

## Bulker owners in deep water, warns The Swedish Club

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Bulk carrier owners were advised in a report – *Wet Damage on Bulk Carriers* – just issued by The Swedish Club that paying extra attention to the basics could save the owner from a severe loss at a later date.

The Club said that, for bulk carrier operators, wet damage was the most costly claim type. It was the second-most common claim that they experienced.

The report, prepared in conjunction with DNV GL and MacGregor, identified heavy weather and leaking hatch covers as both the most common and the most costly type of wet damage claim. The average cost for a wet damage cargo claim was nearly \$110,000. The report said that, while weather routeing was used to minimize the effects of heavy weather, green sea on deck should never be a surprise. It was not unusual for cargo hatch covers to be fully immersed in sea water. Therefore, incorrectly applied and poorly maintained cargo hatch covers and sealing systems significantly increased the risk of cargo becoming damaged by water. The report noted case studies where many claims could have been avoided had hatch components not been in poor repair, such as cases where applications of tape and seal-foam proved to be no substitute for good maintenance.

“Hatches leak for a variety of reasons, but mainly because of poor maintenance or failure to close them properly,” said Swedish Club’s Lars A Malm, Director, Strategic Business Development & Client Relations. He noted that “leaking or badly maintained hatch covers can lead to more serious consequences than wet cargo – flooding, accelerated corrosion or even loss of the ship.”

The most common wet cargo issues included leaking cross joints, and compression bars, rubber gaskets, hatch coamings, drain channels and cleats in poor condition.

<https://www.swedishclub.com/publications/press-releases/press-release-bulker-owners-in-deep-water-warns-the-swedish-club>