



The London P&I Club

# STOP Loss

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## Appointing a Marine Warranty Surveyor when loading deck cargo

In the past year, LOC have seen many deck cargoes shifting in heavy weather. Invariably after further investigation, it has been discovered that the stowage and securing of these cargoes did not comply with the ship's Cargo Securing Manual (CSM) or the practices laid down within the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) and, if applicable, the Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code).

Such losses have prompted the view that a suitably qualified Marine Warranty Surveyor (MWS) should be recommended to attend such load-outs. This would ensure that the Port Captain/Supercargo (acting for Charterers who are generally responsible for the lashing and securing of the cargo) carry out the operation correctly, and the Master is satisfied with the stowage, securing and tensioning requirements for the forthcoming voyage as is his responsibility under SOLAS.

### Role of a Marine Warranty Surveyor

It is common for the Insurance Underwriters to instruct the Charterer/Shipper to employ the services of an MWS. An MWS provides independent third-party technical review and approval of high-value and/or high-risk marine construction and transportation project operations, from the planning stages to the physical execution.

The fundamental objective of the MWS is to make reasonable endeavours to ensure that the risks associated with the specified

operations are reduced to an acceptable level in accordance with best industry practice.

The MWS will be satisfied, so far as possible, that the operations are conducted in accordance with:

1. Recognised codes of practice for design and operations
2. Best industry practices appropriate for the ships, equipment and location
3. Ships and equipment being used within defined safe operating limits

### MWS' scope of work

An MWS' role is independent of the Port Captain/Supercargo, but they work together to ensure the safe stowage and securing of the deck cargo. Prior to loading and securing the cargo, the MWS would:

- Inspect the ship prior to loading to ensure its suitability for the cargo
- Review the stowage plan, ensuring it complies with the ship's maximum permissible tonnes/m<sup>2</sup> on deck and hatch covers
- Review the lashing plan
- Review the calculations to ensure they meet the criteria of the CSS and TDC Codes



The costly loss of deck cargo can be avoided by the appointment of a Marine Warranty Surveyor

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CLUB INSPECTOR





The author during the Marine Warranty Survey of local ferries being loaded on deck

- Ensure compatibility with the requirements of the CSM
- Review stability data and expected weather during the forthcoming passage
- Discuss with the Master the possibility of reducing the GM, if possible, to increase the roll period and acceleration forces on the deck cargo
- All lashing equipment certification reviewed and matched with the delivered equipment
- Ensure the Master is satisfied with the lashing plan arrangement and calculations
- Ensure the Master is satisfied with the stowage and securing arrangement

During loading and securing the deck cargo, the MWS would:

- Monitor the loading operation ensuring it follows the agreed stowage and lashing plans
- Keep the Master and Port Captain/Supercargo fully informed of any issues arising during the operation
- All welding carried out would be independently inspected
- Ensure non-destructive testing is carried out correctly on each weld
- Keep a full photographic record of the operation
- Review the passage plan with the Master, considering the expected weather conditions

On completion of loading and securing the cargo, the MWS would then:

- Carry out a full inspection
- Issue a Certificate of Approval, when fully satisfied the operation has been completed correctly
- Provide the Master with full instructions for maintaining the tension of the lashing assembly throughout the voyage
- Provide the Insurance Underwriters /Charterers/Shippers with a full report

**Qualifications** – Master Mariners or Naval Architects with a proven track record of load-outs would be best qualified for this role.



## Latest IMSBC Code now in force

Members are reminded that the 2016 Edition of International Maritime Solid Bulk Cargoes (IMSBC) Code became mandatory from 1 January 2017.

The ship inspection department can report that most of the entered bulk carriers visited during the 2016/17 P&I year were voluntarily applying the 2016 Edition of the Code.

### Advantages of appointing an MWS

By appointing an independent third party MWS to review the whole operation from start to finish carriers and charterers will reduce the high-risk factor associated with deck cargoes. The attendance of an MWS will ensure that the regular areas of failure within a deck stow such as poor lashing equipment, insufficient use of lashing equipment, non-compliance with the CSM, CSS Code and TDC Code, will be avoided. This provides added peace of mind for all involved in making the voyage a success.

**Captain Paul R Walton**  
Master Mariner, Director  
LOC (Hong Kong) Ltd.





## Chart folio and publication management



**Club inspectors consistently note negative findings regarding the management of the ship's chart folio and associated publications. The approach of deck officers to the management of external navigational warning information from SAT-C and Navtex is also an area of concern.**

The Club believes that consistency of approach is the key to good publication management. The British Admiralty Publication NP294 "How To Keep Your Admiralty Charts Up-To-Date", 9th Edition 2016 is a good source of guidance and can form the basis of a publication management policy. The period of crew change is when consistency can either be maintained or lost, where incoming officers with a potentially subjective approach to the task should take instruction from company policy and procedure and act accordingly.

The most common finding is the lack of application of Temporary and Preliminary Notices to voyage charts. Officers in charge of such activities are reminded that while often temporary, T&P Corrections should not be regarded as being less important to safe navigation than the weekly permanent chart corrections. The ship's ISM manuals should give clear and concise guidance on how the nautical publications are to be corrected to avoid inadequate and personal approaches being applied by ship's officers.

