



Warranty surveys

The ideal transport

Van Woerkom, Nobels & Ten Veen

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Van Woerkom, Nobels & Ten Veen



- Founded in 1924
- Located in the dredging capital Sliedrecht
- Provides worldwide services to the marine industry 24/7
- 17 surveyors and consultants with a nautical and technical background
- Back office team and project assistance

What WNV does.....



On & Off Charter surveys



Damage surveys



....and does....



Warranty Surveys



Condition & Valuation Surveys



...and does



Consultancy

Van Rees BV



Purpose of this presentation



- Define the term Warranty Survey
- Provide our view on our position and role as Warranty Surveyor
- Explain our approach towards a Warranty Survey
- Explain to difficulties we face in the field
- Discuss and answer any questions you may have

Definition of a warranty survey



- There is no definition
- Hardly any source describes a warranty survey, what the involvements are and/or which actions are to be taken by whom
- thus:
- Apparently the content of a warranty survey is the interpretation of the assigned marine surveyor.
- but in the end:
- The purpose of a warranty survey is to reduce risk for Underwriters and the Insured.

Warranty survey, yes/no?



- When is a warranty survey required?

A question for you to answer.

- Rephrased

When is a '(s)Towage Approval Certificate' as part of an transport insurance policy required?

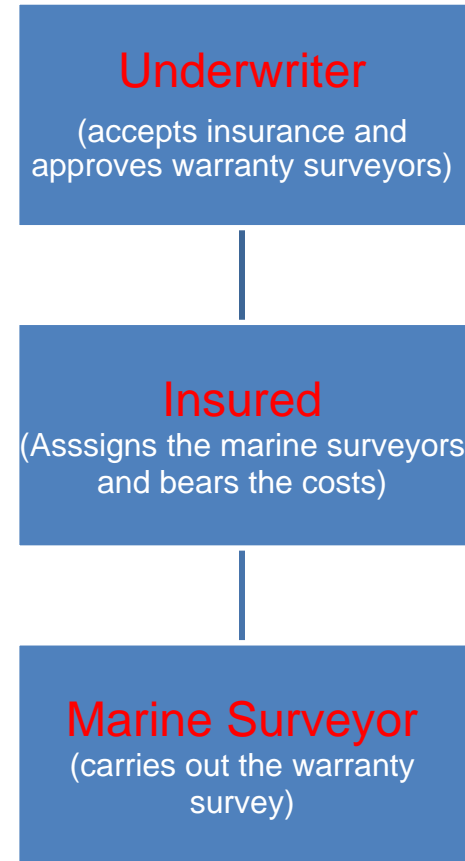
- Our opinion

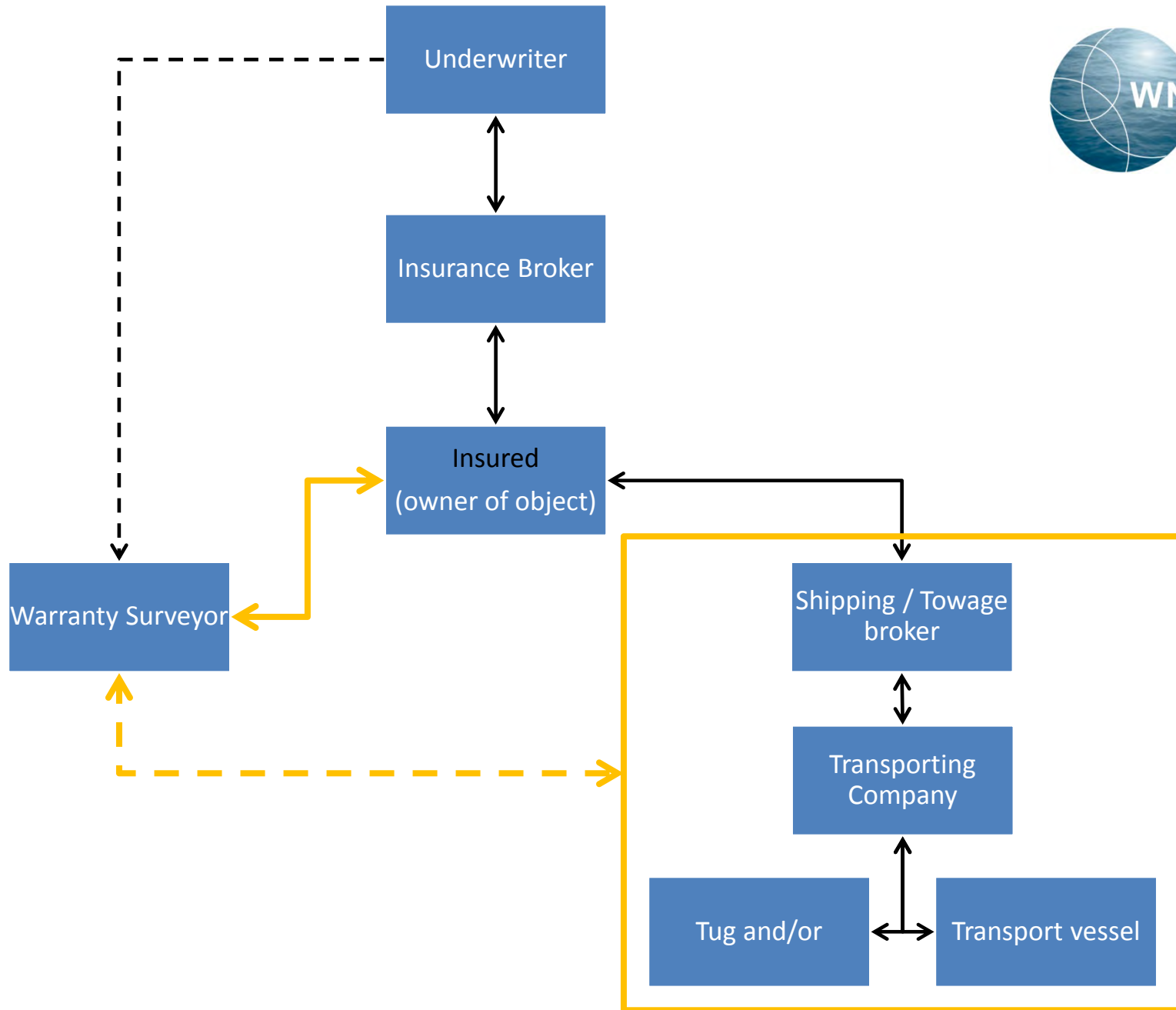
Always (?) as object owners have no/hardly experience in marine transport, and the objective is still to reduce risk

Parties involved



- Underwriters approved marine surveyors are mentioned in the insurance policy.
- The Insured should therefore check which marine warranty surveyors are approved.
- The 'marine surveyor' is assigned by the Insured, who also bears the cost.





