

Fixed Premium  
Insurance from North

Sunderland  
Marine

Specialist



# Welcome to Polaris

As we look back over 2020 so far, we can honestly say that it has been a year of ups and downs.

## New vessels in 2020



**Crystal Sea SS118** is owned by David Stevens Snr and run by his sons David and Alec Stevens.

The vessel is a twin rig trawler of 24.5m overall length.



**Aalskere K373** is a white fish vessel built in Denmark for owners based in North Scotland.



**Lunar Bow PD265** is a pelagic vessel built in Denmark for owners based in North East Scotland.

In June, we completed the integration of our business into parent company The North of England Protecting and Indemnity Association Limited. After 138 years, Sunderland Marine remains a powerful and respected brand in the market and there will be no change to how we manage your business day to day.

As part of the transfer we have updated our brand identity and launched a range of new digital resources, including a new website delivering easier access to our product and service areas. Hopefully you have had the chance to download the new smartphone app which captures global Sunderland Marine contacts and correspondents, all of which can be accessed offline. You can also access North's "GlobeView" - a web-based interactive tool transforming the way information on maritime threats and incidents or port and weather reports can be analysed and acted upon.

Of course, it goes without saying that 2020 has been completely dominated by the Coronavirus pandemic and the fishing industry is still feeling the impact of the outbreak. The pandemic has had a significant impact on the industry as a whole, with all sectors seeing an economic downturn as the supply chain from boat to consumer was hugely disrupted. From early Easter, most markets were closed and many vessels tied up without being able to land their catch. A lot of crew members had no jobs to go to as self-employed fishermen and several will have left the industry altogether.

The government did offer some relief to fishing vessel owners, launching a Fisheries Response Fund for under 24 metre vessels to help cover fixed business costs, but for some it was a case of keeping afloat until able to fish again.

As the lockdown eased by May and with vessels returning to sea and markets re-opening, there was the inevitable issue of over-supply of product which kept many prices, especially shellfish, at very low levels. The long term impact will be felt for some time but the resilience of the industry will stand it in good stead for the future.

As we look towards the end of the year, Brexit discussions following the UK's decision to leave the EU will now take centre stage as the country is currently set to withdraw from the Common Fisheries Policy (CFP) at the end of 2020. With a new set of challenges to overcome, one thing we can say, the UK fishing industry is never dull!

We are very much a core part of the industry and here to support you. If you have any questions about your cover during this time, then please let us know.

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**HOW HAVE WE DONE?**

Let us know what you think of the latest edition. Contact us at:  
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# Guidelines for vessels going into and returning from lay-up

After weeks or months of inactivity during the current COVID-19 crisis, Sunderland Marine's Risk Management Surveyor, Alan Ure offers some advice to those returning from lay-up:

## Fuel system

- It is advisable to drain down any water and sediment from the tanks.
- Pre-filters, drain and clean bowl, fit new filter elements.
- Fit new engine mounted fuel filters.
- Fill fuel tank fully (reduces the risk of condensation and bacterial growth).
- Use an additive when filling (in accordance with machinery manufacturers spec.).
- Bleed fuel through filters etc. run engine.
- Ensure all filler caps are fitted, sealed and secure.



## Fresh water coolant

- Ensure any inhibitor is charged as per manufacturers spec.
- A correct mixture of water/anti-freeze can also protect against internal corrosion.
- Don't be tempted to drain the freshwater cooling system, leaving in drained condition will allow corrosion to build up within the engine internal water-ways.

## Seawater system

- Close seacocks and overboard discharge valves.
- Drain down seawater systems.
- (Rubber Impeller type) inactivity tends to allow the impeller blades to take on the permanent folded shape of the cam which can greatly reduce the pumps' efficiency.
- Inactivity can also render the rubber impeller brittle and prone to failing.
- Extract impeller if possible.

## Bilges

- Ensure bilges are clear of debris.
- Manually check bilge alarm operation.
- Ensure all pumps are equipped for immediate use (electric/manual).

## Lubrication System Engine/Gearbox

- Drain engine/gearbox oil (removes impurities accumulated within used oil).
- Replenish oil and filters, run the engine and gearbox to distribute the clean oil through the system.
- Condensation within a gearbox is common, where gearing and upper casings are above the oil level, they can be affected by rust formation.
- Gearing and upper casings are dependent on splash feed from the gearbox revolving.
- If mooring, and positioning of neighbouring harbour traffic allow, operate gearbox ahead and astern briefly to create the splash effect required to scatter the oil.



## Stern gear

- Check internal shaft seal arrangement for condition and any trace of seawater ingress.

## Steering

- Check oil levels, periodically operate.
- Lubricate mechanical steering, rudder linkages and rudder post tube.

### Exhaust

- Cover outlet pipe to eliminate the possibility of water back flow into the engine.

### Deck machinery

- Lubricate/grease as required.

