



## SPECIAL CIRCULAR

No. 12-003  
17 May, 2012

### To the Members

Dear Sirs,

### P&I Condition Surveys for Loss Prevention

There has been a continuing increase in the number of claims of our entered vessels in recent years. To tackle this, the whole staff of the Association is working together to enhance the loss prevention activities.

### Loss Prevention Bulletin on the Areas of Concern Noted at Condition Surveys

As part of our loss prevention activities, we conduct Condition Surveys with the aim of eliminating substandard vessels and avoiding accidents for our members.

In our Loss Prevention Bulletin Vol.23 of March 2012, we have introduced the areas of concern that are frequently noted at Condition Surveys.

In the Bulletin, we have categorised the defects according to the areas and have put photos of the defects as well as of the good examples, in a way that is clear for busy officers/ crewmembers working onboard to see what the problem is and how it should be done instead.

To our delight, we have received positive feedbacks and requests to send additional copies by a lot of the Members. The Bulletin is also available on our website (<http://www.piclub.or.jp>). We hope it will be of help to you with regard to your safe voyaging and the daily maintenance.



## **Reducing the Number of P&I Claims**

Condition Survey report forms are jointly developed and agreed by the International Group of P&I Clubs. Our focus is on avoiding unnecessary accidents that relate to P&I Claims; therefore, the contents of the forms refer to various aspects and differ from those of other surveys, such as those of Class inspection or Port State Control.

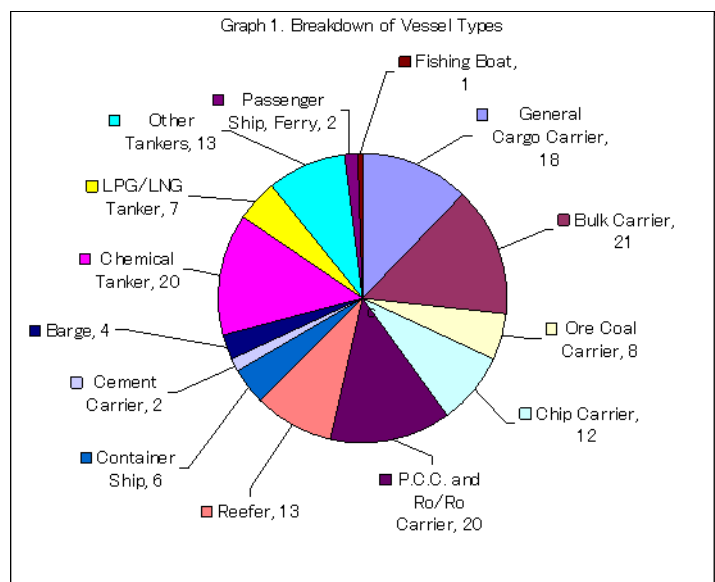
In any cases where serious defects are found with the vessels, we attach Defect Warranties and restrict covers for the claims that are caused by or contributed to by the defects. The restrictions in covers are to be lifted after the defects are confirmed as rectified at Follow-up Surveys, which be carried out within 30days after the notification from the Association.

Meanwhile, we recommend rectification even for minor defects which by themselves would not directly lead to P & I Claims, in order for the safe voyaging and loss prevention. We will make continuous efforts at maintaining and improving each of the vessel's quality to help to prevent our entered vessels from accidents.

## **147 Vessels Were Surveyed During 2011 Policy Year**

During 2011 Policy year (from 20th February, 2011 through to 20th February, 2012), 147 vessels were surveyed in total: 113 being entered vessels and 34 pre-entry.

