

GREEKS TURN OUT IN FORCE FOR NORTH P&I CLUB'S SEMINAR ON CARGO LIQUEFACTION

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Around 120 members of the Greek shipping community attended a seminar on cargo liquefaction hosted by the Piraeus office of the 150 million GT 'A' rated North P&I Club.

According to associate director and head of the Greek office, Tony Allen, 'Cargo liquefaction continues to be a serious physical and economic hazard for shipping worldwide and the high turnout last night shows it remains a particular concern for our Greek owners and operators'.

The event at the Piraeus Marine Club focused on the safety, regulatory and practical issues which arise when shipping cargoes prone to liquefy together with the legal and commercial aspects facing masters when suspect cargoes are presented for loading.

Allen told delegates, 'North recognises and continues to support the ongoing efforts of its members to ensure the safety of their vessels and crews when shipping cargoes likely to liquefy. We will continue in conjunction with the International Group of P&I Clubs and other industry bodies such as Intercargo and BIMCO to promote prudent and safe practice.'

He confirmed North is fully committed to supporting the International Group's initiatives to put pressure on local shippers and authorities in countries of origin to ensure that cargo presented for shipment is compliant with the International Maritime Solid Bulk Cargoes (IMSBC) Code. The Club is a member of the International Group's working party on the topic.

On the P&I side, North claims executive Gordon Robertson examined the documentation issues that arise on shipment, after which senior claims executive Claire Andrews focused on how to manage surveyors and experts. Loss-prevention executive Andrew Kirkham provided practical advice for masters to ensure only safe cargoes are loaded. He emphasised that if there is any doubt about the true nature of a cargo, the only prudent course is to treat it as IMSBC Group A until adequate testing proves otherwise.

Greek office deputy manager and FD&D lawyer Helen Yiacoumis then examined the legal and commercial aspects, focusing on what to do when cargoes suspected as unsafe are presented for loading. The seminar concluded with FD&D lawyer Gillian Stanton looking at the steps owners could take to help protect their position if cargoes prove unsafe for sea transport after loading.

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