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### **PRE-SURVEY PLAN FOR A VESSEL LADEN WITH MAIZE THAT COLLIDED & CONSEQUENTLY SPILLING BUNKER FUEL.**

#### **1.0 SURVEYOR'S EQUIPMENT AND PREPARATION**

- Boiler suits and safety boots
- Safety helmet
- Working gloves
- Safe camera with flash
- Rolls of films with lots of spares
- Intrinsically safe torchlights
- Spare batteries for both camera and torch light
- Tape measure
- Pocketknife
- Pocket calculator
- Laptop (if any)
- Mobile phones with spare batteries
- Stationary (pen, pencil, notebook, felt tip pen, etc.)
- Hand held Dictaphone for reports
- Sufficient business cards
- Lots of plastic sampling bags and ties
- Sample bottles
- Sufficient Sample labels and seals
- Sampling tools
- Sounding tape with water finding paste

#### **2.0 SURVEY PLAN**

##### **2.1 Getting on board**

Upon receipt of the instruction for survey, the surveyor should try to proceed to the casualty vessel in the quickest possible time. This would therefore require the surveyor to contact the local agents and obtain the location of the vessel as well as make the necessary arrangements to go board. A facsimile message from the P & I Club stating your appointment will be required in order to board the vessel without having the Master to authenticate.

Prior to boarding the vessel, the surveyor should take note of the vessel's draft (Fwd, Aft and Mean). In addition, the surveyor should consider the source and extent of bunker fuel leakage. Depending on the weather condition, it would be better to take some oily water samples near the vessel at this stage. Photographs of the vessel's breach area including the oily seawater should also be taken as evidence. If possible, the surveyor should also obtain photographs of the contacted vessel.

## **2.5 Protecting the Principal's (Owner) Interest**

Upon boarding the vessel and having introduced oneself, the surveyor should advise the Master to restrict unauthorised parties on board in order to protect owner's interest. The Master should also be advised not to reveal any information pertaining to the circumstances leading to the incident to third parties. In addition, if third parties' surveyors are on board, they are to conduct their survey in our presence. Furthermore, any copies of relevant documents will only be handed over to third parties subject to the owner's approval. Third parties are not allowed to have any communication with the crew.

## **2.6 Documents Required**

As Owner's P&I surveyor, the following documents are to be obtained: -

- Vessel's general arrangement and capacity plan;
- Ship's particulars;
- Cargo manifest;
- Vessel's stowage plan;
- Hatch stowage plan;
- Specimen Bill(s) of lading (front and back);
- Copies of Mate's receipt;
- Note of protest, if any;
- Statement of Fact;
- Vessel's relevant log entries (both deck and engine);
- Telegraph movement data log; and
- Weather log and charts.

Under the circumstances, it would be difficult for the surveyor to obtain the above documents on the immediate as the Master would be in such a situation that he would want to minimise the spread of oil pollution and consider the safety of his vessel first. In such an event, it is imperative for the surveyor to assist the Master by suggesting the best course of action, if necessary.

## **2.4 Oil Pollution**

The surveyor should ascertain the cause and quantity of bunker spilled. Samples of the bunker fuel both from the vessel and the contaminated seawater must be taken for verification. The quantity of chemical dispersant (if any) used including the equipment and facilities provided for combating the oil spill should also be noted.

