

Guidelines for Marine Surveyors (1.1.04)

Condition survey

Your firm is being instructed by the Ship-owner to conduct a survey on a vessel. The Report produced will be shown to Navigators P&I as information supporting application by the Ship-owner for insurance. The scope of the survey must be sufficiently wide and Report adequate to enable Navigators to assess the risk presented by the vessel and her operations in her present state. The comments of the surveyor on deficiencies should be clear and his recommendations on improvement are sought where appropriate.

The cost of the survey is for the account of the instructing ship-owner and you are required to ensure payment directly is effected. Navigators P&I does not pay or guarantee the costs and expenses either of survey or any attendant arrangement fee.

The format of the Report is expected in accordance with your firm's quality standards. The content of your document is preferred expressed as a commentary by the attending surveyor, rather than presented as a Checklist and/or Scoring table. Photographs clearly showing representative condition will enhance the value of your Report.

The Report may be made available to a number of readers. However, the principal recipient Navigators, seek comments on each of the following areas:

- Confirmation of the vessel's principal particulars
- ISM Code status including implementation standards
- Verification/period of validity of vessel Certificates
- Completion of Log Books and other records (promptness and adequacy)
- Confirmation her Class is fully in force and any conditions imposed
- Confirmation vessel properly is manned, crew certificates in compliance STCW and no communication difficulty evident
- The practice of good seamanship evident on board with relevance to deck operations, mooring, safe access and demands imposed under ISPS Code on vessel security
- Bunkering procedures, SOPEP and ability adequately to deal with Spills
- Competence and status each of Navigation/Passage planning, Charts/Publications, electronic Navigation aids and Communications
- Preparedness for Fire and other Emergencies (including provision of safety equipment)
- Familiarity of crew with the current trade and particular requirement of the goods carried on this ship

- Planning for all load/discharge operations, records of monitoring stability and recording calculations, monitoring of Stevedore activity
- Carriage instructions adherence and proper recording
- Attention adequately paid to cargo documentation, ensuring remarks conform to Mate's Receipts etc.
- Cargo-worthiness of relevant spaces on board including condition of Holds, closing arrangements, ventilation, bilge pumping and regular sounding procedure implemented
- Engine room appearance, condition of all equipment including Alarms/Trips and evidence proper machinery maintenance being carried out.
- Condition of Main Engine, detail of recent maintenance
- Condition of Accommodation spaces, does crew take pride in living areas

Follow-up/reinspection

The intent of this exercise is ensuring Defects and/or recommendations made in a previous inspection adequately dealt by the ship-owner. Navigator's expects a short narrative report clearly highlighting matters of concern. Usually, a Defects List will accompany the instruction.

The following additional services are not required unless specified:

Risk Analysis – Crew + other personnel

Statistics indicate most accidents are caused by or contributed in major part by Human error/intervention. The value of proper training of seagoing personnel is recognised by Navigators. Similarly, results are clear that poorly trained or motivated crew on board will manifest in increased likelihood of Loss (both in financial and human cost forms). The ship-owner requires assessment of his crew risk to satisfy Navigators' expectations are met and/or to highlight deficiency or areas for improvement. The assessment exercise must address:

- Experience of the Ship-owner, particularly in the expected/current trade
- How seagoing personnel recruited including source(s)/Manning Agents
- Checks made ensuring crew health (scope of Medical assessment and identity of Clinic entrusted the task) and competence for the type of vessel/trade
- Identity of Company Doctor and contingency planning for emergency medical evacuation

- Company Training policy, extent and degree implementation clearly is effective
- Time crew hired per voyage and annual turnover of seafarers (is same personnel re-joining company vessel(s))

Claims audit/analysis

Please obtain detail of all P&I type claims experienced by Ship-owner over last 5 year period.