Position of the surveyor

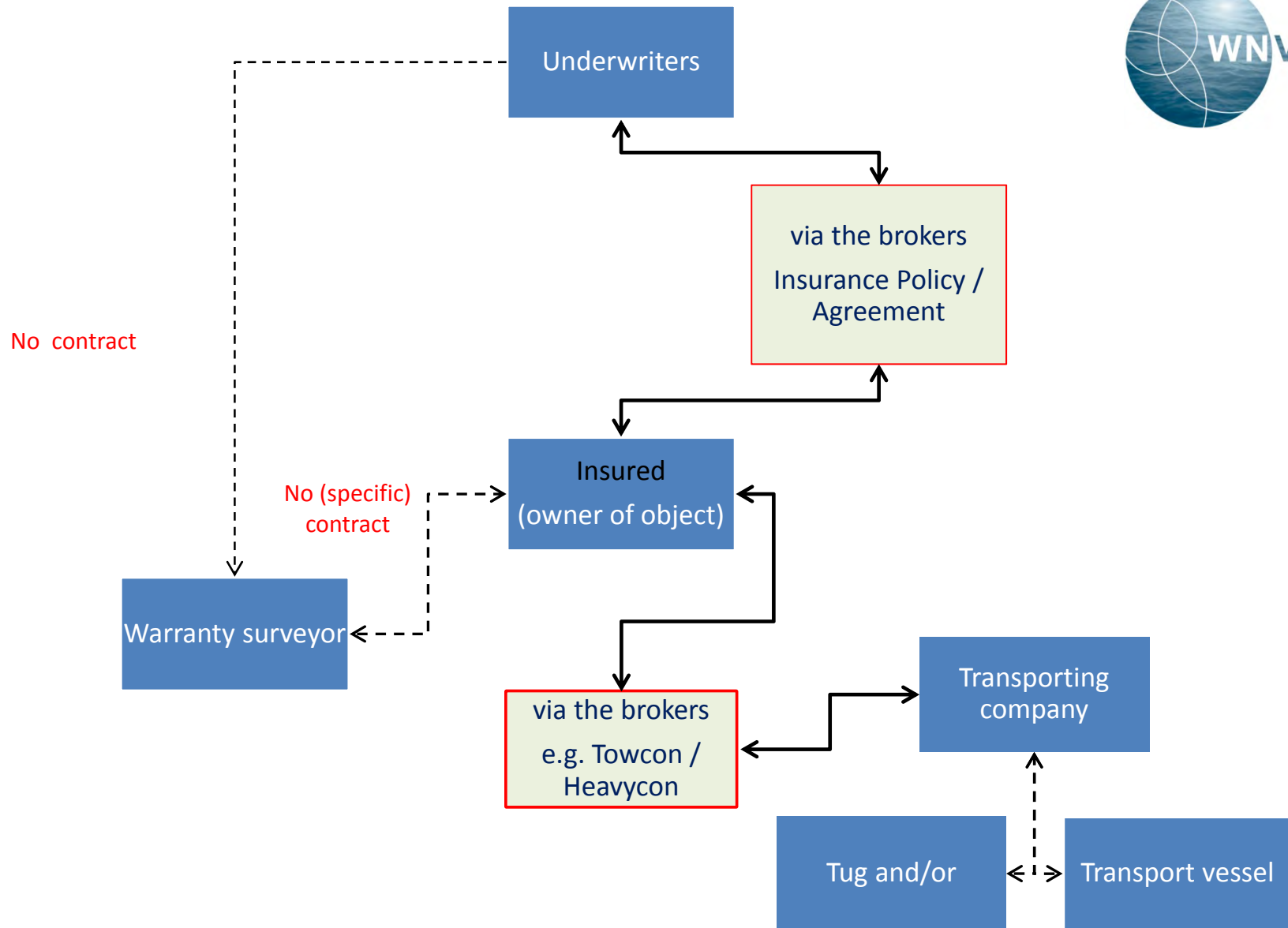


- Assigned by the Insured, on conditions of Underwriters, the surveyor is in a triangular situation (the first triangle)
- Operating “between” the Insured and the transport companies a second triangular situation is faced
- We assess whether the Insured prepares and carries out the transport in a good and professional manner.
- We check and (dis)approve, not arrange or ‘design’ the transport
- Owners of objects and crew on board are often unaware of our role.
- Keeping your independent position, can be tough

Contractual position



- Insurance policy
 - Insurance agreement between Insured and Underwriters
 - Clear do's and dont's
- Transport contract
 - Commercial agreement between Insured and transport company
 - Clear do's and dont's
- Warranty surveyor:
 - No signing party in the insurance contract
 - No signing party in the transport contract
 - Clear position and task's for everyone?



The assignment



- “Tomorrow our crane pontoon will go from our yard in Africa. Can you come this afternoon?”

to:

- “Please find enclosed the transport manual of ‘TIMS’, the towing company we assigned to tow our crane pontoon ‘Bagheera’ from Douala to Rio de Janeiro. Furthermore please find attached our method statement and sea-fastening preparations for same. On behalf of us, at request of our insurance company, we assign you to do a warranty survey and to issue a towage approval certificate. Please let us have your comments on the attached manuals in due time. Departure is planned in 12 weeks from this date”

Voyages



- For **towages** we roughly distinguish 2 type of voyages:
 - Coastal voyages with restrictions
 - ‘Unrestricted’ voyages
- When the (insured) object is **stowed** on board of a motor vessel in most cases the voyage can take place under ‘Unrestricted’ conditions.

Preparing the voyage



Which variables are there?

- Preparing a transport is not a single simple process.
- Is the object to be towed or to be stowed? Not every object can be towed.
- A lot of criteria are to be considered.
- Influence of cost is (almost) always there.

