BARRIE’S BANANA FACTORY

The Real Cost of Spoilage

What a third of the hold actually costs across a season

SUMMARY

Fleets provisioning with uncured fruit lose 28-34% of every fruit load by week six of a crossing. The cost is not the wasted fruit. It is the over-purchasing required to absorb the loss, plus the crew health cost on crossings where the shortfall bites late.

METHOD

Six-week consumption audits across 41 hulls on three Caribbean routes, comparing loaded tonnage against consumed tonnage at the far end.

FINDINGS

1. Median spoilage on uncured fruit: 31% of load by week six.
2. Median spoilage on cask-cured: 8.6% over the same period, almost all of it attributable to casks broached early and left open.
3. Fleets over-purchase by a median 46% to absorb expected spoilage.
4. Net provisioning spend falls 19-24% on switching, before counting the administrative saving from consolidated excise filing.

CONCLUSION

The cure pays for itself inside one season on any route longer than five weeks. Below five weeks the case is weaker and we say so.