

Warranty surveys

The ideal transport

Van Woerkom, Nobels & Ten Veen

13-3-2014

Index



1. Introduction

- 2. Purpose of this presentation
- 3. Definition of a warranty survey
- 4. Position of the warranty surveyor
- 5. Voyages
- 6. The (s)Towed objects
- 7. The WNV approach
- 8. The certificates
- 9. Where it went wrong and difficulties we face.



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 <u>Insured</u>, on conditions of <u>Underwriters</u>, 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





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
 - Strenght and integrity of the object
 - Motion response
 - Method of loading/ discharging





Lock doors loaded on pontoon

- -Tipping
- -Deck load
- -Discharge





-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

Y					E-mail tow@wrwn.com Web_www.wrwni.com	Tel. +31(0)184 41 48 00 Fax +31(0)184 41 18 20
					Ci	24-hr tel: +31(0)653 32.53 57 namber of Commerce No. 50146076
Towage	Appro	val C	ert	tificate	ABPLANEO BACK NV, S	andrastis, Account No. 48 20 03 AAT
						No.
				-		
Dimensions:	LOA Breadth Depth	=	m m m	Tonnage Class / Notation	GT :	
In tow of tug "			-"			
Dimensions:	LOA Breadth Depth	Ξ	m m m	Propulsion power: Bollard pull Class / Notation	KW tonne	5
Intended voya	ge in tow fre	om	_	to		
Intended voya ETD:	ge in tow fro ehalt of parties 3, stowage and completed. We	interested in sep-fastenii consider the	TA:	owed object, hereby cer ingements and that all all fit to proceed in tow or	offy that we have ma our recommendation the intended voyage	ade a survey of the above a made in preparation for
Intended voya EED:	ge in tow fro	; El interested il seo-fastini consider the mendations nd significar ess approva ejudice to th to be used sentatives s	TA: n the t ng arra e vesse and s nt elter l for su ne term to con shall in	fo owed object, hereby cet ingements and that all lift to proceed in tow on pecial considerations as the to the vessels, pro- ch alteration is given by ch alteration is given by and conditions of the li- pity with warranties mp any droumstances be	thy that we have mu recommendation the intended voyage a described overlea deduces or voyage i the undersigned. Insurance policy and/ osed by underwrite responsible or liable	ide a survey of the above a made in preparation for b. This contribute shall be a made after the date and or to the interests of any of s. Neither Van Woerkorn, for any acts, philsions,
Intended voya ETD: 	ge in tow fre ehalf of parties a stowage and completed. We be the necom if a relevant as certificate, unit sued without pr an nor its repre- nce.	interested il iseo-fastoni consider thi mendations di significar ess approva ejudice to th to be used sentatives t	TA: n the t e vesse and s arras and s term to com to com shall in	to powed object, hereby cer ingements and that all file to proceed in tow co pecial considerations a considerations as and conditions of the li- s and conditions of the li- s and conditions of the li- sply with warrantiles ing any dircumstances be Signed:	Sty that we have m our recommendation the intende voyage is described overles cedures or voyage is the undersigned. Insurance policy and ased by underwriter responsible or liable	ide a survey of the above make in preparation for 6 ⁻¹ This certificate shall be made after the date and not to the interests of any of a. Neither Van Workform, for any acts, omissions,
Intended voya ETD:	ge in tow fro	interested il seo-fastoni consider the mendations des approva ejudice to th to be used sentatives t	TA:	to powed object, hereby cer ingements and that all life to proceed in tow co pecial considerations a considerations as and conditions of the li- s and conditions of the li- sply with warrantiles ing any dicumstances be Signed:	Sty that we have m our recommendation the intended voyage described overles cedures or voyage i nsurance policy and insurance policy and insurance policy and insurance policy and insurance policy and seed by underwriter responsible or liable	Ide a survey of the above a made in preparation for this centricate shall be a made after the date and or to the interests of any of a. Neiher Van Van Sonson, for any acts, chissions,
Intended voya EFD: 	ge in tow fro ehalf of parties s, atowage and completed. We completed. We s to the recorr if a relevant is certificate, unit s	interested is seo-fasteni consider the mendations ress approva ejudice to the sentatives to sentatives to sentativ	TA:	to average object. hereby components and that all if to proceed in two or additional of the selects proceed in two or additional or additional of the selects proceed in two or additional of the selects proceedings of the select proceedings of the selec	thy that we have ma our recommendation the intended voyage a described overlage the undersigned. Insurance policy and/ iosed by underwriter responsible or liable Van Woerkom,	Inter a survey of the above a made in preparation for b. This certificate shall be a made after the date and or to be interests of any of a. Nether V m Votestastions, for any acts, ornissions, Nobels & Ten Veen
Intended voya ETD:	ge in tow fre ehall of parties a stowage and completed. We it to the recorn it a relevant is southfloate, unit a southfloate, unit southfloate, unit an or its repre- national states and a state of the south of the	interested if sea fasterin sea fasterin consider the mendations as approval ejudice to the used sentatives if completed and completed	TA:	to we object, hereby case of the set of the	tilly that we have mu our recommendation the internet overless a described overless declares or vayage the underlyned. Twansare policy and orsed by underwrite responsible or liable	Ide a survey of the above a made in preparation for b. This centrate shall be a made after the date and or to be instants of any of a. Neiher- Van Voensions.
Intended voya ETD:	ge in tow fro	interested il interested il iseo-fastorii consider flu mendations ess approva ejudice to th to be used sentatives t copted and	n the t ng arra e vessi and a t elter i for su he term shall in	to provide the service of the servic	thy that we have me recommendation the literated vogage described overlaps is accribed overlap is substance poly and in substance poly and in substance poly and in substance of the substance of the substance responsible or liable	Ide a survey of the above s made in preparation for the survey of the above a made after the date and or to be interests of anyord m. Is Alamer Van Herstenston, for any acts, contacors, the any acts, contacors, Nobels & Ten Veen Tug Master
Intended voya ETD:	ge in tow fm ehall of parises a stowage and completed. We of to the record or entities a method if a relevant a completed. We of the record or entities a method of the record of the record of the record of the record of the record of the record of the re	interested ii interested ii see-fastenii consider the mendations ess approva ess approva ess approva ess approva ess approva ess approva ess fastenii sentatives i consider the sentatives i consider the sentatives i	TA: n the t ing array e vession of the second i for sume terms to come terms to		th bat we have me our recommendation or recommendation obtains of a described voyage described voyage the undersigned.	ada a survey of the above a made in preparation for the the sector of the same and or to the interests of any of a. Nather Van Koentom, for any ada, onnesone, Nobels & Ten Veen Tug Master See overleaf →