Criteria and variables

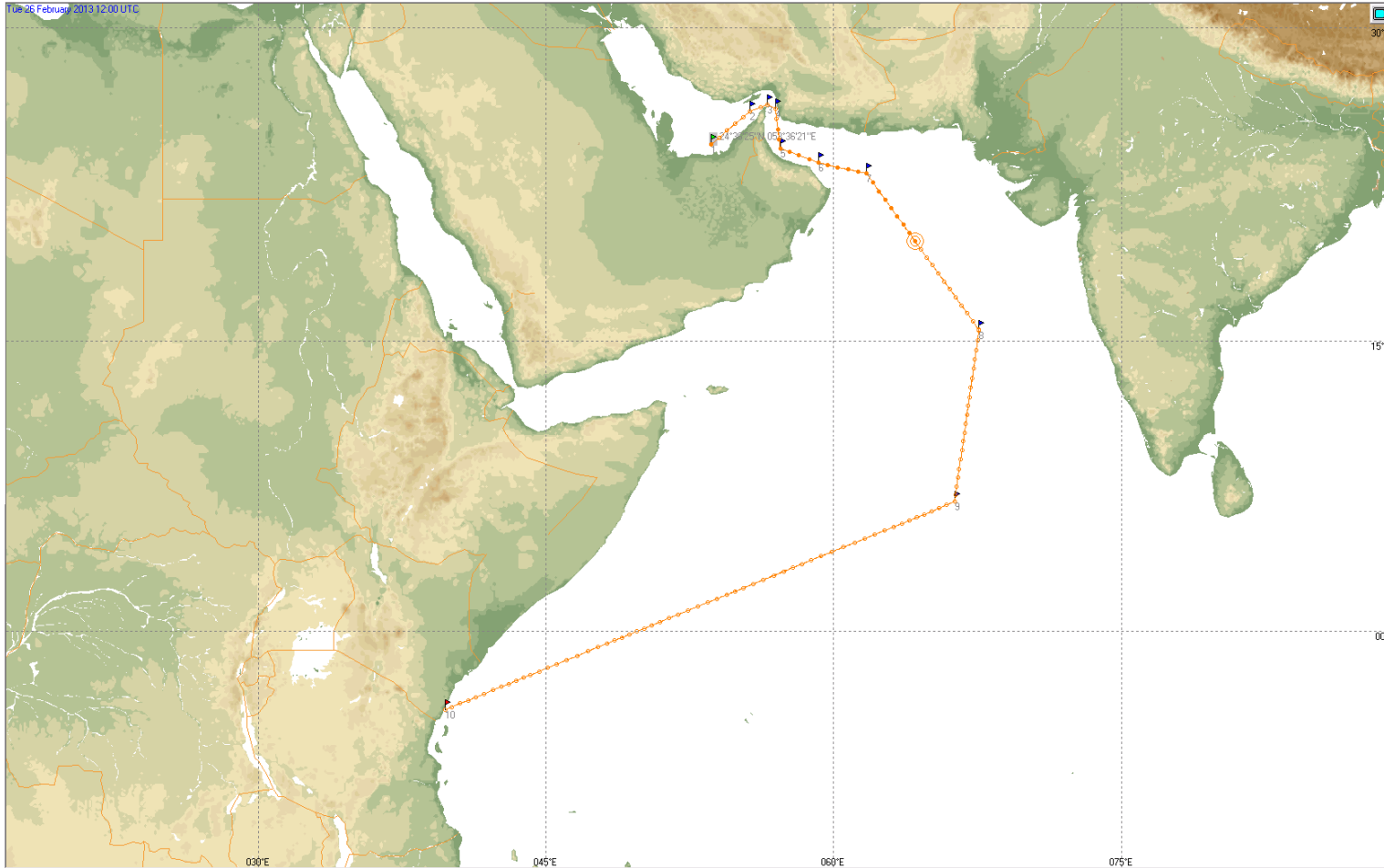


Navigational:

- Distance between the ports? (an average tow sails approx 120 nM = 220 km per day)
- Navigational hazards (currents, shoals, dense traffic in straits)
- Shelter ports or the lack of
- Bunker ports or the lack of
- Canals (Suez, Panama, Kiel)
- Barriers (bridges, locks)

Meteorologic and Climate:

- Hurricanes / Typhoon season
- Monsoon
- Standard ocean passages and their hazards



13-3-2014

Criteria and variables ~2



The object itself:

- Can the object float? (stable)
- Is it designed / constructed to be towed?
- Can it meet the requirements? ('Law and Legislation' and 'Class')

The transporting vessel:

- Availability
- Capacities

Criteria and variables ~ 3



Piracy-risk and other safety precautions:

- Can the object be (s)towed while manned?
- Areas to be avoided (Piracy / War)

Miscellaneous:

- What is the risk exposure (time)?
- Road transport
- Lifting / Hoisting options
- Delivery date at port of destination

Cost:

- Tow in relation to Stow
- Preparation costs
- Market

Criteria and variables ~ 4



Cost:

- “Cost” is last mentioned on previous page but in fact almost always the most influential factor.
- It is not part of our consideration, but can not be ignored.

