonable when dealing with small quantities of product and costs involved in taking any such steps must be taken into account.

Practically any steps taken to mitigate the loss will have to be initiated by cargo interests, however the surveyor should take part in the discussion, ensure that all options are considered and keep the Club advised.