

Floris Menting
Associate Director

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Qualifications

Master Mariner
Master Certificate for Ocean Going Ships 1975
Higher Nautical Colleges Education at Amsterdam,
Rotterdam and Flushing
Erasmus University, Rotterdam
Master of Laws 1986
Special courses in English Contract Law
International Private Law and Thesis on Environmental
Law, MARPOL 1973-78

Languages

Fluent in Dutch, English and German, with a working
knowledge of French

Date of Birth

15 March 1946

Nationality

Dutch

Current Position at CWA

In 1996 Floris Menting joined CWA and became the Principal of the former CWA office at Alkmaar, the Netherlands. He is now an Associate Director of CWA.

Floris is a very experienced surveyor of loss and damage to ship and cargo with a surveying career spanning 30 years. He has extensive experience of cargo incidents, particularly dry cargo and food commodities such as grains, rice, soya beans, sugar, refrigerated cargo and timber. He has investigated many scores of cargo damage incidents, providing expert advice on causation, loss mitigation and loss prevention. Much of his work on food cargoes has been in combination with the scientific skills provided by the CWA Food Department. Floris has a thorough knowledge of the factors governing cargo care, including stowage, ventilation, humidity and dewpoint measurements, and the operation of reefer systems. He is frequently called upon to supervise the taking of representative samples for analysis at selected laboratories.

Floris is an experienced consulting Master Mariner and has carried out detailed investigations and reporting of marine casualties over a wide range of ship types and circumstances. He is well versed in the requirements of thorough reporting, has provided expert evidence in several court cases, and appeared in London courts and arbitration.

Specific Expertise and Experience at CWA

The following is a list of major damages to commodities that Floris has dealt with in the recent past:

- bananas and kiwi fruit – temperature and quality problems
- soya beans and soya meal – heating, moisture and quality problems
- sunflower seeds – heating
- seedcakes – heating and fire
- wheat, maize, rice, groundnuts etc – water and sweat damage, insect infestation
- timber – moisture damage and insect infestation
- bagged refined sugar – caking and moisture damage
- Raw sugar in bulk – water damage and contamination
- Bagged and bulk cocoa beans – moisture and sweat damage, insect infestation and fire
- potatoes – moisture damage and decay
- rice – investigating the pre-loading condition of a bagged cargo, loaded at Vietnam (1997)

Floris has also investigated various typical Marine cases, such as:

- fire on board
- groundings
- collisions, usually in conjunction with cargo damage

Summary of Previous Employment

1992-1996 Independent consultant providing wide range of ship and cargo damage survey and advisory services.

1986-1991 Floris was a partner in a firm of scientific and technical consultants on marine claims and casualties, dealing with cargo claims, investigating the extent and cause of the damage and/or advising clients in preparation of litigation with regard to claims on various products, such as:

- moisture damage and/or insect infestation of agricultural products such as sugar, coffee, cocoa-beans, wheat, maize, rice, groundnuts etc

- full or part refrigerated cargoes of fresh fruit, bananas, chilled or frozen meat and deep frozen heating and fire in general cargo, rice, derivatives from agricultural products and fishmeal
- stowage of timber cargoes
- potatoes and onions carried as ventilated cargo
- vegetable oil contaminated with chemicals
- (direct reduced) iron ore
- Steel products. Securing cargo and advising Master's with regard to remarks to be made
- sulphur etc

During this time, Floris also dealt with damage prevention, and advised on carrying instructions, including ventilation, for agricultural products and fresh fruit.

During this period he dealt with cases whereby usually the entire cargo of agricultural products (usually fruit or fish), or the majority thereof, was subject to some kind of cargo claim, either due to alleged defects of the ship or the reefer installation, heavy weather, fire or a submerged engine-room resulting in non-refrigeration, or the (pre) loading condition of the commodity.

It also meant dealing with the cargo in way of discharge, ship to ship transfer, assessment of damage and depreciation, finding other outlets for the cargo or the disposal thereof.

In addition, in-depth investigation of the ship, as well as of the pre-loading particulars in the country of origin, was required, in order to fully investigate the possible cause of the damage and the question of the liability.

The surveys were carried out world-wide including various African countries, the Middle East, the Far East and South America.

1976-1986

Nautical and cargo surveyor at Rotterdam, dealing with damage upon discharge and pre-loading surveys, including numerous shipments of white refined bagged sugar exported via Rotterdam, advising on a wide variety of casualties, investigating the extent and cause of the damage, involving numerous kinds of ships and other means of transport carrying dry, refrigerated, or liquid cargo. His work involved detailed investigation of reefer and ventilation systems.

1966-1976

Service onboard various types of ships, including general cargo ships with heavy lift and reefer capacity, bulk carriers and tankers, trading world wide with a wide variety of cargoes such as general cargo, chilled and frozen cargoes, bagged and bulked cereals and derivatives, timber and timber products, crude oil, chemicals, vegetable oil etc, in the capacity of Apprentice Officer to acting Chief Officer.