The (s)Towed objects



- Towed objects – main features of concern
 - Certificates irt sailing area
 - Dimensions and coefficients irt required bollard pull/ wind load
 - Stability and integrity
 - Standard seafastening measures
 - Attached foreign parts e.g. spud wells, protruding parts
 - Competence of the Insured



Jack-up barges

- Spuds
- Crane
- Draft



Pontoon

- Width
- Trim and draft
- Towing gear



Cutter suction dredger

- Ladder
- Fragile
- Low free board



Backhoe

- Excavator
- Odd shape
- Wire passages



Floating pipeline

- Classification?
- Obscured object
- Permits, yes or no?

The (s)Towed objects



- Stowed objects – main features of concern
 - Concerns as with towed objects
 - Weight / COG of cargo
 - Weight distribution and cribbing/ supporting options
 - Strength and integrity of the object
 - Motion response
 - Method of loading/ discharging



Lock doors loaded on pontoon

- Tipping
- Deck load
- Discharge



Seafastened cargo

- Lashing and stoppers
- Delicate cargo



Bridge on pontoon

- Overhanging object
- Wave spectrum to encounter



Pontoon loaded on semi-submersible vessel

- Strength of object
- No use of push boat



New built hulls on pontoon

- Time of risk exposure
- Restricted or unrestricted



Silo's on pontoon

- Wind influence
- Internal strength of cargo

The WNV approach



Back ground information

- WNV has been carrying out warranty surveys since the early 90's (30/year)
- Beginning 00's the request for tow and stow surveys expanded rapidly (2006 >600/year)
- In short: It became one of our core businesses

WNV Warranty Services



- Established in 2005
- Hired an in-house assistant for all warranty related paper work
- Database was developed regarding tugs and towed objects
- All processes were reviewed and reorganized
- Professional weather forecast software was obtained

Where we are now



- Database
 - > 1000 different tugs with all particulars
 - > 750 towed objects
 - > 100 transporting vessels with all particulars
- Tow logbook: serving as guideline and living document during the assignment
 - Classification and statutory details;
 - Details of tug
 - Details of towed object
 - Voyage and follow-up
- SPOS systems allows us track and plot the tow and review the forecasted weather
- Tow follow-up system

The warranty certificates



- Tow certificate
 - Used for towage of floating objects on inland, coastal and ocean voyages (2 types)
- Stow certificate
 - Used for transport of objects on board vessels on deck and/ or in cargo hold
- “Special” certificates
 - Project certificate; used for regular project towages
 - Tow certificate issued without physical inspection

Tow certificate ~ 1



Front page

WNV
Van Woerkom, Nobels & Ten Veen
Marine Surveyors & Consulting Engineers

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24 hr tel: +31(0)653 32 63 87

Chamber of Commerce No. 30146276
ARBAARMO Bank 1/2, Steenwijk, Account No. 63 20 03 447

Towage Approval Certificate

No. _____

Dimensions: LOA : _____ m | Tonnage : GT : _____
Breadth : _____ m | NT : _____
Depth : _____ m | Class / Notation : _____

In tow of tug " _____ "

Dimensions: LOA : _____ m | Propulsion power: _____ kW
Breadth : _____ m | Bollard pull : _____ tonnes
Depth : _____ m | Class / Notation : _____

Intended voyage in tow from _____ to _____
ETD: _____; ETA: _____

WNV, acting on behalf of parties interested in the towed object, hereby certify that we have made a survey of the above vessel, tug, towing, stowage and sea-fastening arrangements and that all our recommendations made in preparation for towage have been completed. We consider the vessel fit to proceed in tow on the intended voyage.

