

# LOSS PREVENTION AND CARGO GEAR MAINTENANCE

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## TYPES OF INSURANCE

- Hull and Machinery (H&M).
  - Protection and Indemnity (P&I)
- ↑  
Interlinked.  
↓
- Cargo.
  - Freight, Demurrage and Defence (FDD).
  - Strike.
  - Kidnap and Ransom (K&R).
  - Loss of Hire (LOH).

## P & I

- What is protection and indemnity.
- Why protection and indemnity.
- P&I is third party liability insurance for Ship Owner, Operator or Charterer.
- P&I is “Mutual” in nature, as Ship owners are both insured and insurers.
- Loss Prevention from Surveyor’s point of view would tantamount to P&I as well as Owners angles.

## RISK COVERED

- Crew - Illness, Injury, Death.
- Passengers and others - Illness, Injury or Death of Passenger , Supernumerary, Stevedores.
- Collisions - TPL from IHC 2003.
- Fixed and Floating objects- Physical and Wake contacts.
- Pollution/Coral Damage - Restoration Costs.
- Cargo - Due to own vessel.
- General Average - Owner's Contribution.
- Fines
- Deviation
- Risks incidental to Ship owning Omnibus Rule.
- Wreck Removal
- Towage



# **LOSS PREVENTION- PART I**

# **ACCIDENTS RESULTING IN** **INJURY/DEATH TO PERSONNEL**

- Neatness and Tidiness at Workplace.
- Correct PPE.
- Awareness of Danger.
- Unsafe working Methods.
- Negligence.
- Training Programme 'Code of Safe Practices'.
- Color coded work permits.

## ILLNESS

- Illnesses due to Food and Water.
- Contamination Alcohol and Drug Abuse.
- STD.
- Infestation.
- Hygiene - Carelessness can lead to serious illness.
- Disease bound areas.

## **STOWAWAYS**

- Access areas restricted.
- Security and patrol.
- Cargo spaces monitored.
- Lighting.
- Masters Report detailing measures taken to avoid Stowaways or deserters can well be used by Club to attempt mitigation of fines imposed by immigration authorities.



## Pollution Prevention

- Bunkering procedures followed as per ISM.
- Bilge Management(OBS).
- Efficient watch keeping and vigilance maintained in general.
- Ensure transfer of bunker into the correct tanks.
- Prevention Better than Cure.
- Update latest information – circulars/statutes.
- Consequences should act as a deterrent.

## COLLISION

### **Prevent Collisions from Occurring :**

- Watch keeping - Proper look out.
  - Bridge never to be left unattended.
  - Weather condition.
  - Proximity to navigational hazards.
  - Condition of navigational aids.
  - Automation Factor.
- Fitness for duty
  - Efficiency.
  - Fatigue.
  - Drinks or Drugs.
- Navigational Duties and Responsibilities as per ISM.
- Navigational Safety with Pilot on board.

## **CONTACT DAMAGE TO PROPERTY (FFO)**

- Buoy, Pilot Boats, Mooring Boats, Quays, Shore Cranes, Submerged Cables, Pipelines etc.
- Obtain details of witnesses.
- Record actual visible damage.
- Photographs ,witnesses statement , dated and signed.

## **NON CONTACT DAMAGE TO SHIPS (FFO)**

- Reduced speed.
- Tight moorings maintained.
- Independent witnesses/statements/  
log book entries.
- Good Port watches.
- Owners / P&I Club Correspondent to be informed.
- If Pilot on board - Full name and details recorded.

## WRECK REMOVAL

- Wreck causes obstruction- Position accurately fixed.
  - Report to Port Authorities/Coast Radio stations.
  - Navigational warnings sent out.
  - Stranded Vessel to be abandoned .
- All relevant evidence to be collected time permitting. E.g. charts, log books.
- Safety of life paramount.

# TOWAGE

During towage no damage to each other or property of third parties :

- Tug and Tow safety, Tow cargo safety as applicable.
- Follow terms of the contract :  
The UK Standard Towage condition.  
Tow con or tow hire.  
Lloyds standard form of salvage agreement.  
Recognized knock for know agreement.
- Loss minimization is by good seamanship.
- Communication, proper watch keeping, anchor readiness etc.
- Towing wire to be of quick release.

# DEVIATION/FINES/GA

## DEVIATION :

- Vessel diverted for shelter & apprehending loss of life/ safety of vessel/ taking shelter.
- Land injured or sick person / stowaway.
- Deviation records to be maintained.
- Deviation from express COC is a breach.

