

# INTERNATIONAL MARINE CLAIMS CONFERENCE 2016

EVER FEEL LIKE A SPARE?

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# Ever Feel Like a Spare?

Question

What makes a spare a “spare” and what separates spares & equipment from hull & machinery?

Answer

The Policy

# “Spare”

Definitions:-

*“Something that is available to use because it is extra”*

*“Not in regular use or immediately needed”*



# Coverage

## Subject Matter Insured

- 2.1 This Insurance covers the vessel's equipment.
- 2.2 Equipment is other than that referred to in Clause 20 („machinery“ of the DTV Clauses 1978 (as amended 1992) and means any and all items onboard the vessel which are utilised or consumed in course of operation of the vessel including but not limited to, fuels, oils, boiler water, drinking water, paint, supplies and stores, tools, mooring lines whether in use or not, lashing materials, dunnage, crockery, cutlery, glassware, galley equipment, cookers and utensils, free standing washing machines, refrigerators, freezers, cabin equipment and effects including audio/visual equipment portable or not (other than that owned by Master, Officers and Crew), life-rafts, life-preservers, buoyancy aids, bridge equipment including navigation aids, computers, navigation charts, pilot, navigation and other books, textbooks, instruction manuals, sextants, binoculars, desk and pocket calculators, courtesy flags and any and all items that can be similarly so described and utilised and/or consumed during the operation of the vessel.
- 2.3 Equipment which is temporarily not on board is also covered by this policy including whilst in transit to and from the vessel and during the period of any stop over en route. Any other insurances take priority over this insurance.

# Statistics

- Premium 15% of total including the H&M portion
- Spares & Equipment 5% of the value of the fleet



# Claims Submitted Policy Year 2014

1. Loss of life rafts heavy weather
2. Contamination of lubricating oil
3. Lighting strike damage to bridge equipment
4. Radar damage lighting strike
5. Antenna damage lighting strike
6. Damage to mooring rope
7. Mooring rope damage during heavy weather

# Claims Submitted Policy Year 2014

8. Damage to X band radar
9. Loss of paint drums
10. Loss of lubricating oil
11. Theft of mooring rope
12. Theft of life rafts & equipment
13. Storm damage to gangway
14. Emergency escape device damage
15. Speed log damage

# Regulatory Requirement for Carriage of Spares on Board Ships

There Isn't One





# Spares & Classification

## Machinery installations DNV

Spare parts in general are not mandatory for retention of class.

It is, however, assumed that an inventory of spare parts sufficient to meet the needs posed by the ship's plans of operation is maintained on board. Its content should be decided taking into consideration:

- The probability of need as a consequence of likely failures
- The likely failures and effect on the main functions
- The possibility of the ship's staff effecting the necessary repairs.

