

International Union of Marine Insurance
Jolliffes Cottage, Stour Row, Shaftesbury, Dorset, SP7 0QW.
Tel: 01747 853954 (h) 01747 852476 (o)
Fax: 01747 852476

By E-mail to:
cristina.castellini@ania.it

REPORT ON OCEAN HULL FORUM AT IUMI GENOA CONFERENCE

18 SEPTEMBER 2001

MACHINERY DAMAGE

EXPERT SPEAKERS: **John Waite** (Salvage Association, London)
 Roberto Cazzulo (RINA)
 Carl-Erik Egeberg (Manager B & W Diesel, Copenhagen)
 Emilio Pedrocchi (San Giorgio Del Porto, Genoa)
 Peter Koller (Lloyds Register of Shipping)
 Constantine Peraticos (Pleidades Shipping, Greece)

CHAIRMAN: **A. S. Nunn - Deputising for P. Christmas**

In opening the forum the chairman reminded those present that Machinery Damage Claims represent over 30% of all serious casualties and 50% - 60% if you include engine room fires and that the subject had been discussed at the Berne Conference. He then suggested it would assist subsequent discussions if John Waite gave a broad explanation of the components and workings of ships' engines. This clear presentation was followed by a "classification view" summarising RINA classed ships of over 500 GRT and RINA research - this stressed the need for greater co-operation by shipowners, human element aspect and reliability centred maintenance methods. A detailed audio presentation from Copenhagen engine builders highlighted "crankcase explosions" and Mr Pedrocchi from a shipyard adjacent to the Conference Centre outlined his experience of various major casualties where engine damage was involved. The final presentation before the coffee break by a classification manager gave a broad view of hull and machinery damage worldwide and an indication of various class initiatives.

The second session opened with the views of a ship manager on some ship construction issues drawing on a number of problems including profit motives, bed-plate cracking and high tensile steel - a broad view from four international markets each speaking as four individual "Wisemen" (Ole Vikborg, Norway; Volger Bergeest, Germany; Keith Potter, UK; Terence Tan, Singapore) set a good tone for questions and comments from the audience.

The contributions were varied and excellent and involving the speakers and the main points by all contributors included:

1. Communication between "Partners in Commerce" (stressed by all sectors)
2. Statistics worldwide - can IUMI assist?
3. Negligence etc - cover needs examination
4. Training in all sectors of maritime industry - competence of insurers?
5. Investigation of losses - cost and cause
6. Cost cutting - offering second best - problems resultant?
7. Commercial pressures limiting standards?
8. Standardised Documents from I.A.C.S. members
9. Responsibility for cover given by Underwriters - DO NOT BLAME OTHERS!
10. Human element (STCW. ISM ?)
11. Watch machinery damage claims vessels under 5 years also in 15-19 age group
12. 1992 discussions at IUMI on machinery damage and additional machinery deductible?
13. Finance behind insurers - expense of claims
14. Planned maintenance - pirate parts
15. Influence of Black Box?

A. S. NUNN
6 October 2001