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CARRIAGE OF HIDES IN CONTAINERS

INFORMATION FOR SHIPPERS, PACKERS, SHIPPING LINES AND THEIR AGENTS

Transporting hides in containers can cause a variety of problems for terminals and ships if the wet hides are improperly treated or inappropriately stowed. The problem of wet hides or sheep skins carried in shipping containers is predominately due to the run-off of excess brine. If this liquid leaks from a container at any stage between origin and destination costs are incurred for cleaning this liquid which can have an offensive odour and could possibly be deemed a health hazard. Leakage of liquid from the hides can also result in damage and degradation of the container. When the leakage comes into contact with the interior of the container it can cause permanent damage through corrosion of metal surfaces and rubber seals and contamination of timber floors. In addition, leakages of brine from containers onboard a vessel may contaminate containers stowed underneath and corrode the ship's decks and fittings.

The risk of problems occurring when carrying hides are minimised when the container is properly prepared prior to packing and care exercised during the packing process. Prior to packing cargo preparation is essential and requires the container to be inspected, lined and an effective absorbent medium spread over the floor. By following the guidelines set out in this factsheet shippers/packers may be able to reduce their potential liability for damage.

Shipping lines will pass on to the shipper all costs incurred by them in rectifying any problems.

Inspection of container

At the outset the container should be inspected internally for any sharp protrusions or any debris, which may puncture or damage the polythene liner.

Lining the container

The liner should be unfolded and spread out in the container with the sewn box formed end at the front wall and the open end protruding 2.4m out of the doors.

This will form a full envelope around the cargo to capture any moisture that originates from the cargo and prevent leakage.



To establish a fixing point for the liner a bail lash or 4mm rope is run through the lashing points around the top of the container and tied off ensuring that the lash is tight.

After threading plastic bungee clips through the lashing rings of the liner, beginning at the front wall, the liner is clipped onto the lashing.

Once the liner walls are connected to the lashing the floor of the liner should be spread out evenly and pushed into the corner of the container.



Absorbent Medium

The floor of the container must be completely covered with a layer of fine grade absorbent sawdust to effectively soak up excess brine. Coarse sawdust or wood shavings are not suitable due to their mediocre absorbent qualities.

The adjacent picture demonstrates an alternative way of fixing the liner to the container walls using P.V.C tape. This method has been used previously but is not recommended.



Note: It is recommended that liners and absorbent medium be supplied and fitted by a depot/packing warehouse that has previous experience in carrying out this task.

Stowage of hides/skins in the container

To prevent tearing of the liner, it is recommended that a runner (either plastic or timber) is placed on the floor of the container and progressively withdrawn as vaning proceeds.

Care must be taken during positioning of hides/skins and manoeuvring handling equipment to prevent tearing of liner and dislodging it from the walls. Pallets must not be skidded along the floor or allowed to rub against the wall of the container. In the event a tear occurs, it may be necessary to remove some of the pallet loads to carry out repairs to the liner, using P.V.C. tape to prevent leakage.

When the last pallet/unit load has been placed in the container the open end of the liner must be closed.

To do this firstly take the floor and clip it to the lashing above the door.





The two bottom corners are then also clipped to the lashing on the opposite wall of the container creating an envelope to seal off the door end.

This is to contain any excess run-off which is not absorbed by the sawdust.

Unstuffing of contents at destination

The container must be devanned immediately after discharge from the vessel without any undue delay, because if any puncturing of the liner has occurred en route, damage and contamination of the interior of the container can be minimised.

Devanning must be carried out carefully to avert tearing of the liner and spillage of the fluid inside the container. A plastic or wooden runner must be placed on the floor of the container and gradually moved forward as unpacking proceeds.

On Completion of Unstuffing

- Immediately on completion of unstuffing of the cargo, the liner must be detached from the walls by unclipping the bungee clip from the lashing. The liner must be carefully removed to avoid spillage of wet sawdust or any liquid onto the container floor. If the liner is torn, removal of the liner must be done in such a manner to minimise the soiling of the container.
- Lashing must also be removed from the lashing points of the container.
- The container must be thoroughly cleaned and deodorised. All internal surfaces must be meticulously cleaned.
- If leakage has occurred inside the container, heavy-grade detergent is to be used to remove any residues.
- The container should be aired with doors open to assist drying and elimination of odours. Fan assisted drying is recommended in cold weather.

In accordance with the Terms & Conditions of the Bill of Lading or Waybill, the Consignee/Notify Party and/or the their agent must return the empty container to the nominated location indicated in the Delivery Order in a clean, dry and undamaged condition. The empty container must be free of cargo residues, dunnage, packing and lining at the time of return so that it is fit for immediate use to carry any future cargo.

The above are the minimum standards of preparation recommended for the carriage of wet hides.

Shipping line may be unwilling to accept this commodity for carriage in containers if there is failure to comply with the above procedures. In some cases shipping lines may provide the container already lined and dusted.

If a container of hides is found to be leaking prior to loading on board a vessel at the Container Terminal, it may be short-shipped from the intended vessel and only loaded when the shipper has rectified the problem. In the majority of cases the problems with leakages occur when carrying wet hides on pallets. Capped and sealed hides also have a tendency at times to leak into the container.

It is essential that shipping line representatives are consulted; on whether the hides are treated, dried and packaged in such a manner that the shipper can guarantee that no leakages will occur during the voyage, if to deviate from the above procedures. Wet Blue hides (drummed or bagged) may be carried with some dispensation from the above procedures.

The intention of the Shipping Australia Ltd (SAL) is to increase the awareness of shippers, packers and their agents to procedures to be followed for the carriage of wet hides. While every effort has been made to ensure the contents of this document are accurate and clearly stated, SAL and its employees and agents take no responsibility for any inaccuracies or omissions in this publication. The opinions expressed are those of the contributors and not of SAL. No warranty is given and no liability is accepted.

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