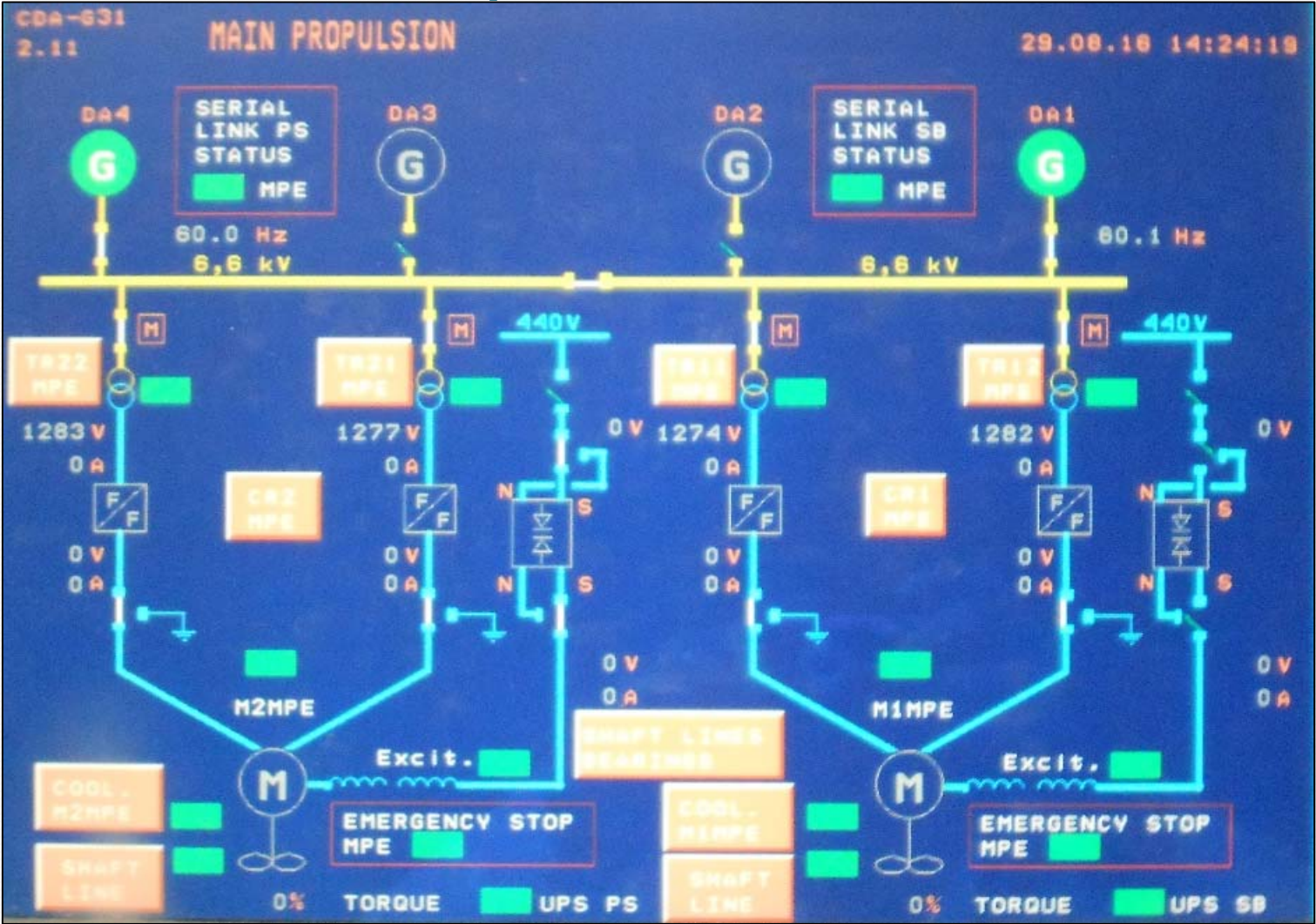
# Case Studies

## Electronic Propulsion Failures

1. Propulsion Plant Shut-Down - Controller Access Code Unknown; Diesel Electric
2. Main Engine Governor – Synchronizing Card with Propeller Pitch Control; Diesel
3. Main Propulsion Motor Speed Controller; Diesel Electric
4. Bridge Navigation & Control Equipment; Diesel



