



THE JAPAN SHIP OWNERS' MUTUAL PROTECTION & INDEMNITY ASSOCIATION

SPECIAL CIRCULAR

To the Members
Dear Sirs,

No. 14-003
14 May 2014

P&I Condition Surveys for Loss Prevention

With the continuing trend of occurrence of large maritime incidents, several significant incidents of stranding and collision took place around the world during the 2013 Policy year. We place great importance on enhancing our loss prevention activities in order to stop such P&I related incidents, and are focusing on conducting Condition Surveys for both new-entry and already-entered vessels as part of those activities. The scope of Condition Surveys is not limited to checking the overall general condition of a vessel. Instead, it covers other aspects such as shipboard maintenance, management status, the licenses and sea-going experience of ships' officers, relevant certificates, documents and record books, to give some examples.

During the survey, surveyors check items listed in Condition Survey report forms(*) which have been developed jointly with the International Group of P&I Clubs. Report forms consist of parts A,B,C and D; the contents of parts A, B and D are the same for all types of vessels and part C is specific to the type of vessel undergoing the survey.

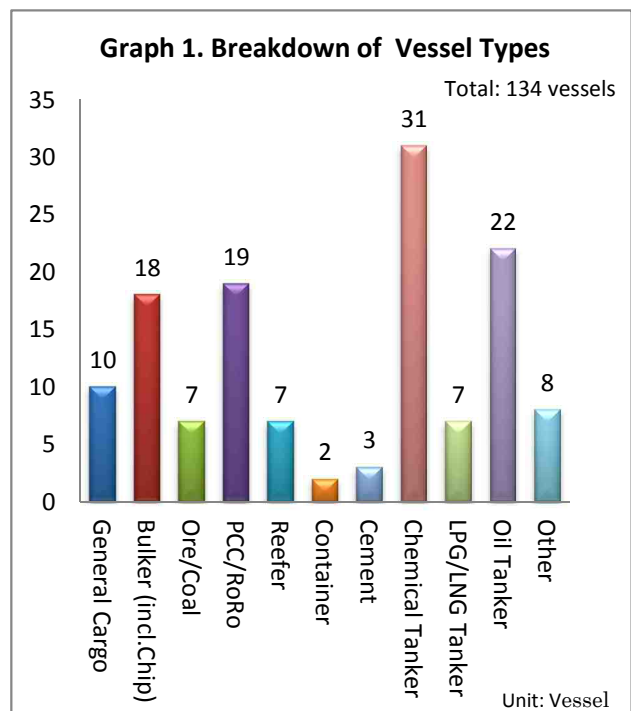
(*) Condition Survey Report Form Version 7.0 is available for download on our website below.

https://www.piclub.or.jp/eng_lossprevention/conditionsurvey/

Implementation Status of Condition Surveys during the 2013 Policy year

During the 2013 Policy year (20 February 2013 to 20 February 2014), a total of 134 vessels were surveyed. 74 were already-entered vessels and 60 newly-entered. The 74 represented 78% of a total of 95 already-entered vessels targeted to undergo a condition survey. As regards the 22% of vessels we targeted but could not survey during the 2013 Policy year, we will continue checking their movements and carry out the surveys when they are available. Surveys are conducted not only in Japan but at ports and dockyards abroad, when they do not interfere with the vessel's schedule.

Please see Graph 1 for the types of vessels surveyed. Chemical Tankers are surveyed once they reach 5 years old, which explains why they outnumber other types of vessels.

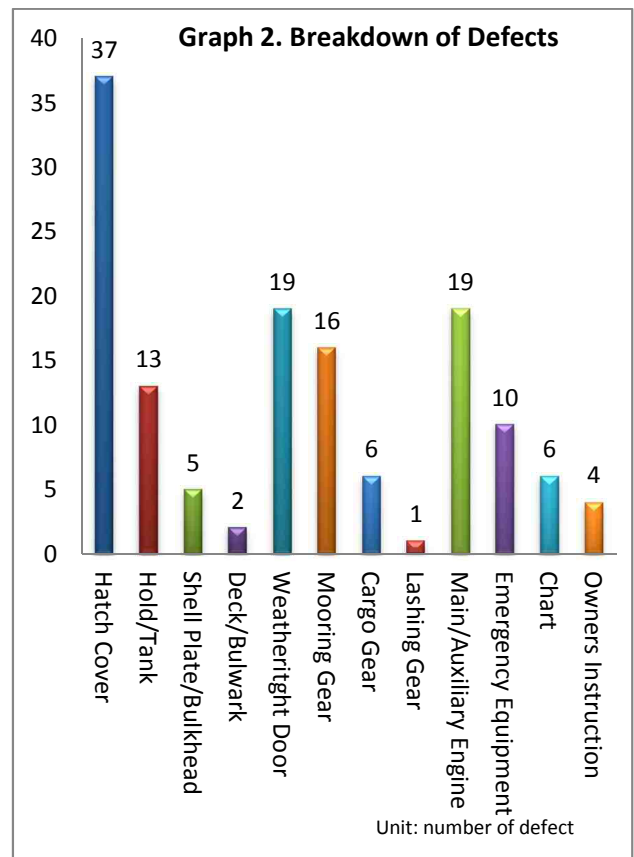


ATTENTION!!

