

LP BULLETIN

Friday 01 February 2008

Bulletin 564 - 2/08 - Draught Surveys - Egypt

It is suspected that an act of falsely declaring shortage claims is currently being exercised in ports of Egypt, where masters are being encouraged to sign and stamp a draught survey form before the final survey has been conducted and calculated.

It has been noticed that some local surveyors conducting draught surveys in Egypt tend to use a form consisting of two columns; a left-hand column for initial survey measurements, prior to cargo operations, and a right-hand column for final survey measurements, on completion of cargo operations. Below is an example form that has been signed and stamped by the master before the final draught survey has been performed (ship name, registry and IMO number digitally removed).

We understand that this practice is conducted by some surveyors representing the consignees, with the intention of fabricating shortage claims against the ship. The signed document can be used as evidence that the shortage was accepted by the master.

Should masters be required to sign and stamp initial survey documents, it should be signed with a remark "FOR INITIAL SURVEY ONLY". The document can then be re-signed and stamped on completion and acceptance of the final survey measurements.

Masters are also recommended to closely monitor the measurements made by the surveyor, particularly ballast measurements, so as to ensure proper and accurate results.

Draft Survey Report					
Order number:	D/S No.:	Destination/Origin:			
Vessel:	Date:				
Place/Terminal/Berth:	Agent:				
Commodity:	Joint Party:				
Client/Principal:	Other parties:				
Loading/Discharge:		Bill of Lading Weight:			
The draft survey of the vessel was carried out jointly with the vessel's staff. It has been calculated on basis of the on board available calibration tables and/or data supplied by the same vessel prior to commencement and after completion of the Loading/Unloading operation.					
	INITIAL	FINAL		INITIAL	FINAL
F. Port:	6.240		Displacement:	10645.700	
F. Stbd:	6.240		1st Trim Corr'n:	37.035	
F. Mean:	6.240		2nd Trim Corr'n:	7.806	
F. Corr'n:	-0.007		List Corr'n:		
F. Corrected:	6.233		Total Trim Corr'n:	44.841	
A. Port:	7.040		Displ. Trim Corr'd:	10690.541	
A. Stbd:	7.040		Table Density:	1.025	
A. Mean:	7.040		Observed Density:	1.025	
A. Corr'n:	+0.034		Displ. T & Density Corr'd:	10664.467	
A. Corrected:	7.074		*Known Weights:	355.824	
M.F. A.:	6.6535		Net Displacement:	10308.643	
Mid. Port:	6.67		Cargo Weight		
Mid. Stbd:	6.69		Light Ship:	3268.200	M/T
Mid. Mean:	6.68		Constant calculated:		
Mid. Port Corr'n:					
Mid. Stbd Corr'n:					
M. Corrected:	6.68		Consumables		
Mean of Means:	6.6675		Fuel Oil:	137.000	
M of Means Corr'd:	6.673375		Diesel Oil:	28.000	
True Trim:	0.841 A		Lube Oil:	7.400	
List:			Ballast:	103.424	
Sea Condition:	Swell 2P		Fresh Water:	70.000	
Remarks:			Sewage:		
			Sludge:		
			Slop:		
			Dunnage etc:		
			Other:	10.000	
			*Total Known Weig:	355.824	
TOTAL CARGO:					
METRIC TONS (MT)					
This report is issued without prejudice to any of all parties concerned On behalf of vessel					

Enquiries should be directed to

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