



# THE JAPAN SHIP OWNERS' MUTUAL PROTECTION & INDEMNITY ASSOCIATION

## SPECIAL CIRCULAR

To the Members  
Dear Sirs,

No. 17-002  
16 May 2017

### P&I Condition Surveys for Loss Prevention

We carry out Condition Surveys by independent surveyors against both new-entered and entered vessels of a certain age. As a P&I insurer, we aim to prevent various types of incidents by checking risk factors and verifying the seaworthiness/cargoworthiness, of vessels that could eventually impact on P&I claims. We would like to explain here the implementation status of condition surveys during the 2016 Policy year.

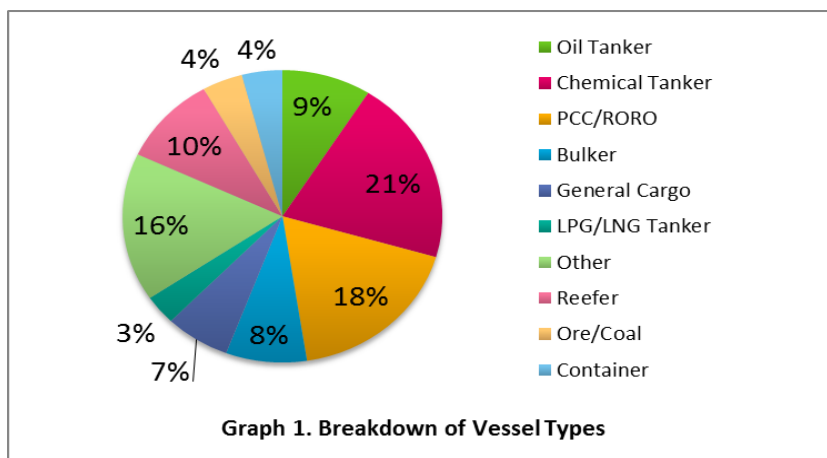
During the survey, surveyors check items listed in the Condition Survey report forms(\*), which have been developed jointly with the International Group of P&I Clubs. The report forms consist of parts A, B, C and D; the contents of parts A, B and D are the same for all types of vessels and part C is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

(\* ) Condition Survey Report Form Version 8.0 is available for download on our website below.

[https://www.piclub.or.jp/eng\\_lossprevention/conditionsurvey/](https://www.piclub.or.jp/eng_lossprevention/conditionsurvey/)

### Implementation Status of Condition Surveys during the 2016 Policy year

During the 2016 Policy year (20 February 2016 to 20 February 2017), we targeted 96 vessels to undergo a condition survey and achieved a success rate of **71.9%** (69 vessels). As regards the 27 vessels we could not survey during the 2016 Policy year, we will continue checking their schedule and carry out the surveys when they are available during 2017 Policy year in ports or dockyards without interfering the vessel's schedule. In addition to this, we have carried out surveys on a further 53 vessels, which include those newly-entered, making a total of 122 vessels surveyed during the 2016 Policy year.



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.

### Defects with regard to Deck/Bulewark and Hatch Covers/Coamings

Out of 122 vessels, 24 vessels (roughly 20%) were found in good condition. Surveys on the remaining **98** vessels, or roughly 80% of all Condition Surveys, resulted in recommendations from us for defects to be rectified.

As can be seen in below Graph 2, and the total number of defects found during the 2016 Policy year was 250. The area where defects were found most frequently was the Deck/Bulwark area which accounted for 41 defects including failure to identify air vents·sounding pipes, failure to have proper safety warnings (SWL, Snap Back Zone) for fairleader·bollard, followed by Hatch Covers and Coamings which accounted for 34 defects such as defective rubber gaskets on hatch covers and damaged or broken parts of hatch coamings. Those are most frequently pointed out by PSC and prompt improvement was in each case required.