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

13-3-2014

Tow certificate ~ 2



Back page

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.

No.

- 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 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 fastering 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

() Other:

D	Progress of tow, prevailing weather and sea conditions, behavior	our and condition of towed
	vessel and weather forecast to be reported daily to WNV; preferab	bly by e-mail or else by fax

E-mail	tow@wnvnl.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 quenes 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



HI -		Kubus	50 / PO Box 14, 3360 A	A Sliedrecht, the Netherlands
		E-mail Web	tow@wnvnl.com	Tel +31(0)184 41 48 00 Fax +31(0)184 41 16 30 40x 141 +31(0)853 32 63 57
		ABN-A	MRO Bank NV, Siledred	the Account No. 48 20 93.447
Stowage A	anroval Cortific	oto		
Stowaye Ap	sproval certific	ale	No	
Cargo	4			
Transporting vessel				
Date of loading	: 2012.			
Place of loading	1			e
Voyage from	÷			e. 1
Final destination				e
WNV surveyor (representing cargo)				
Transporting vessel's representative	1			
The undersigned, acting o oaded on board the transpo- sea-fastening arrangemen vessel and the above-men The captain of the transpo at any time the motion of the	n behalf of pariiss interested in the porting vessel on the above date, its were checked by both parties a tioned cargo fit to proceed on the in ring vessel is aware of the motion he vessel approaches these values	e transporting vessel and at the above place. The r ind were found in good of tended voyage. characteristics used as cr , action should be taken to be taken to	d cargo, declare position and prop order. We consid iteria for the sea- p reduce the moti	that the cargo was been execution of the fern the transporting fastening design. If tion to a safe value.
The undersigned, acting o loaded on board the transpo- sea-fastening arrangemen vessel and the above-men The captain of the transpo at any time the motion of th This certificate is issued to This certificate is issued w of the parties involved, an	In behalf of parties interested in the porting vessel on the above date, is were checked by both parties a tioned cargo fit to proceed on the in- riting vessel is aware of the motion ne vessel approaches these values or the stowage of the above-mention though projudes to the above-mention though projudes to the above-mention of a only to be used to comply will a only to be used to comply will a storage of the above mention of the storage of the storage of the above mention.	e transporting vessel and at the above place. The p and were found in good of tended voyage. characteristics used as cr action should be taken to ted cargo only. onditions of the Insurance warranties imposed by u- umetances the responsibility.	J cargo, declare position and prop order. We consid iteria for the sea- o reduce the moti policy and/or to inderwriters. Nei le or liable for a	that the cargo was ner execution of the ter the transporting -fastening design. If ion to a safe value. the interests of any ther Van Woerkom, wards, omissions.
The undersigned, acting or conded on board the trans- see-fastening arrangemen vessel and the above-men The captication of the transpoor at any time the motion of the This certificate is issued to of the parties involved, an obcels & Ten Volen nor it defaults or negligence.	In behalf of parties interested in the porting vessel on the above date, is were checked by both parties is foreid cauge fit to proceed on the in- tring vessel is aware of the motion the vessel approaches these values of the above-mention though projecte to the terms and or al is only to be used to comply with a representatives shall in any circ	e transporting vessel and the above place. The p and were found in good of tended voyage. characteristics used as cr action should be faken for ned cargo only. onditions of the Insurance warranties imposed by u umstances be responsib	I cargo, declare position and prop order. We consid- iteria for the sea- or reduce the moti policy and/or to underwriters. Neil le or liable for a	that the cargo was rer execution of the fer the transporting -fastening design. If fon to a safe value. the interests of any ther Van Woerkom, ny acts, omissions,
The undersigned, acting or loaded on board the trans- sea-fastening arrangemen vessel and the above-men The captain of the transpoo at any time the motion of it This certificate is issued to This certificate is issued to the parties in seaved we hobels & Ten Veen nor if defaults or negligence. Date of issue:	In behalf of parties interested in the porting vessel on the above date, is were checked by both parties is looned cargo fit to proceed on the in riting vessel is aware of the motion to vessel approaches these values is the slowage of the above-mention thout projudice to the terms and of is only to be used to comply with is representatives shall in any circ 2012.	e transporting vessel and the above place. The p and were found in good d tended voyage. characteristics used as cr caction should be taken to sed cargo only. Inditions of the Insurance warranties imposed by umstances be responsib	J cargo, declare position and prop arder. We consid iteria for the sea- o reduce the moti policy and/or to underwriters. Neil le or liable for a	that the cargo was ner execution of the ler the transporting dastening design. If ion to a safe value. the interests of any ther Van Woerkom, ny acts, omissions,
