

## Providing of Missing Records and Unpresented Documents During P&I and H&M Condition Surveys, by the Insureds

As TPI Insurance, we have carried out P&I and H&M Condition Surveys of more than 900 ships in the 7,5 years since our establishment. With this number we have reached and the experience we have gained, we can perform numerical analyzes by classifying the deficiencies we encountered during these surveys.



As a result of these analyzes, we have opportunity to reconsider our criteria in terms of underwriting, loss prevention and claims handling, and we also try to inform both our policyholders and surveyors about the deficiencies in practice.

However, as the deficiencies found/observed during these surveys, the tests/inspections that could not be carried out for various reasons during the surveys, as well as the reports/documents that could not be submitted to the surveyors by the ship's crew and/or the management have an important place.

In this article, we will endeavor to explain our procedures regarding these tests/inspections that can be carried out by the ship's crew at the first opportunity after the survey, as well as to share our expectations regarding incomplete/missing reports and documentation with our current/potential policyholders.

### 1. Physical Tests and Examinations

#### **Hatch Cover Ultrasonic Tightness Tests:**

As it is known, if this test, which is mainly carried out on dry cargo ships and ro-ro ships to see the tightness level of hatch covers, cannot be performed for any reason (except for ships specifically designed using tarpaulins for hatch covers), on the ship's policy guarantee, "cargo wetness reservation" is applied. This reservation that restricts the content of the guarantee is placed as "that the possible damages that may arise from hatch covers will not be under our coverage.

Since this reservation cannot be removed with presenting of any document statement, a second/follow up hatch cover US tightness test to be performed by a survey company approved by the insurer is required.



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Upon graduation from Maritime Academy in 1990, Capt. Pamuk joined Zihni Shipping and worked more than 18 years as Master Mariner on board in various size of bulk carriers/tankers for 12 years, and as ISM Manager/Ship Operations Manager/General Manager at shore management for 6 years, respectively. In 2008, he joined as a Marine Surveyor to Kalimbassieris Maritime which is being acted as marine consultants and P&I correspondents of IG Clubs. In addition to overseeing P&I claims and correspondency for Clubs along with his regular loss prevention/damage related surveys, he also attended on various casualties in Turkey, assisted to salvage/towage issues, investigated pollutions and human injuries/loss of life. Then he acted as Head of P&I Department in same company from 2009 until his fall in with Türk P&I Sigorta family as Technical Manager, in the beginning of 2014.



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### **Internal Examinations of Cargo Holds/Tanks:**

In case the internal examinations of the cargo holds/tanks cannot be made for the reason that the ship's holds/tanks being loaded, hatch covers not being able to be opened due to weather conditions or holds/tanks are not being gas-free, indicative photographs should be taken from the cargo holds by the ship's crew to reflect condition of the internal members (hatch coamings, frames, brackets, sounding pipes along with their protection covers, bilges, bilge covers, tank top plating, movable bulkheads etc). In this way, necessary evaluations can be made if approximately 18-20 pictures are shared with us. In case, where gas-freeing is not possible depending on the ship type, latest class reports showing that these cargo tanks have been recently surveyed (preferably within the last 2.5 years and/or during renewal/intermediate surveys) by class surveyors may be sufficient.

### **Cargo Hold Bilge Wells Suction Tests:**

In case this test cannot be performed due to environmental pollution concerns by the Master or the actual cargo condition in cargo holds, a video 1-2 minutes of a video recording per bilge to be taken from all bilge wells of the holds may be sufficient. In this video, it should be seen that the bilge well in question is completely full of sea water, and then it should be observed that the suction operation is completed and the water in the well is emptied.

### **Ballast Tank Internal Examinations:**

In case the tanks cannot be examined due to the actual ballast condition, approximately 6-7 pictures per tank from a minimum of 3 ballast tanks (one from the Fore Peak Tank and the others preferably from two bottom ballast tanks) are taken by ship's crew at the first opportunity.