### Signage

It is imperative that a WARNING SIGN is placed in the vicinity of the starter switch to indicate which systems are isolated, disconnected or capped

### Safety equipment

- Safety of crew and vessel being paramount, please pay particular attention to safety equipment i.e. service and expiry dates which may fall during the laid-up period.
- Liferaft (+ hydrostat release unit), Lifejackets (lights), PLB's, E.P.I.R.B. (+ hydrostat release units), Flares, Man Overboard Smoke Floats, First Aid Kit.
- Please note, items listed above are not definitive, vessel class requirements will vary.

### Batteries

- Check fluid levels.
- Coat terminals with Vaseline or similar.
- Fully charge the batteries prior to engaging isolators or disconnecting a battery lead from a terminal.
- Charge batteries regularly.
- Batteries left to drain down fully increases the risk the battery may become defective internally and not accept a charge.



### Electrics/electronics

- Dampness is the enemy of electrical/electronic equipment.
- Ensure engine room and wheelhouse have adequate ventilation.
- Regular power-ups can assist in preserving the operational condition of these units.

### Cabin/galley

- Close off gas and oil supplies to stoves and heaters.
- Ensure adequate ventilation.
- Remove personal items i.e. sleeping bags, spare clothing etc. ashore.
- Move or raise bunk mattresses to allow air circulation.

### Security

- Ensure all valuables are removed ashore.
- Secure all doors and hatches.
- Frequent visits to the vessel to check the general condition and in particular bilges levels.

### Mooring

- If the vessel is being left for longer periods, please consult the tide-table to allow correct setting of the mooring ropes (Sunderland Marine had 5 casualties in one weekend due to spring-tides).
- If berthed away from your home port, please consult the Harbourmaster in relation to any mooring abnormalities within the harbour (exposed irregular rock or piling below water-line / sediment build-up or holes on harbour floor).



**Following some of these simple suggestions can stave off further unwanted and costly downtime.**

## FIND OUT MORE

For more information, please contact **Alan Ure, Risk Management Surveyor:**  
Mobile: **+44 (0)7881 826434** or Email: **alan.ure@sunderlandmarine.com**

# Keeping new crew safe

It'll come as no surprise that a fair chunk of injuries that lead to claims involve new and inexperienced crew. It stands to reason why they will be more likely to be involved in an incident; it takes time to become familiar with all the dangers that are present in a tough working environment.

"Teaching someone to stay safe is time well spent."

It is of course impossible to teach a new crew member everything before taking up duties. This learning takes time and relies on the teaching and guidance from the more experienced crew. The first things the experienced crew should pass on are the basics of staying safe when working on deck and making sure the new joiner is a help, not a hindrance in an emergency.

In an industry where so much of the learning process is on-the-job, what can owners and skippers do about this?

## Prior to joining

Is there anything you can give to new joiners to read before they actually join the vessel? This might include your policies on health and safety or drugs and alcohol. Or perhaps some simple 'dos and don'ts' that reflect what standards and behaviour you expect on your boat?

## Show them the ropes

A crew member's first day is very important for safety learning. It's easy to overwhelm someone new, so think about what the essentials are and what can wait a little. For example, before sailing make sure the new crew member knows his emergency duties: how to raise the fire alarm, the location and use of life saving appliances etc. Before taking up work duties, does the crewmember understand which PPE to use and when to wear it?

Having the more experienced crew talk the new member through the risk assessments for the jobs he will be doing could be helpful. They should explain what to expect, what can go wrong and how he can protect himself. An inexperienced crew member might not know he mustn't stand near the net when it's moving, or to stand in a bight.

Also, does your vessel introduce unique or less obvious risks that an inexperienced fisherman might not immediately recognise, such as ammonia refrigeration equipment?

This does require the help from the rest of the crew. New joiners will rely on the wisdom of the old hands to show them these basic tasks. Time is of course tight, and people are busy, but teaching someone to stay safe is time well spent.

## A handy checklist

It might be useful to create a familiarisation checklist. See our new joiners' guide, "Safe Out, Safe Home", for some ideas:

<https://www.sunderlandmarine.com/latest/all-publications/>

## Emergency drills

It's very easy to fall into the trap of treating emergency drills as a tick-box exercise, but these can be very effective ways for new crew to learn about simple acts that could save people's lives, such as firefighting, rescuing a MOB and launching liferafts.

Get new crew members involved and let them get hands-on experience of using emergency equipment. Familiarity breeds confidence and this could make the difference if emergency action is ever needed.

## Find out more

We have some simple safety training material on our website that is free to download. Read more:

<https://www.sunderlandmarine.com/latest/publications/>

By Alvin Forster

Loss Prevention Executive



# Your team

Our staff are available 24 hours a day, 7 days a week to assist you with your needs. Contact our underwriters and claims handlers on: +44 (0)191 232 5221 or at the email addresses below.



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