# L O S S O F H I R E

# S U R V E Y R E P O R T

M/V “………………” of ………………

…….tons gross. Year of build……………

Master:…………………….

This is to certify that at the request of…………..and on behalf of the Leading Loss of Hire Underwriters,…………………the undersigned has on ……………and subsequent days surveyed the above named vessel while she was lying at………………….and afterwards………………

Present at the survey were also Representing

…………………………………… ………………

…………………………………… ………………

…………………………………… ………………

Schedule (example)

The vessel’s last port of call (Cargo situation?)………………………..

The vessel arrived…….………………………………………………….

Discharging commenced…………………………………………………

Discharging completed…………………………………………………..

Gas freeing commenced…………………………………………………

Gas freeing completed…………………………………………………...

Repairs commenced (each casualty)…………………………………..

The vessel docked……………………………………………………….

The vessel undocked…………………………………………………….

Repairs completed (each casualty)…………………………………….

Loading commenced…………………………………………………….

The vessel sailed…………………………………………………………

Survey was held in order to ascertain the nature and extent of damage sustained on the following occasion:

Occurrence/s

Date of casualty On voyage/at port/ etc.

 Nature of casualty

 In ballast/loaded.

Information available Reports, log extracts etc.

(If more than one casualty, occurrences to be labelled)

General particulars

General description of the vessel, and/or equipment related to the casualty

Narrative

A short description of the incident, which gave rise to the damage

Inspection

A description of the findings during the survey, such as damages noted, previous temporary/permanent repairs carried out attributable to the casualty.

Cause consideration

Cause of damage. If the exact cause is difficult to ascertain, the surveyor’ s opinion of the most likely cause to be stated. If the cause is disputed, the Owners’ representative’s allegation should also be referred to and the surveyor’ s reasons for not accepting it.

Tendering

If tendering procedures have been executed, the results and Owner’s choice of repairers to be stated.

Repairs

A description of the permanent/temporary repairs executed.

Cost of repairs

 The above damage has been permanently repaired

or • A part of the above damage has been permanently repaired, temporary repairs

also being involved.

or • The above damage has been temporarily repaired

and for a total amount of USD………………..

Temporary repairs

 The repair account includes USD……. for temporary repairs to the
 ………………………….which required……..days to be completed.

|  |
| --- |
| The above text will only be applicable provided permanent as well as temporary repairs have been effected. |

 Temporary repairs were carried out /

 as it was not possible to effect permanent repairs

or • as it was inconvenient to effect permanent repairs due to the vessel’s sailing

commitments.

or • to save time as

 (or) • waiting for drydock facilities

 (or) • the delivery of……………………………………………………

 (or) • ……………………………………………………………………

 and subsequent repairs would have detained the vessel a further

………weeks/days

or • to save excessive expenses

 (or) • in drydock dues

 (or) • for gas freeing

 on this casualty

Removal of temporary repairs

The repair account includes USD…………… for removal of temporary repairs.

This work required …….. days/hours

## Extra expenses incurred to reduce delay

In connection with this occurrence extra expenses have been incurred by

working overtime (1) for an amount of USD………………

and/or • forwarding spare parts by air (2) for an amount of USD…………….

 Which are included in the repair account(s)

and/or • For further particulars see segregation at the end of this Survey Report.

 By incurring extra expenses

or • ……………days in drydock, USD……….

and/or • ……………days wharfage, USD………

 have been saved

and/or • and/the total repair time has been reduced by ……….days

and/or • but/ no reduction in the total repair time was achieved.

|  |
| --- |
| NOTES ON EXTRA EXPENSES INCURRED TO REDUCE DELAY1. Overtime during voyage repairs is considered to be a normal repair expense and to be disregarded in this context.
2. Freight by regular airline services is considered to be a normal repair expense and to be disregarded in this context. Provided an aircraft is chartered at high cost, however, the extra expenses involved equal to the airfreight less normal transport expenses to be stated. The Rules of Practice may be different in General Average cases necessitating further advice on the applicable conditions
 |

## General expenses

Docking/undocking…………………………………………………………………USD…………

Tugboat assistance….……………………………………………………………..USD…………

Etc.

## Deferred repairs

1. Detailed repair specification suitable for tendering purposes to be included
2. Estimated cost of repairs and time to be reported in an Addendum to the Survey Report

## Work not concerning average

 Concurrently with the average repairs various maintenance work was carried out

to an amount of USD…………

The work involved the following………………………………………………………

If carried out separately the above work would have required

 ……………days to be completed.

or • the full repair time to be completed, in total……….days……..hrs……..mins.

 Maintenance work

optional • and strengthening (1)

 with the exception of work which would, under no circumstances, in itself have

necessitated a separate stay at a repair yard (2)

 would have required ……….. days to be completed, if carried out separately.

or • required the full repair time to be completed.

or • was not carried out on this occasion

 Work necessary to fulfil classification requirements (3) or necessary for the

seaworthiness, including cargo carrying ability

optional • and reconstruction (4)

 would have required ………….. days to be completed, if carried out separately.

or • required the full repair time to be completed

or • was not carried out on this occasion.

|  |
| --- |
| NOTES1. Include the total time for all repairs not concerning average. A further segregation of time for repairs for the different categories of work to be made separately below.
2. All repairs carried out by the repair yard or other contractors to be included, but exclude repairs carried out by the crew
3. Include work carried out to fulfil Classification requirements in connection with or irrespective of periodic surveys and regardless of whether or not the required work is due at the time of repairs. Also include work executed to maintain statutory certificates by the flag state.
4. The optional text to be used only if strengthening and/or reconstruction has been carried out and otherwise to be deleted
 |

## Time for repairs at…………

Total time for repairs from ………. To ………. -………days and mins.

|  |
| --- |
| NOTE ON TIME FOR REPAIRSProvided the above work by special circumstances could not be started on the vessel’s arrival at the shipyard or was halted and resumed, this to be stated and explained (This also applies to “Work Not Concerning Average”).  |

If carried out separately the work involved would have required the following time (schedule above gives actual time used)

 In drydock Afloat Total

Occurrence No. 1. ………… …….. ……..

Occurrence No. 2…………………………………

Total time for average repairs ………… …….. ………

Work not concerning average ………… …….. ………

## Vessel’s time schedule

## At (port)………………… Date & Time

a. The vessel arrived…….. ………………

………………………………. ………………

At (port)…………………..

……………………………… ………………

Date and place

Subject to the rights of the Underwriters according

to the Plan and Policy.

Signature

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## Enclosures

1. “Statement of facts” from Master and/or Chief Engineer
2. Technical information / drawings
3. Relevant log book extracts
4. Relevant Class reports / records
5. Repairer / specialist’s report and invoice
6. Crew list
7. Other relevant information
8. Off hire statements
9. Photos

|  |
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| **Note to the survey report****This survey report is meant for guidance only. The text/items not applicable for a specific survey to be disregarded** |