Approval is subject to the recommendations and special considerations as described overleaf. This certificate shall be deemed withdrawn if a relevant and significant alteration to the vessels, procedures or voyage is made after the date and time of issue of this certificate, unless approval for such alteration is given by the undersigned.

This certificate is issued without prejudice to the terms and conditions of the insurance policy and/or to the interests of any of the parties involved, and is only to be used to comply with warranties imposed by underwriters. Neither Van Woerkom, Nobels & Ten Veen nor its representatives shall in any circumstances be responsible or liable for any acts, omissions, defaults or negligence.

Date of issue: _____ Signed: _____
Van Woerkom, Nobels & Ten Veen

This certificate has been accepted and understood by:

Insured's Representative _____ Tug Master _____

See overleaf →

- Particulars of towed object
- Particulars of tug
- Small print – conditions
- Signatures captain, insured representative and surveyor

Tow certificate ~ 2



Back page

No. _____

Special Considerations and Recommendations

a) Departure from _____ may only take place during weather and sea conditions not exceeding those as defined as adverse in item h) and furthermore upon receipt of a weather forecast for the navigation route for the next 24 hrs after entering open sea, not exceeding such conditions.

b) A weather forecast to be obtained every 24 hrs for at least the next 96 hrs for the intended navigation route. See item h) for restrictions.

c) Unmanned tow.

d) Shipping of solid water over the bow to be avoided as far as reasonably possible. If this occurs, speed and/or course to be adapted.

e) Heavy pounding and rolling to be prevented as far as reasonably possible.

f) Tow to shelter or divert if adverse weather/sea conditions so dictate within the period of tow. When sheltering tow connection, sea fastening and freeboard to be checked.

g) Maximum speed of tow at the Master's discretion.

h) Maximum forecasted wind force for area of navigation:
Bft. headwinds _____ Bft. tailwinds _____
Maximum significant wave height: Hs m

i) Other: _____

j) Progress of tow, prevailing weather and sea conditions, behaviour and condition of towed vessel and weather forecast to be reported daily to WNV, preferably by e-mail or else by fax.

E-mail	tow@wvni.com
Fax WNV	+31 (0)184 41 16 30
Phone office	+31 (0)184 41 48 00
24-hrs phone	+31 (0)653 32 63 57
Attending surveyor's mobile phone :	+31 (0)_____

Please do not hesitate to contact us for queries or in case problems arise during the voyage.

- Recommendations and considerations;
- Restrictions with regard to speed, wind force and wave height
- Contact details

Stow certificate



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Marine Surveyors & Consulting Engineers

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Stowage Approval Certificate No. _____

Cargo : _____
Transporting vessel : _____
Date of loading : _____ 2012.
Place of loading : _____
Voyage from : _____
Final destination : _____
WNV surveyor (representing cargo) : _____
Transporting vessel's representative : _____

The undersigned, acting on behalf of parties interested in the transporting vessel and cargo, declare that the cargo was loaded on board the transporting vessel on the above date, at the above place. The position and proper execution of the sea-fastening arrangements were checked by both parties and were found in good order. We consider the transporting vessel and the above-mentioned cargo fit to proceed on the intended voyage.

The captain of the transporting vessel is aware of the motion characteristics used as criteria for the sea-fastening design. If at any time the motion of the vessel approaches these values, action should be taken to reduce the motion to a safe value.

This certificate is issued for the stowage of the above-mentioned cargo only.

This certificate is issued without prejudice to the terms and conditions of the Insurance policy and/or to the interests of any of the parties involved, and is only to be used to comply with warranties imposed by underwriters. Neither Van Woerkom, Nobels & Ten Veen nor its representatives shall in any circumstances be responsible or liable for any acts, omissions, defaults or negligence.

Date of issue: _____ 2012.

