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ACCURACY OF DRAFT SURVEY PROCESS AND AFFECTING FACTORS

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ABSTRACT

The ship's method of determining the amount of cargo loaded is by means of draft surveys taken before and after the loading is carried out. In simple terms, the increase in displacement after loading, adjusted for any change in weights such as ballast, equals the weight of cargo loaded.

The draft survey may be the method of measurement specified in the charter party for deciding the quantity of cargo carried, in which case one or several surveyors are likely to be employed to carry out the survey. In special cases, the surveyor will have the benefit of equipment and instruments not found on board a normal bulk carrier, but in most instances the ship's master or officer with careful attention to accuracy and procedure can obtain results quite as good as those of the surveyor but the draft survey faces many claims in case the cargoes are received in shortage. (Yusuf, 2011)

Marine shipping industry fields faced significant technology development, integrated navigation bridge systems/electronic charts /ballasting system, etc. But still the draft survey is conducted by traditional ways have done years ago. New technologies are available in the market but nothing recommended from legal authorities to adopt it so all parties stick to the old- fashioned draft survey process.

The aim of this paper is to introduce new methods proposed by other parties for the calculation to overcome the discrepancy in measured of loaded and discharge cargoes and develop the vessels and port facilities without causing an increase or shortage to the exact amount.

KEYWORDS: *Industry Fields, Accuracy and Procedure, Survey Process*