## Fines :

- Courts/Tribunals or Authorities
- Customs Related to Mis-declaration – General / Cargo short landing
- Immigration

## GENERAL AVERAGE :

Master declares GA suitably in good time and not prematurely.



# **LOSS PREVENTION- PART II**



## CARRIERS OBLIGATION TOWARDS CARGO

- Properties and stowage requirements.
- Loading requirements.
- Care and attention needed to keep the cargo in good condition whilst in the Masters care :
  - As per Hague rules, Hague Visby rules, Hamburg rules and Rotterdam rules.

## CARE OF CARGO DURING LOADING

1. The holds are prepared for the cargo.
2. Special stowage requirements are followed.
3. Cross contamination of cargoes is avoided.
4. There is adequate stability at all stages of loading.
5. The correct cargo is being loaded as per booking list.
6. The cargo is tallied on board.
7. Loading is stopped and the hatches covered during periods of rain or other adverse weather conditions.
8. Damaged cargo is either rejected before it comes on board, or a careful note made of the damaged goods, including all identification marks on the Mates receipt.

# CARE OF CARGO DURING THE PASSAGE

## IMSBC Code :

- Ventilation requirements.
- Temperature monitoring.
- Condensation (sweating).
- Air and dew point temperatures both within the hold and outside the hold.
- Sea temperature.
- Whether the ship had loaded in a cold climate and is making a passage to a warm climate or vice versa.
- Nature of the cargo – Overheating /Cooling.

# CARRIERS OBLIGATION TO ISSUE A BILL OF LADING

- Mates receipts : An important document used in preparing Bill of Lading is the Mate's Receipt ; Where justified the Mate should Clause the Mates Receipt.
- It contains evidence of the apparent order and condition and the quantity or weight of the goods loaded on board the vessel.
- It is a document of title to the goods i.e. the shipper, by endorsing the Bill of Lading, can transfer the property and ownership of the goods to a third party.
- It contains evidence of the terms of a contract of carriage.

# ISSUING BILLS OF LADING

## MASTER TO CONSIDER

- Quantity of cargo.
- Description and condition of cargo.
- Date.
- Description of voyage.
- Terms and conditions.
- Payment of freight.



# **LOSS PREVENTION-PART III (EVIDENCE RELATED)**

# DOCUMENTATION

- THE NATURE OF PRIVILEGED DOCUMENTS.
- THE NEED FOR A MASTERS REPORT IN P&I RELATED INCIDENTS.
- TYPE OF DOCUMENTS THAT ARE USED TO RECORD DETAILS OF THE EFFICIENT RUNNING OF THE SHIP DURING THE VOYAGE.
- NECESSITY FOR THE MASTER TO WRITE LETTERS OF PROTEST OR RESERVATION.
- NEED TO KEEP COPIES OF ALL CORRESPONDENCE.
- VALUE OF PHOTOGRAPHS AND VIDEO FILM AS A SOURCE OF EVIDENCE.
- UNDERSTAND THE NEED FOR THE PRESERVATION OF EVIDENCE.

# CARGO GEAR MAINTENANCE

## GENERAL

- Comply with regulations.
- Follow ISM.
- Also abide to maker instructions.
- Alert on abnormal noise.
- Running gear maintenance :
  - Greasing sheaves
  - Greasing slewing bearings
  - Monitoring wire rope.

Contd....



# CARGO GEAR MAINTENANCE

## CRANES

- Hydraulic repairs : Evacuation of air
- Gauging of wire rope :Whether across ends or flats?
- Testing of cargo gear :
  - Deadweight /Dynamometer ; For dynamo meter testing, care about 'strong point'.
  - Present day cranes are Electro-hydraulic, slewing type.
- Supply of power and water to housing :  
(Water, if oil cooler is not air cooled).
- Generation of heat and need for cooling.

# GRABS

## TYPES

- Electro-hydraulic
- Mechanical
- Solenoid opening and closing by pull
- Tensioning of supply cable and mechanical cable

## CONTROLS

- Cable control
- Radio remote control
- from cabin

## LOSS PREVENTION

- Compatibility with crane
- Integrity of grabs
- Capacity of grabs as per spill plates to suit density/stowage factor.
- Grabs linkages and levers have high wear and tear.
- Repairs to clam will distort clam.
- Liable for contact damages.
- Attachment of grabs to cargo block.



**REMEMBER**

WHAT THE MIND DOES NOT KNOW,  
THE EYES DONT SEE.  
STRIVE FOR KNOWLEDGE TO FORSEE AND ACT.

THANK YOU.