Signed:

Transporting vessel's representative

Van Woerkom, Nobels & Ten Veen

- Type of cargo
- Transporting vessel
- Voyage details
- Small prints
- Signatures

Special certificates



- Project certificate
 - Most of the time not insurance related
 - Used for regular towages on projects
 - Periodically inspection of tow spread
- Tow certificate without physical inspection
 - Remote location
 - Not always physically possible
 - Not at our request, only after approval of Underwriters
 - Thorough review of supplied information and photographs

Where it went wrong and difficulties we face

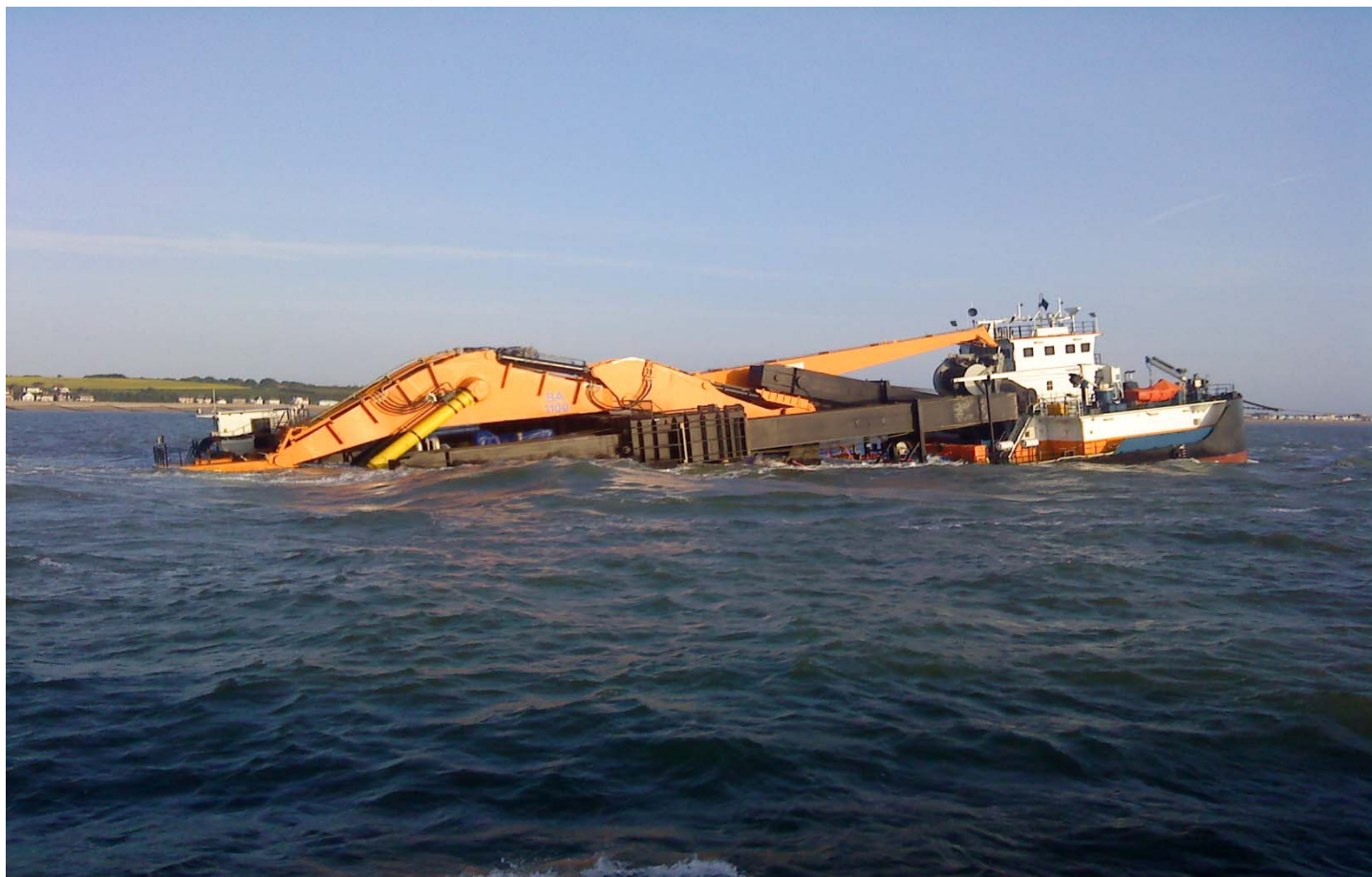


Anyone to blame....?



....and what to learn?

Example 1: Latent defect towed object



13-3-2014

Example 1 ~ continued



13-3-2014

Example 1 ~ continued



13-3-2014

Example 1 ~ continued



- Brand new vessel;
- Built at a Dutch reputable yard by a Dutch reputable dredging company;
- Supervision by Owners and Classification Society throughout the entire building process;
- Fully classed and all certificates valid;
- Warranty survey carried out;

.....but still an unnoticed hole where it shouldn't be !

