



INTERNATIONAL
OIL POLLUTION
COMPENSATION
FUND 1992

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REVIEW OF THE INTERNATIONAL COMPENSATION REGIME

Submitted by the International Group of P&I Clubs

- 1 The UK Club's policy in relation to tonnage on entry is to require all ships over ten years of age to undergo a two-day condition survey carried out by independent surveyors. Based on the results of the survey ships may be rejected, or required to undergo certain repairs or improvements (failing which cover is denied), or may be admitted without qualification. Entries of less than ten years old are also subject to survey if non-IACS class is used, or on reactivation after lay-up, or where ships are from a fleet with an adverse survey record.
 - 2 UK Club also employs a team of five in-house ship inspectors, stationed at different ports around the world, carrying out inspections of ships already entered in the Club, on a full time basis. The targeting for these inspections makes use of PSC detention records, type, flag and trade of vessel, experience of sister ships or other ships in common ownership, and other factors. Inspection results are scored and benchmarked and advised to ship and owner. The inspections take about four hours, and enable the inspector to assess in general terms whether there is evidence of a commitment to maintaining acceptable standards. If not, then the ship may be required to undergo a full two-day condition survey, by independent surveyors, with repair recommendations backed by the prospective sanction of denial of cover.
 - 3 A ship may also be targeted for condition survey at any other time if the Club has third party information (eg from PSC, or class, or from a cargo or hull surveyor) to suggest that the ship is not up to standard.
 - 4 These procedures form part of the audited quality system and it is therefore a matter of independent record that they are in fact complied with and are not waived.
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