70% of all Condition Surveys resulted in recommendations for rectification!

Out of 134 vessels, 38 vessels were found in good condition. Surveys on the remaining 96 vessels, or roughly 72% of all Condition Surveys, resulted in recommendations from us for defects to be rectified.

Most of the vessels received more than one recommendation, and the total number of defects found during the 2013 policy year was 240. Out of these, the total number of defects excluding minor defects surrounding facilities and documents reached 138, a breakdown of which is shown in Graph 2. The area where defects were found most frequently was Hatch Covers, followed by Weather-tight Doors, Main/Auxiliary Engines and Mooring Gears. Moreover, **Defects Warranties** were attached to 7 vessels, and we have notified the Members concerned of the resulting restriction in our coverage.



(**) In addition, there are 73 minor defects regarding facilities and 29 regarding documents.

Ensuring Safe Mooring Practices

As can be seen in Graph 2 above, Mooring Gears accounted for 16 defects, which is roughly 10 % of all defects notified. We recognise these areas are amongst the most important items, which must be checked with caution. There may be cases where, due to the vessel’s tight schedule, the daily maintenance and repairs of mooring gears, including the replacement of worn hawsers, are not done appropriately/timely. For example, hawsers might not be tied to bollards in a figure-of-eight, whilst recognising the importance of doing these practices.

However, incidents have been reported of hawsers under tension suddenly snapping, hitting and causing injury to the crew operating at the forecastle. These incidents could be avoided by adhering to safe mooring practices, watch-keeping regulations and appropriate maintenance and repairs.

Below are examples of defects related to mooring gears/practices, as pointed out by surveyors during the inspection of facilities on deck in Condition Surveys. We hope this information may be helpful to members with regard to daily safety practices.

1. Using the Warping Drums for Mooring

We have seen some cases where the lines are fixed directly on warping drums during the mooring operations (please see photo 1). However, warping drums may not be able to keep hawsers under tension during tidal

changes, a situation which could result in the occurrence of unexpected events and incidents. Therefore, lines should be taken directly from winch drums and from bollards, if necessary. Warping drums should be used for their intended purpose only.



Warping drums should be used for their intended purpose only!!

【Photo 1】

2. Maintenance of Fairleaders

It is crucial to maintain fairleaders on a daily basis in order to minimise any friction between them and hawsers. We have seen fairleaders in seized condition due to rust or paint and some cases where hawsers have been tied to fairleaders. Please check the condition of fairleaders regularly and ensure they remain in the condition where they can be turned by hand.

3. Condition of Hawsers

Whilst the material and specifications of hawser lines vary, each compatible with the type of vessel on which they are used, it is essential to select hawsers strong enough to withstand any circumstance they might meet. Hawsers deteriorate with age and may get worn or torn, partly due to friction. The condition of hawsers and strands should be checked during daily maintenance and check-ups, and if wear and tear is found, the hawser must be repaired or replaced in a timely manner.

Loss Prevention

In order to ensure the seaworthiness / cargo-worthiness of a vessel, it is crucial to keep to a programme of daily maintenance and management of all equipment and facilities, as well as to take records of such practices for review.

Many of the claims handled by the Association are caused by a lack of maintenance of facilities and machinery. To tackle these losses, during the 2014 Policy Year we shall continue to enhance Condition Surveys for both newly- entered vessels and those already with us. Our Members' kind understanding and cooperation would be highly appreciated.

Survey Criteria:

- (1) Pre-entry surveys: All vessels - 10 years old and over, however also;
Any chemical tankers etc. ^{*1} - 5 years old and over
(*1) chemical tanker with coated tanks, methanol tanker, product tanker, sulphuric acid tanker, molasses tanker, clean tanker, ore/chemical carrier
- (2) Entered vessels: All vessels - at 15 years old, however also;
- (a) Any vessels suffering two or more similar accidents due to un-seaworthiness
 - (b) Any chemical tankers etc. ^{*1} - at 5 years old
 - (c) Any reefer vessels ^{*2} - at 10 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 a Classification Society within the last 6 months; or
the vessel has a current CAP 1 or CAP 2 rating issued by an IACS classification society.
- (*2) reefer, cold-storage/oil carrier
- (3) Re-inspection
- (a) All vessels surveyed under (1) and (2): Every 5 years
 - (b) Vessels entered at 20 years old and over: Every 2 years

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/documentation; maintenance; navigation plans; lifesaving appliances; fire control plans; seaworthiness; cargo-worthiness and; other aspects depending on the vessels' types and their special characteristics. A Condition Survey takes between half a day and 2 days at most without causing any delays to the vessel. Our requirements include a weather-tightness test for hatch covers, a pressure test for ballast tanks, and the internal inspection of cargo holds/tanks; it is impossible to accomplish them all without the presence of crew. Upon completion of the survey, the surveyor will brief the Master on recommendations, if any.

(2) In addition to our criteria stated above, we carry out surveys on vessels suffering claims which may have been caused by a lack of seaworthiness, in order to seek the causes of the claims.

(3) It is our intention to carry out a Condition Survey prior to a ship's entry with the Association. If this cannot be achieved, we shall carry out the Condition Survey within 30 days of the date of entry.

Yours faithfully,

The Condition Survey Committee