# Propulsion Plant



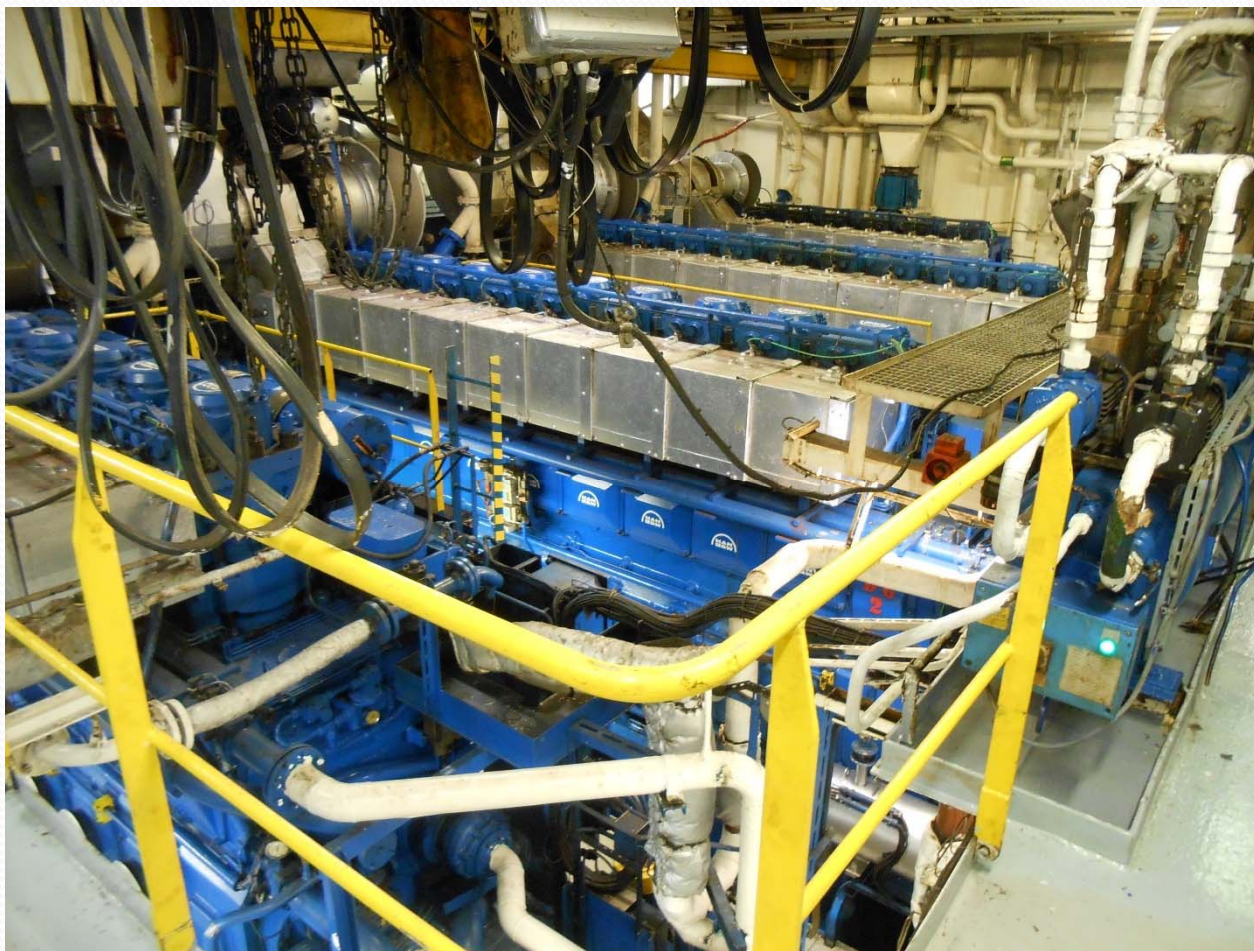


# Main Engine





# 4 Main Engines





# High Voltage Switchboard





# Transformers





# Propulsion Shaft



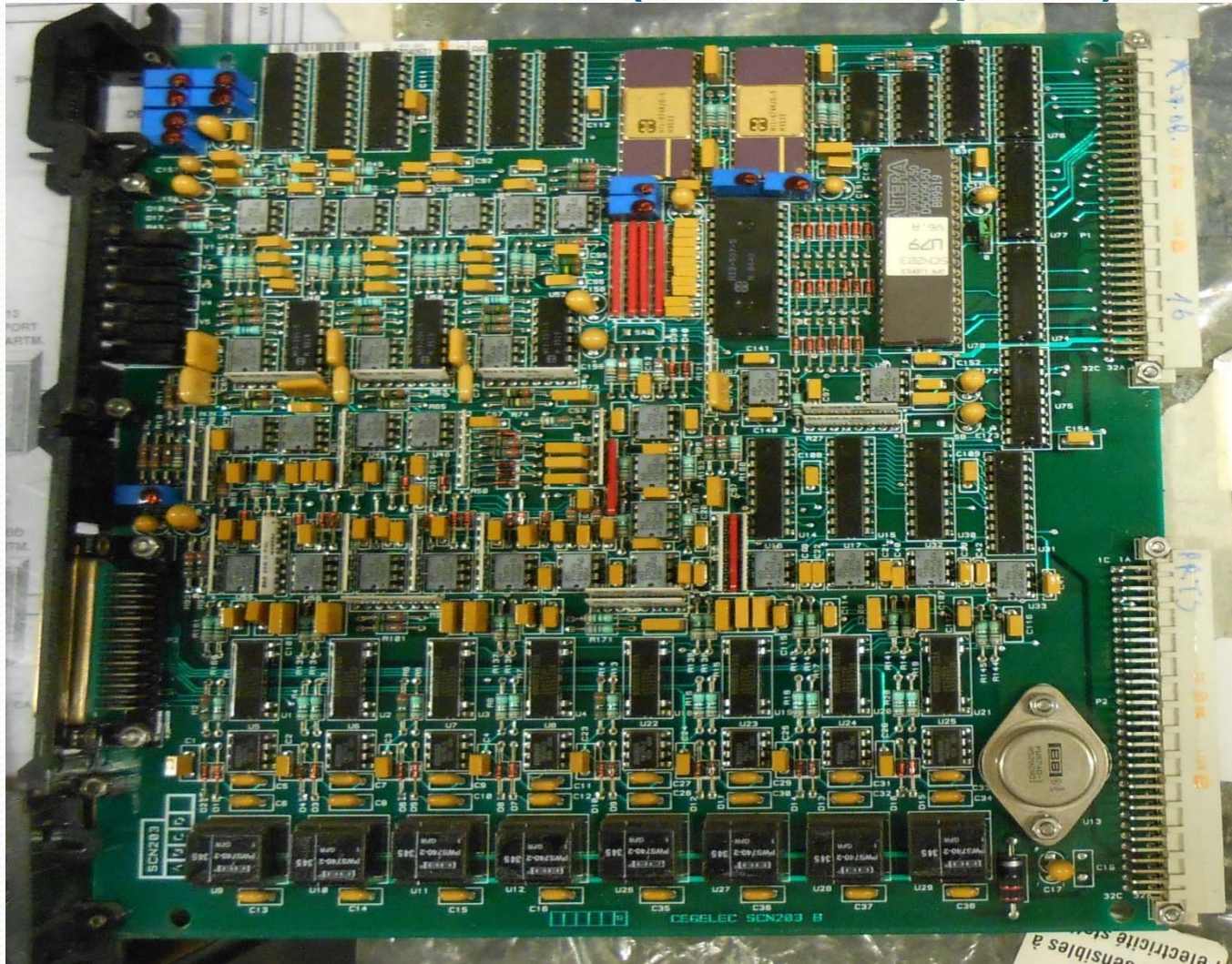


