

# SHIP VETTING SERVICES



There are a number of activities that Christy & Griffin are engaged in with respect to the field of ship vetting. Each of these services have their own place, some, such as Flag State Control, are mandatory, whilst the others give the ship-owner or operator a valuable insight as to the performance of their vessel and crew. These services are undertaken by experienced Master Mariners, who appreciate and understand the position of Owners, Masters and crew.

## Flag State Control Audits

As all ship-owners are aware, the flag state audit, is just one of the several that vessels are required to undertake. C&G undertake such inspections on behalf of one of the larger flag state administrations. C&G take a very proactive approach to these audits, and covering several Australian Ports. We work with the vessels, owners, and operators with the twin intention of improving safety on board, and also assisting the vessels in dealing with Port State Control inspections. It is not our intention, or desire to 'pick fault' but to come away from the vessel, knowing that we have potentially prevented an accident, imparted knowledge to Master and crew, and allowed the vessel to sail through PSC. The Flag State Audit is very intensive, and all major conventions are covered during the inspection.

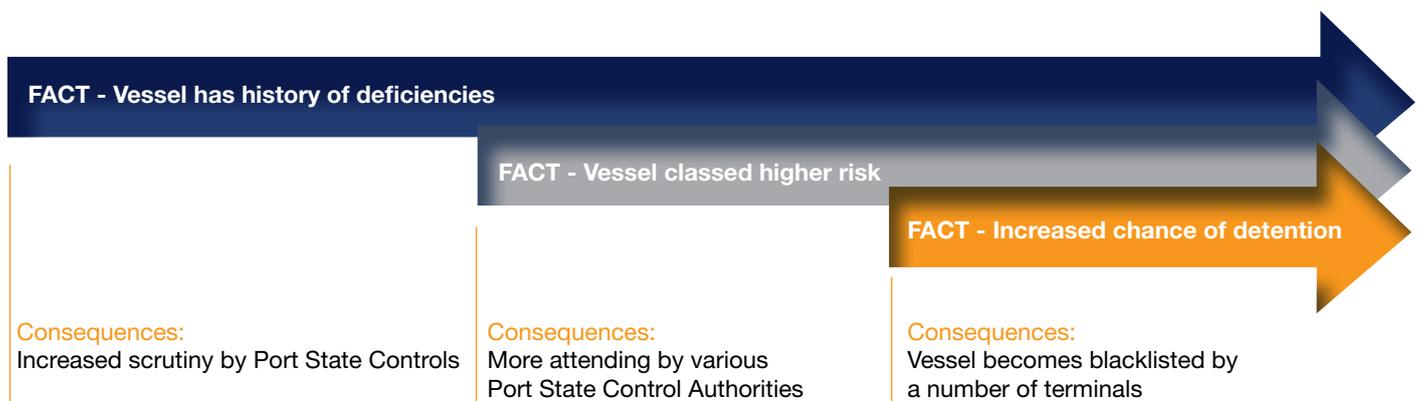


## Mock Port State Control

A vessel that is detained can have a serious consequential effect on ship-owners, operators and charterers. The reasons for this are due to escalating circumstances as shown by the FACT v CONSEQUENCES DIAGRAM below:

Christy & Griffin have a programme of inspecting vessels in a mock port state control inspection: This inspection type has a number of specific benefits to operators:

- Any substantial (detainable) defects are identified immediately
- An operator will gain a valuable insight into the efficiency and management of the vessel and crew.
- Pre-emptive actions can be taken to prevent future difficulty.



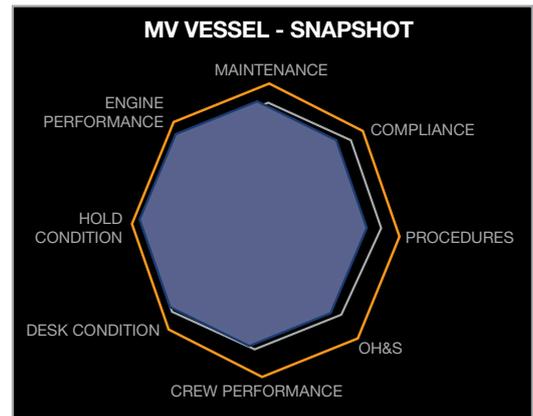
The criteria that C&G use to undertake inspections are **dynamic**, i.e. a database of items to be inspected is not only maintained, but updated on a regular basis. We can account for current 'hit list' by PSC authorities, have access to current and up to date conventions, marine advisories, and other data promulgated by State and Flag authorities. By utilizing the services that C&G offer, the ship-owner not only mitigates risk of vessel detention, but also provides a valuable insight into the vessel management.

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## Snapshot Project

This is a C&G innovation, and the principal is not unlike the Mock Port State Control, insofar that many of the same items are inspected, however this is generally far more subjective, in that the data is presented as shown to the left:

This is a quantified owner's audit system, known internally as the 'snapshot' project which enables ship operators or owners to gauge condition of vessel, and performance of the crew. The data is presented in a simplified graphic format, and quick reference can show up any areas of concern readily. This quick representation can be supplemented with full reporting on issues of concern, and suggestions for improvement. The snapshot project is ideally suited to fleet operators.



## Owners and Charterers Audits

This service is ideally suited to a charterer, but can also have implication for ship-owners and often used to determine whether a vessel is suitable for a certain trade. This appears to be very obvious, but there are a number of hidden complications that can arise.

There is, of course, the cleanliness issue, a certain type of cargo, some mineral sands for instance, require a vessel to be 'hospital clean' whilst others may require a vessel to be 'grain standard.' But there can also be underlying factors that require additional scrutiny:

Example: A vessel fitted with log posts, thus designed to carry logs on deck: charterers had based their hire on vessel being able to carry a full and complete deadweight cargo. However it transpired that due to the 'damage control stability' of the vessel, it would never be able to load deck logs more than 30cm below summer freeboard. Whether this is an owner's or charterer's issue is debatable, but prior scrutiny would have revealed this.

Performing an Owner's or Charterer's audit can often reveal issues prior to a vessel being chartered such as condition, stability and loading capability, and equipment on board and help mitigate against unexpected costs or delays.

Example: A vessel was chartered to load a grain cargo in two ports, for a three port discharge. The vessel had calculated that both it's stability and draft limitations were within the information supplied by the charterers and shippers. However the air draft limitations were not taken into account at first loading port, and vessel was not able to undertake the voyage as planned, and required an alteration of loading port rotation. The additional steaming and fuel consumption dented the margin for the charterer considerably.

C&G's competitive fees, when compared as a percentage of the voyage cost provide our clients with excellent value for money. It is always preferable to preempt problems, or issues, at the outset and prevent what could have been an avoidable issue, from becoming a costly and time consuming exercise.



Employ experienced marine surveyors, with many years command experience in a variety of vessels, who have the capability to undertake the above services, and you will receive custom made solutions to suit your specific requirements.



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