In addition, the submission of the "Class Status Report", which includes information on the internal examinations of the ballast tanks' condition by the ship's classification society (preferably carried out within the last 2.5 years and/or during renewal/intermediate surveys), can also help to have information about the condition of the tanks, for necessary evaluation of the insurers.

### **Ballast Tank Pressure Tests:**

In case this test cannot be performed due to the actual ballast condition or the risk of environmental pollution, it may be sufficient to send a 1–2-minute video recording (preferably taken from the bridge or on top of the hatch covers for an overview) as soon as possible by the ship's crew. It is important to see in this video that all the tanks are being pressurized and overflowed through the air ventilation heads.

In addition to this video, a copy of the page containing the note written by the Master on the Deck Log Book of the day of the test, stating that "all ballast tanks pressure tests have been carried out and there are no leaks to the adjacent compartments (to the ballast tanks, to the cargo holds or to the overboard)" should be sent to the insurer.

### **Emergency Fire Pump Tests:**

In case the test cannot be performed due to a technical failure such as insufficient suction, pressure, or environmental pollution concerns, preferably a 1–2-minute video recording should be sent as soon as possible. In this video, it is important that the fire pump, the pump gauges, the hoses connected to the line and finally the water outlet with sufficient pressure can be seen through the nozzle, respectively.

## **2. Missing Reports and Documents**

### **Latest Class Survey Status Report:**

Although the class certificates of the classed ships are still valid, it is important to provide the "Latest Class Survey Status Report", which shows the ship's last class survey dates, future survey date ranges, and above all, if any class

condition or recommendations has been imposed after the last class survey. It is sufficient for this report to be a report prepared after the last survey among the annual/interim/renewal surveys of the ship.

**Ultrasonic Thickness Measurement Report:**

It is difficult to obtain these measurement report, which are carried out during the interim and renewal survey periods of the ship. Failure to submit both the last class status report and the unapproved thickness measurement report at the same time (by class authority) creates serious problems for the continuation of the coverage.

For this reason, the “class approved full copy” of this report, which could not be obtained during the survey, must be sent to us in PDF format. It is not sufficient to send only the cover pages instead of the entire document.

**Oil Analysis Reports for Main and Auxiliary Engines:**

Analysis of lubricant and hydraulic oils used in equipment such as auxiliary engines, steering gear, stern tube, hydraulic equipment and particularly in the main engine, at certain intervals (preferably within 6 months or at the intervals specified in the Safety Management System manual) should be carried out.

Although it is thought that the newly changed oils in the system does not require an analysis report time to time by our policyholders, it should not be forgotten that the main purpose of these analyzes is to understand whether the oils circulate properly in the system and whether they are subject to contamination.

**Main Engine Performance Report:**

This document, which is requested within the scope of Hull and Machinery Condition Surveys, especially during the repair and shipyard periods of the ship, is a requested document to provide information about the performance datas of the main engine such as consumption, temperatures, pressures. in different sea/weather conditions at different RPMs Same can be prepared and delivered to the insurance company as soon as possible following the survey.

**Main and Auxiliary Engine Overhauling Reports:**

These reports, which show the works carried out by shore-based companies/service providers and sometimes by ship`s crew, especially during the shipyard/repair periods of the ships, provide important references about the latest condition of the equipment and whether the necessary maintenance works are carried out. These reports should be sent to us in a way that includes the most detailed information possible.

**Various Measurement Reports:**

It is important for the insurer to provide measurement reports such as ME crankshaft deflection, cylinder liner, piston ring, crank pin, megger test measurements, most of which are carried out after shipyard/repair periods, as soon as possible, although not during the surveys. This information is especially important in terms of seeing possible deflections in the mentioned machinery parts and understanding whether these deflections and possible repairs (like grinding) are within the limits acceptable by the class society and/or maker companies.

As a result, it is important to carry out these corrective actions, which we have tried to summarize above, to complete the appropriate documents/images/records and to share them with our company.

When this detailed information is used correctly, it will undoubtedly be an important guide in terms of loss prevention for both the ship`s crew, management, and the insurer in terms of life and ship`s safety.