

Insurance News

Heavy Lift Cargo Shipments

March 2009

Introduction

Not all goods to be shipped by sea will be of a size or dimension to easily fit into a standard shipping container.

Some shipping containers are modified to allow oversized loads. Open top units and bolsters with no side walls can accommodate cargo to a certain size but, what happens when the goods to be shipped are long, wide, high or of a bulky or massive construction?

Specialist heavy lift ships and shipment methods must be utilised to move these relatively awkward loads around the globe.

This commentary gives a brief insight to the types and challenges to be expected with heavy lift shipments.

Specialist insurer knowledge is a critical component to the risk exercise.

Disclaimer

This newsletter is for information purposes only and is not legal advice.

Large infrastructure projects and developments - the likes of motorways, ports, mines, wind farms and processing facilities will rarely arrive in a completely knocked down condition or manufactured to a size which is easily shipped in standard shipping containers.

Cargo owners and developers must source specialist ships to safely carry what can be very heavy and awkward loads. In many cases loading and discharge facilities will be inadequate or non-existent so the specialist ship must utilise its own gear or methods to handle the cargo.



"Nebula" barge aboard semi-submersible heavy lift ship – Sydney (NSW)

Float On Float Off - floating equipment, barges and other vessels can be moved using heavy lift ships with semi-submersible capability. The ship submerges itself to a level which allows the barge or structure to float on where sea-fastening to the deck will occur. The reverse procedure will result in the float off exercise at destination.

Pure Heavy Lift – goods require the use of a vessel with strongly constructed decks and its own crane capability.



Pre-fabricated concrete wharf modules – Port Hedland (WA)

Oversized & Awkward Loads – can require specialist packing, protection and shipment measures.

Client and coverage needs will differ greatly and there will usually be a requirement for more detailed focus on risk assessment and/or risk management capability.

Critical underwriting assessment points will include the vessel/load stability and risk protection measures along with a focus on the experience and quality of the ship and shipment stowage methods.

Contact us if you would like additional information.

**The Team at Vero
Marine and Aviation**