Example 2 ~ Hidden defect/condition



- Spelter socket of a main towing wire;
- At first sight in order, but appearance is slightly suspicious;
- Recommended to load the spelter socket;
- Resulted in breakage. The main wire was shortened and a new spelter socket was installed.

Example 3 ~ Hidden defect/condition



- Similar example different continent !
- Do we ask to de-wind a certain part of the main wire?
- Till what extent?
- In this particular case the wire had over 75 m
- Luckily the remaining length was sufficient.



Example 4 ~ Crew (navigation) error



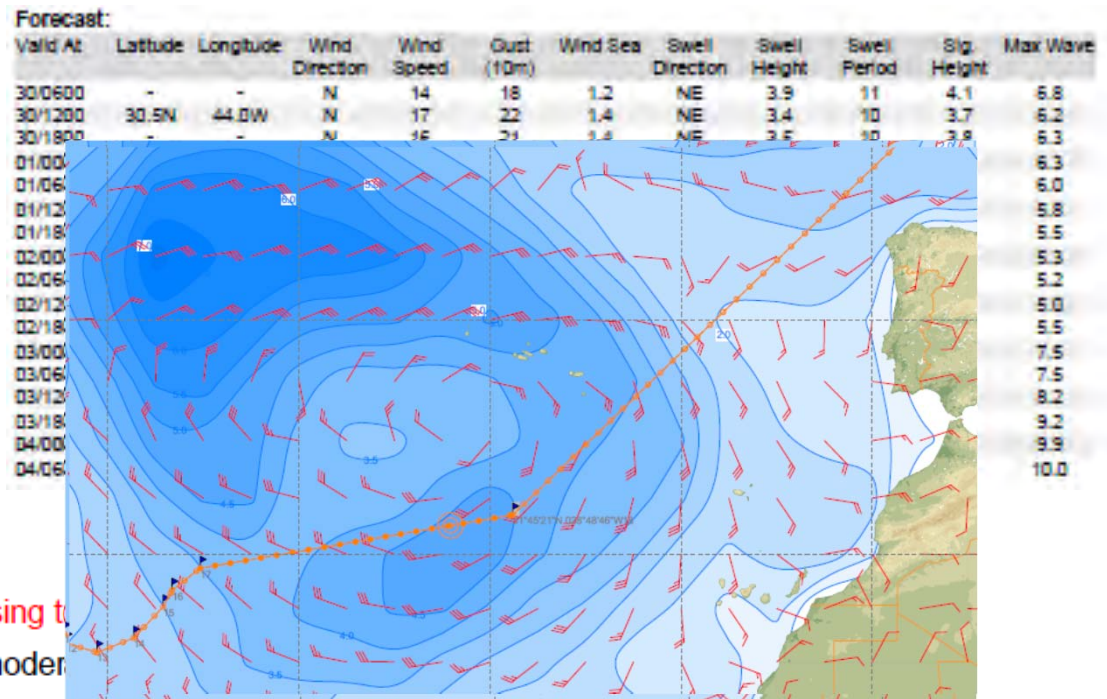
- Even when a local tug with a local crew is familiar in an area;
- When passing an opening in a coral reef;
- One should reduce speed, shorten the towing gear and pass with caution;
- In order to avoid chafing of (esp.) synthetic gear.



Example 5 ~ Routeing and Master's decision



- In case of ocean passages; routeing is always recommended;
- This is part of our certificate;
- To be interpreted aboard, by Insured but also by us as surveyor.
- Therefore we follow/track all our approved trans



Warnings (Next 12 hours): Hsig rising to

Confidence: Fairly high for trend, moderate

Route Recommendation: Please advise us of your sea / wind limits

Summary (Next 48 hours):

Winds WNW moderate to fresh veering NNW tomorrow and increasing fresh to strong then becoming N'ly on Saturday decreasing moderate to fresh. Stronger gusts near showers.

Seas (Sig) 2.5-3.5m, rising 6.0-76.5m tomorrow evening then falling 5.0-5.5m by Saturday evening.

Swell NW 2.0-2.5m building to around 6.0m tomorrow night then falling around 5.0m by Saturday evening.

consensus



THANK YOU FOR YOUR ATTENTION