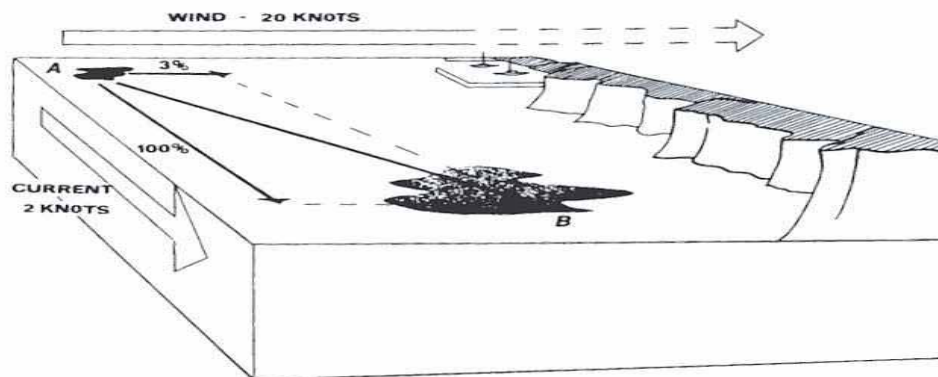
Examples are: -

- ☞ Tugs boats for combating the oil clean up (bow spray system by boats);
- ☞ Dumb barges for storage of chemical dispersants;
- ☞ Oil Booms or Nets;
- ☞ Aerial Surveillance;
- ☞ Aerial spraying of chemical dispersants;
- ☞ Mechanical equipment for oil clean up / skimming.

Note: Chemical dispersant can be harmful to marine life. Therefore, if dispersants are used, they surveyor ought to note down the chemical used. In the case of bunker fuel, it would be ideal to skim the oil rather than use dispersant.

### 2.4.1 Movement of oil slick

The movement of oil slicks can be determined by obtaining the vessel's position and time of contact and taking into consideration the velocity of wind and sea currents. As illustrated below: -



Since there has been ingress of water into the cargo hold, it is possible that the bunker fuel would also be on the top surface of the water inside the cargo hold.

### 2.5 Cargo

The surveyor should take soundings of the punctured cargo hold including other cargo holds to check for any ingress of water. The surveyor's key role is to ascertain the **cause, nature and extent** of damage to the consignment of maize.

### **2.5.1 Knowing the Properties of Cargo (Maize)**

The surveyor must understand the properties of maize. Maize is a commodity which does not require ventilation. According to a book entitled “Carefully to Carry”<sup>1</sup>, experiments conducted has shown that the outturn condition of the consignment of maize taken from the tanker was better than those which had been discharged from the bulk carrier.

In addition, commodity experts and analysts can assist in some situation by determining the degree and cause of damage. The analyst’s report will cover the moisture content, degree of chlorine content and various other specs.

When maize comes into contact with water, it will generate heat and will speed up the activity of the decomposition process of the cargo. The surveyor should discuss and suggest to the Master the possible alternatives available in order way to minimise cargo loss.

### **2.5.2 Cargo Survey**

The surveyor must take note of the following: -

- ✗ Material used for packaging - (applies to bagged cargo)
- ✗ Type of packaging (number of ply) and seals - (applies to bagged cargo)
- ✗ Markings - (applies to bagged cargo)
- ✗ Weight of cargo in each bag - (applies to bagged cargo)
- ✗ Stowage arrangement, check for any shifting
- ✗ Ventilation arrangement (if any)
- ✗ Cleanliness
- ✗ Type of damage (mechanical / wet damage)
- ✗ Condition of Holds and hatch covers
- ✗ Soundings of Cargo Hold bilges
- ✗ Temperatures of cargo
- ✗ Gears, equipment and labour used for the discharge of cargo
- ✗ Time log of activities
- ✗ Condition of cargo at random during the discharge operation
- ✗ Outturn quantity and condition of cargo

The following documents should be obtained from the Chief Officer: -

- Cargo hold cleanliness certificate
- Soundings record of Ballast tanks (duration prior and after loading, and during voyage)
- Sounding of Cargo Hold Bilges (duration prior and after loading, and during voyage)

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<sup>1</sup> Carefully to Carry, Combined Reports Nos. 1-10 of the Association’s Advisory Committee on Cargo Claims (1961 to 1979).

## **2.6 Cargo Survey on Opponent Vessel**

The surveyor must make every effort to try and get on board the opponent vessel in order to ascertain the cause, nature and extent of damage to the cargo, if any.

## **3.0 CONCLUSION**

The surveyor should not make any unfounded assumptions and should only state the facts of the case base on his observations, documentation and information received.

C Rajesh  
For and on behalf of  
CJA Marine Services – Singapore & Thailand

*Note:-The above is prepared as a guideline and CJA Marine Services shall have no liability for errors or omissions or for any damage resulting from this.*