The undersigned, acting or loaded on board the trans- sea-fastening arrangemen vessel and the above-men The captain of the transpo at any time the motion of th This certificate is issued to This certificate is issued to the parties involved, an Nobels & Ten Veen nor it defaults or negligence. Date of issue: Signed:	In behalf of parties interested in the porting vessel on the above date, is were checked by both parties a isoned cargo fit to proceed on the is intering vessel approaches these values or the stowage of the above-mention thout prejudice to the terms and o is only to be used to comply with is representatives shall in any orc 2012.	e transporting vessel an the above place. The p and were found in good - tended voyage. charactenistics used as cr action should be taken to teid cargo only. Anditions of the Insurance warranties inspused by umstances be responsib	I cargo, declare position and prop arder. We consid- iteria for the sea- o reduce the moti policy and/or to underwriters. Neil le or liable for a	that the cargo was rere execution of the fer the transporting fastening design. If on to a safe value. The interests of any ther Van Woarkom, ny acts, omissions,
The undersigned, acting or loaded on board the transpo- see-fastening arrangemen vessel and the above-men The captain of the transpo- tary time the motion of th This certificate is issued to This certificate is issued to the parties involved, an Nobels & Ten Veen nor i defaults or negligence. Date of issue: Signed:	In behalf of parties interested in the porting vessel on the above date, is were checked by both parties a formed cargo fit to proceed on the in- tring vessel is aware of the motion is vessel approaches these values of the stowage of the above-mention thout prejudice to the terms and or a lic only to be used to comply with a representatives shall in any circ 2012.	e transporting vessel and the above place. The p and were found in good - tended voyage. characteristics used as or action should be taken th teld cargo only. onditions of the Insurance warranties indexed by i umstances be responsib	I cargo, declare position and prop order. We conside iteria for the sea- reduce the moli policy and/or to underwriters. Neil le or liable for a	that the cargo was rere execution of the fer the transporting flastening design. If on to a safe value. the interests of any ther Van Woorkom, ny acts, omissions,
The undersigned, acting of loaded on board the trans, sea-fastening arrangemen vessel and the above-men The captain of the transpo- at any time the motion of th This certificate is issued for This certificate is issued with the parties involved, an Nobels & Ten Veen nor 1 of the parties involved, an Nobels & Ten Veen nor 1 Signed: Transporting vessel	In behalf of parties interested in the porting vessel on the above date, is were checked by both parties is found cauge fit to proceed on the in tring vessel is aware of the motion is vessel approaches these values the stowage of the above-mention thout prejudice to the terms and or is only to be used to comply with a representatives shall in any circ 2012.	e transporting vessel and the above place. The p and were found in good i tended voyage. characteristics used as cr action should be taken to ed cargo only. onditions of the insurance warranties imposed by i umstances be responsib Van Woerke	I cargo, declare cargo, declare order. We consid- iteria for the sea- reduce the moti policy and/or to anderwiters. Nanderwiters and le or liable for a	that the cargo was rere execution of the fer the transporting dastening design. If on to a safe value. the interests of any ther Van Woerkom, ny acts, omissions,

- 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





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 proces;
- 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 the wire had over 75 m
- Luckily the re length was si 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 decission



6.8

6.2

6.3

6.3

6.0

5.8

5.5

53

5.2

50

5.5

7.5

7.5

82

9.2

9.9

10.0

- 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 t
- Still t Confidence: Fairly high for trend, moder

Route Recommendation: Please advise us of your sea / wind limits Cours Summary (Next 48 hours): devia 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.

orec as

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

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



17

18

22

1.2

14

NE:

NE:

3.9

route



THANK YOU FOR YOUR ATTENTION