Another regular finding relates to the poor or inconsistent application and management of permanent chart corrections. This can be a very time-consuming task, particularly when a global folio is maintained. Where paper charts are in use, they should be kept corrected to the latest edition of 'Notices to Mariners' onboard. Owners should consider the time and accuracy-saving step of supplementing their notices with the appropriate tracings when they are not provided.



# Club Inspector

Capt. Arun Kumar Sardana



## Vision Marine Solutions Pte Ltd, Singapore

Vision Marine Solutions Pte Ltd (VMS Group) is headquartered in Singapore and a provider of a full suite of risk management and maritime consultancy services. Founded in 2005, the company has gone from strength to strength and created a strong niche for itself in Risk Assessment and Management for bulk transport of dry & liquid cargoes. It has highly qualified and committed consultants based in Singapore, Malaysia, India and China with strong associations with firms of like-minded consultants in the UK, Europe and the Americas.

VMS Group has gained a strong reputation in just a few years.

Since being engaged with the London P&I Club, it has undertaken P&I ship inspections and investigations on new and existing entries into the club in Singapore and the wider Asia-Pacific Region.

Due to its excellent standing in Asia-Pacific, VMS Group has also been engaged by most Oil Majors and other reputed P&I clubs in the region. The company has achieved this success through its flexibility, practicality, breadth and depth.

Its flexibility is ensured through its global network, where it can activate surveyors, inspectors and auditors anywhere in the world at short notice. VMS Group has breadth in the variety of experience it engages, from risk management & analysis to SIRE Inspections, Audits and Time Charter Assessments. It has also developed a specialist practice in Ultrasonic Hatch Cover Testing for dry-cargo ships including pre and post repair tests of hatch covers. It is the "one-stop shop" when it comes to Risk

Assessment, Risk Management & Marine Consultancy Services.

Depth is provided by the sincere and knowledgeable team of senior Masters & Chief Engineers. VMS Group's founder and director, Capt. Arun Sardana. He is recognised as an excellent consultant and an HSE expert undertaking a wide variety of projects, audits, surveys and inspections involving multi-faceted shipping sectors. He is a specialist in the tanker industry and is also very familiar with bulk carriers and multi-purpose ships. Capt. Arun is perhaps best known for his principled, calm and friendly disposition.

"Clubs, Members and Surveyors are all on the same side," he says. "Members hopefully recognise that good surveyors with an alert attitude, detailed knowledge, hands-on experience and positive demeanour can initiate learning, safety, efficiency improvements and savings in the long run. Let's all work together to make the shipping industry safer and incident-free."

## ACCIDENT INVESTIGATION WORLD ROUND-UP

In this regular column, we round up some of the eye-catching accident investigation reports from around the globe:

### **Svitzer Moira MAIB – United Kingdom**

The investigation concluded that the engineer probably fell while transferring to an unmanned tug before Svitzer Moira had come fully alongside. The lack of a toolbox meeting and an evident diversion between onboard practices (specifically use of PPE) and company procedure are among those cited as contributory factors to this loss of life.

[Click here to view report](#)

### **Mount Hikurangi TAIC – New Zealand**

A bulk carrier had just completed loading a cargo of logs at the port of Tauranga. The ship's crew were involved in applying chain lashings to the logs when a deck cadet fell from the stack of logs 10m onto the wharf below, then into the sea. The investigation highlighted a lack of the use of a harness and fall arrestor device among the contributing factors.

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### **Skandi Pacific ATSB – Australia**

Offshore support vessel (OSV) *Skandi Pacific* was loading cargo containers from the semi-submersible oil rig *Atwood Osprey* at its offshore location. Cargo transfer was stopped due to worsening weather conditions. *Skandi Pacific* was moved 30m away from the rig and two crewmembers then began securing cargo on the ship's aft deck. While securing the cargo, one of the crewmembers was trapped between the moving containers, chains and a skip, and suffered fatal crush injuries.

The ATSB investigation found that the risks associated with securing the cargo in the prevailing weather conditions had not been adequately assessed. The fatally injured man was standing in a dangerous location near the unsecured cargo containers when they shifted.

The investigation identified that *Skandi Pacific*'s safety management system procedures for working/securing cargo on deck in poor weather were inadequate with no clearly defined weather limits. Further, there were no clearly defined limits for excessive water on deck that necessitated stopping operations, leaving individuals to make difficult, and necessarily subjective, decisions about whether to stop work.

The ATSB also found that *Skandi Pacific*'s managers had not adequately assessed the inherent high risks associated with seas coming over the ship's open stern when work, including cargo handling operations, was being undertaken on its aft deck.

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A. Billbrough & Co. Ltd.,  
50 Leman Street, London E1 8HQ, UK.  
Tel: +44 (0) 20 7772 8000  
Fax: +44 (0) 20 7772 8200  
E-mail: [stoploss@londonpandi.com](mailto:stoploss@londonpandi.com)  
[www.londonpandi.com](http://www.londonpandi.com)