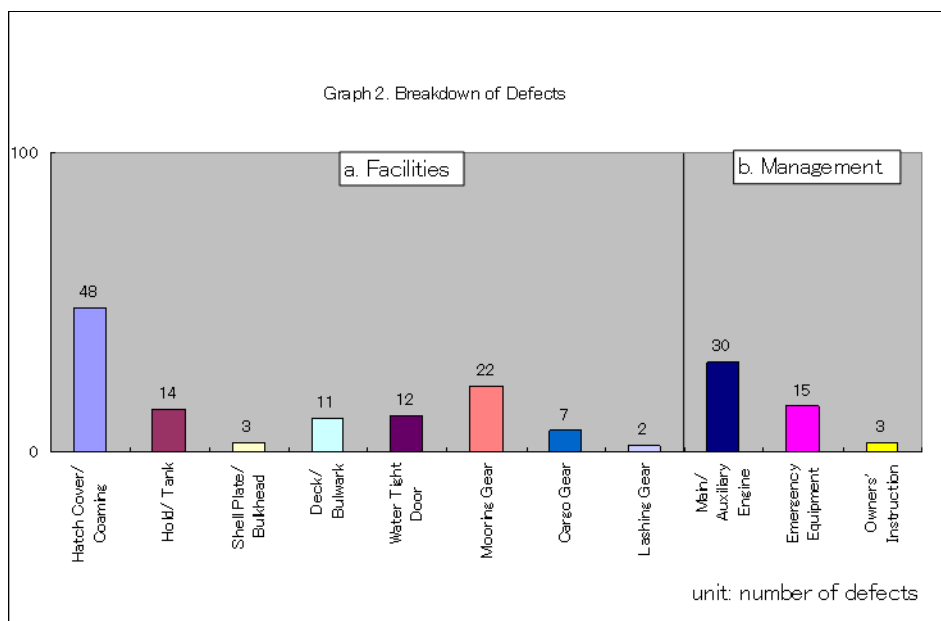
Please refer to Graph 1 for the vessel's types. Moreover, surveys are conducted not only in Japan but also at ports and dockyards abroad.



## **80% of the Vessels Received Recommendations**

Out of 147 vessels, 29 vessels were found in good condition and **118 vessels, which are roughly 80% of all condition surveys, resulted in a recommendation from us for a defect to be rectified.**

Most of the vessels have received more than one recommendation and the total number of the defects found during 2011 Policy Year is 298. For the breakdown of the defects, please refer to Graph 2. During 2011 Policy Year, **Defect Warranties were attached to 20 vessels;** we have noticed the concerned Members of the restriction in cover.



\* In addition, there are also defects categorised as 'Others'  
a. Facilities – 90  
b. Management - 41

## **Loss Prevention**

In order to secure the vessels' seaworthiness and cargo-worthiness, keeping daily maintenance programme and management of facilities are crucial, and to prevent any problems arising with the crew's safety and health, regular cleaning and taking safety measures are just as important.

We have seen cases where accidents were triggered by the lack of maintenance. To tackle this, we will continue enhancing Condition Surveys for both new-entry and vessels already entered with the Association in 2012 Policy Year.

Our Members' kind understanding and cooperation would be highly appreciated.

## **General Policy**

- (1) Pre-entry surveys: All vessels: 10 years old and over, however include;
  - (a) Any chemical tankers with coated tanks: 6 years old and over
  
- (2) Entered vessels: All vessels: at 16 years old, however include;
  - (a) Any vessels suffering two or more similar accidents due to unseaworthiness
  - (b) Any chemical tankers with coated tanks entered for Indemnity Risks: at 6 years old
  - (c) Any reefer vessels entered for Indemnity Risks: at 11 years old
  - (d) Any tankers which have carried Heavy Fuel Oil (HFO) as cargo within the last 12 months : 10 years old and over; unless;
    - the vessel has undergone our Condition Survey within the last 12 months; or
    - the vessel has undergone a special survey by the classification society; or
    - the vessel has a current CAP 1 or CAP 2 rating issued by IACS classification society.
  
- (3) Recheck:
  - (a) All vessels surveyed by under (1) and (2): Every 4 years after the first survey.
  - (b) Vessels entered at 20 years old and over: Every 2 years after the entry survey.

- Note:-
1. One or two surveyors of the Association's designated organisation will conduct a Condition Survey in accordance with the Association's requirements, focusing on: certificates/ documentations; maintenance; navigation plans; lifesaving appliances; fire control plans; seaworthiness; cargo worthiness and; other aspects depending on vessels' types and their special characteristics. A Condition Survey takes half a day up to 2 days at the longest without causing any delays to the vessel. Our requirements include the weather-tightness test for hatch covers, the pressure test for ballast tanks and the internal inspection of cargo holds; therefore, it is impossible to accomplish them all without the presence of crew. Upon completion of the survey, the surveyor will brief the Master on the recommendations, if necessary.
  2. In addition to our criteria stated above, we often carry out condition surveys on vessels having claims which may have been caused by a lack of seaworthiness, in order to seek the cause of the claims.
  3. It is preferable to carry out a survey prior to entry with the Association. If this is not possible for whatever reason, we shall carry out a condition survey within 30 days of the date of entry of the ship.

Yours faithfully,

Condition Survey Committee

**The Japan Ship Owners' Mutual Protection & Indemnity Association**