SWL (Safety working load) not marked on lifting gear or marked but unclear

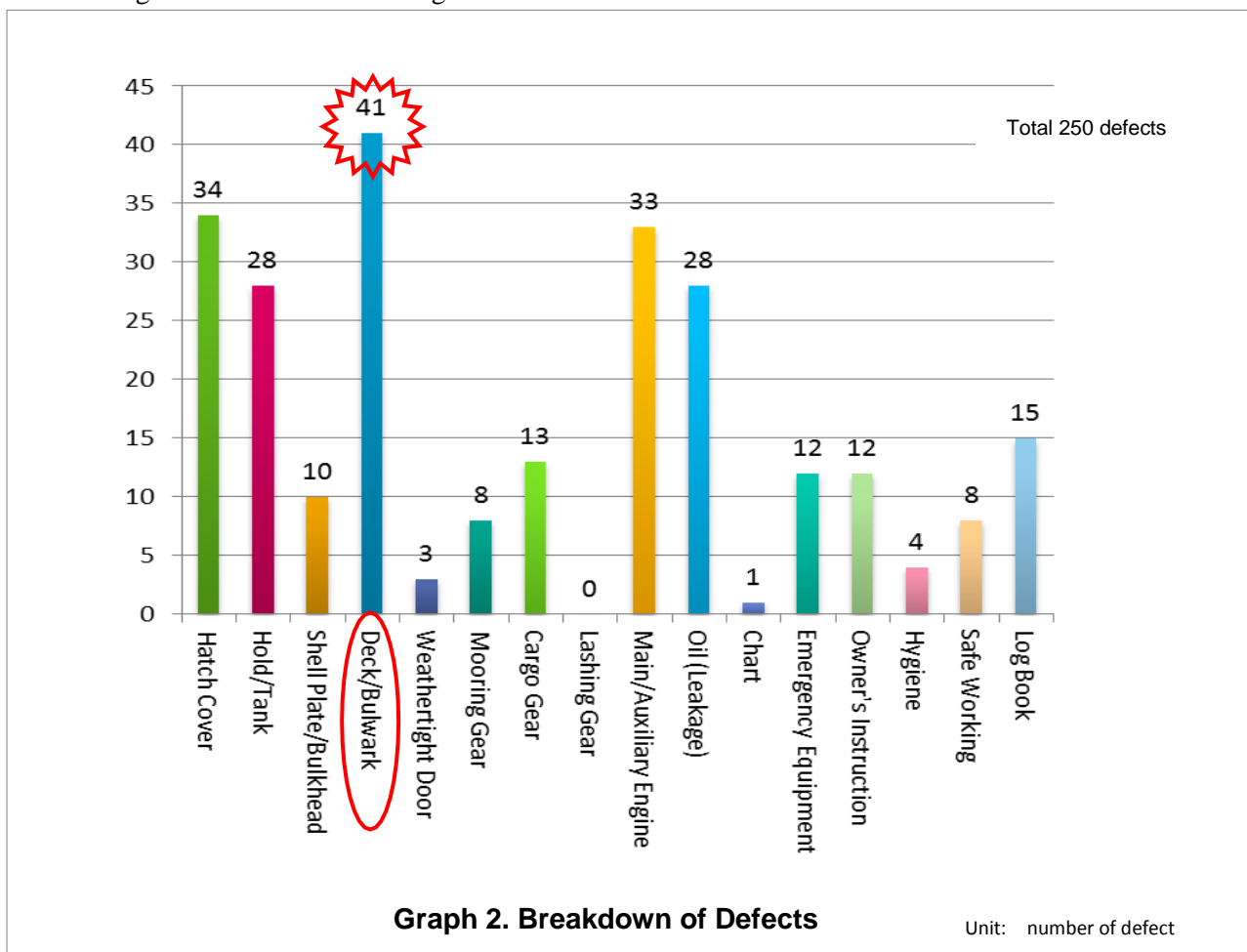


Names of related tanks for sounding pipes, air vent pipes not marked



Defective rubber gaskets on hatch covers

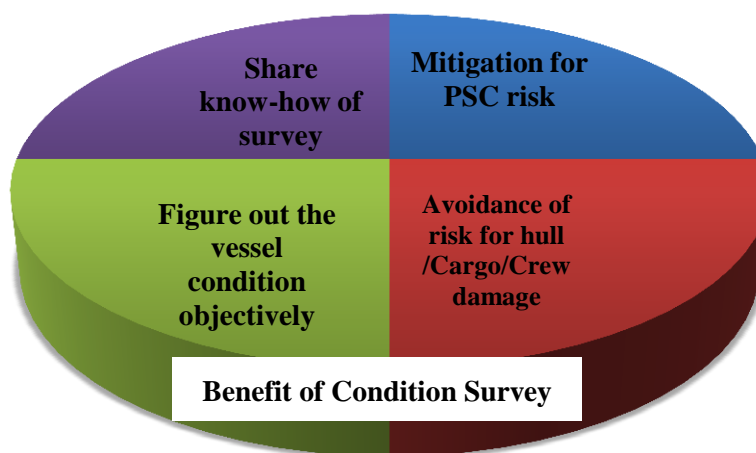
Moreover, **Defects Warranties** were attached to **10** vessels, and we have notified the Members concerned of the resulting restriction in our coverage.



### Condition Surveys during the 2016 Policy year

As stated earlier, during the 2016 Policy year, we carried out Condition Surveys on 71.9% of targeted vessels. During the 2017 Policy year, we have (as of 20<sup>th</sup> April 2017) targeted 142 vessels and intend to achieve a success rate of 100% of this target.

We hope that it is well understood by Members that their cooperation is indispensable for the performance of successful Condition Surveys and that the Members whose vessels are expected to undergo Condition Surveys will consider that it can be a tool for not only preventing accidents but also as an opportunity to assess the vessel's condition objectively. In each case our Members' kind understanding and cooperation is, of course, highly appreciated.



### Survey Criteria

(1) Pre-entry surveys: All vessels - 10 years old and over, however also;

Any chemical tankers etc.<sup>\*1</sup> - 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.<sup>\*1</sup> - at 5 years old

(c) Any reefer vessels<sup>\*2</sup> - 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
- (c) In case of the change of the Fleet or Ship Management Company

- 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' type 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 involving claims which may have been caused by a lack of seaworthiness, in order to identify 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 will carry out a Condition Survey within 30 days of the date of entry.

Yours faithfully,

**The Condition Survey Committee**