

## **Information concerning the IVR Damage Prevention Inspection (DPI) program**

Vessels at which a DPI inspection were carried out, frequently appeared that during the first DPI inspection important shortcomings at the machinery installations came to light. Deficiencies like;

- Not carried out alarm calibrations ( 52%),
- Insufficient cooling water treatment (82%),
- Lack of maintenance management (76%),
- Alignment of flexible mounted engines not checked (80%),

These deficiencies have a high damage risk.



Unjustly is thought by many that a DPI is no longer on the agenda of a large part of the fleet which has been renewed over the last decade. Moreover, one trusts that modern technology is better than before, and believes that the costs for having maintenance contracts with engine manufacturers and the cost of an SPO are unnecessary. However, this is a misconception. There are strong arguments to believe that an SPO more than ever, certainly is at issue.

### **Argument 1:**

Many of these so-called new vessels that became operational before the economic crisis are now 6 to 10 years old and have a lot of running hours on the clock. One can hardly still speak of “new” ships.

### **Argument 2:**

Due to the ongoing crisis since 2008, there is still a serious overcapacity in ship transport volume. Therefore, the cargo prices are (too) low. The mortgage repayments for the investments made, makes ship owners margins minimal. Many ship owners turn even negative. Forced savings inevitably

express themselves directly by curtailing the maintenance budget for the machinery installations.

### **Argument 3:**

New engines are technically indeed better than the older versions. However, experience shows that, if a damage does occur in these modern machines, the repair cost is significantly higher than in the previous generation engines.

### **Argument 4:**

The maintenance programs sold by engine manufacturers do not cover the full required scope. For example, such a program does not provide for alarms calibration nor checking of the alignment of flexible mounted engines. This can lead to large damages.

One consider an SPO sometimes easy as redundant, as a vessel is subjected to numerous other mandatory inspections by Classification Societies, and EBIS as well as statutory mandatory Community certification inspections, etc.. These obligations however mainly include safety of ship and crew.

However, DPI inspections are complementary.

DPI was specifically designed to limit costly repairs and repair costs as well as prevent loss of profits by machine failures. An DPI focuses on prevention of damage to the expensive mechanical equipment (not only engines). This is where DPI distinguishes itself from other statutory inspections.

### **Weary of damage? Ask for a DPI.**

For further information on the DPI program please contact IVR;

Vasteland 12E  
3011 BL Rotterdam  
The Netherlands  
Tel: +31 (0)10 411 60 70  
E-mail: [info@ivr.nl](mailto:info@ivr.nl)