# Programmable Logic Controller





# PLC Module (The Culprit!)





# Multi Engineed



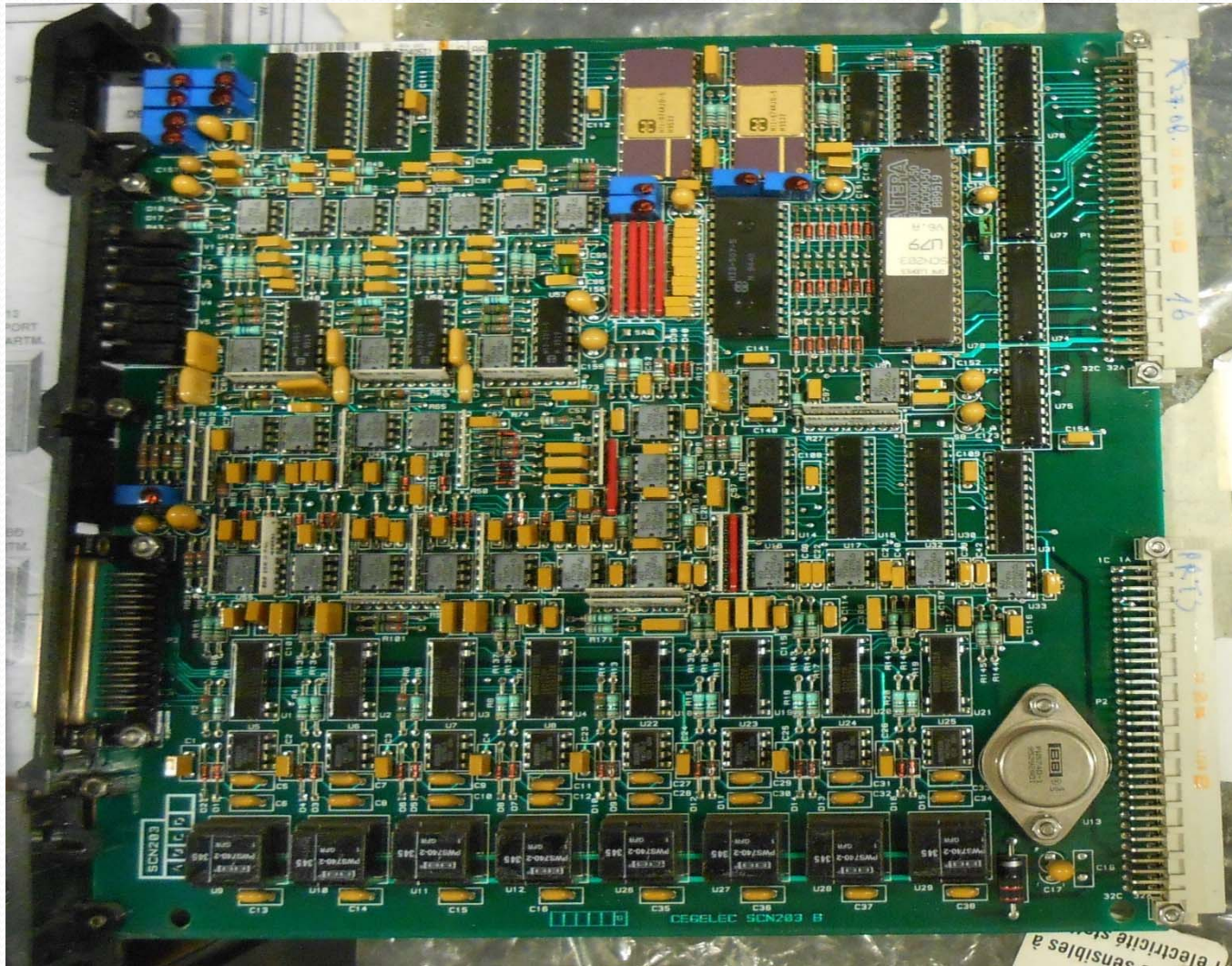


# Single Engine





# PLC Module





# Spares - Just Landed





# Going Spare





# Going Spare



# Thank You - Questions?

