

Draught Survey Checklist

ACTIONS TO BE TAKEN WHEN CARRYING OUT A DRAUGHT SURVEY

The checklist should be used in conjunction with the ship operator's procedures and best practice guidance.

North has seen a growing number of issues due to inaccuracies in draught surveys. Many of these are related to the actions of surveyor and crew before and immediately after the survey.

North's draught survey checklist reminds crews and surveyors of key aspects necessary for an accurate draught survey and assist in the gathering of good evidence in the event of a claim.

01 IMMEDIATELY BEFORE THE DRAUGHT SURVEY

Note:

Ship's crew should always conduct their own draught survey together with all other interested parties.

Confirm all interested parties are present and they agree to carry out the draught survey jointly together

List full details of all attending surveyors including parties they represent.

	Interested Party 1	Interested Party 2	Interested Party 3
Full name			
Company			
Representing			

The following are inspected by all interested parties and confirmed to be approved by Flag State or Class:

- Vessel's trim and stability book
- Hydrostatic particulars
- Load computer programme
- General arrangement
- Pumping and piping plan
- Tanksounding tables.....

Note the ship's previous 4 constant values here:

--	--	--	--

Draught Survey Checklist (cont.)

ACTIONS TO BE TAKEN WHEN CARRYING OUT A DRAUGHT SURVEY

The checklist should be used in conjunction with the ship operator's procedures and best practice guidance.

All draught survey equipment made ready and confirmed in good condition (sounding tapes, water finding paste, sampler buckets, draught survey glass calibrated hydrometers, calibrated refractometers - optional).....

Record draught survey hydrometer (glass), last calibrated date and type.

Last calibration date		Make and type	
-----------------------	--	---------------	--

Ballast tanks should be pressed up to 100% full capacity or completely emptied

Note:

Full ballast tanks should be overflowed through the vent pipes so far as regulations permit and it is safe to do so (this excludes any hold ballast). All ballast tanks should be carefully sounded and ballast water densities and weights carefully calculated.

Ensure no cargo operations are to be carried out during the draught survey.....

Ensure no bull dozers or trimming equipment is left in the cargo in holds.....

Ensure the vessel is not conducting any ballast or fuel transfers or taking freshwater.....

Ensure there are no hatch cover movements planned during the draught survey

Prepare to carefully sound water depth around the vessel e.g. with a hand lead line to get the under-keel clearance. This ensures the vessel is afloat prior commencement of draught survey

Consider tides and current and under-keel clearance with regard to any squat effect.....

Calculate the time of slack water (where possible draughts should be read at slack water).....

Record sea conditions, approximate swell height in exposed areas here:

Weather and sea conditions:

Prepare to take samples of dock water to measure density at multiple points and various depths around the vessel

Note:

Taking samples at multiple depths avoids layering and provides greater accuracy as well as avoiding parallax error when taking hydrometer readings.

Ensure the vessel has no list. The trim should be kept to within the allowances for the ballast tank sounding tables.....

Note:

Note that tanks should be where possible 100% full or empty. Use the aft or forepeak tanks to maintain trim within allowances.

Draught Survey Checklist (cont.)

ACTIONS TO BE TAKEN WHEN CARRYING OUT A DRAUGHT SURVEY

The checklist should be used in conjunction with the ship operator's procedures and best practice guidance.

Minimum 6 draughts should be read – avoiding parallax error as far as practicable

Note:

Where possible read the drafts from a boat. All parties should agree the draught readings.

- All void spaces and known empty spaces checked
For example - bilges, duct keels, swimming pools, engine room bilges
- Bunkers and other deductibles checked and agreed by all interested parties
- Quantity of silt and mud in ballast tanks known and accounted for
- If at anchor, how much cable is paid out and is this accounted for the survey?

02 IMMEDIATELY AFTER THE DRAUGHT SURVEY

- The final survey report includes all details of the calculations used in the draught survey
- The survey report includes detailed sounding measurements of all tanks related to deductibles, e.g state the tank contents for all ballast, fresh water, bunkers, lube oil tanks etc.
- Full details of allowance for stores and lightship
- If the net displacement method has been used to determine cargo quantity, the report should provide details of the calculated constant so this can be compared with the ship's historic constant

Note:

Any significant difference between the constants may mean the survey should be redone. Unless separately requested a full bunker survey is not required.

Caution

Extreme caution should be exercised if you are requested to sign or agree to any conflicting quantity figures on any other survey reports, notes of protest, blank summary draught survey sheets, mate's receipts, bills of lading or similar documents. In such a case, North Members should notify the Club immediately.

Disclaimer

The purpose of this publication is to provide a source of information which is additional to that available to the maritime industry from regulatory, advisory, and consultative organisations. Whilst care is taken to ensure the accuracy of any information made available no warranty of accuracy is given and users of that information are to be responsible for satisfying themselves that the information is relevant and suitable for the purposes to which it is applied. In no circumstances whatsoever shall North be liable to any person whatsoever for any loss or damage whatsoever or howsoever arising out of or in connection with the supply (including negligent supply) or use of information.

Unless the contrary is indicated, all articles are written with reference to English Law. However it should be noted that the content of this publication does not constitute legal advice and should not be construed as such. Members should contact North for specific advice on particular matters.