

Circular

# **Policy Year 2024/25 – Changes to the Club's Condition Survey Programme**

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**NorthStandard**

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## Condition Survey Fees

The club’s updated policy is that where a condition survey is required by the club the surveyor’s fees will be paid for by the club except in instances where a follow up survey is required. Follow up survey fees will be for the member’s or client’s account.

## Condition Survey Types

### Entry survey

- Mutual Vessels: -

Required for vessels being entered with the club which are 12 years old or more on entry, and greater than 1000GT, or where surveys have been agreed as a term of entry.

- Fixed Premium Vessels: -

Required for vessels being entered with the club which are 10 years old or more on entry. However, the club reserves the right to request an entry survey on any vessel.

- Quality Assurance (QA) survey – all surveys other than entry survey, follow-up survey or hatch cover survey. QA surveys may be required: -

- following a risk-based assessment
- on notification of a vessel defect
- as a result of a port state control detention
- on vessel reactivation after cold lay-up
- on change of class status from IACS to non-IACS
- or for any other appropriate reason related to the condition or operation of an entered vessel

- Follow-Up survey - Where the initial survey shows significant issues with any aspect of a vessel’s operation or condition, a follow-up survey at the members or client’s expense may be required.

- Hatch Cover survey – A limited scope survey where only the hatch covers are required to be surveyed / tested.



## **Centralised Survey Team**

All survey related matters will be administered by the survey team who will work closely with their sectoral and specialty colleagues to ensure the efficient operation of the survey programme aiming for minimal disruption to vessel operations.

Selection of suitable surveyors is at the discretion of the club's survey team.

## **Heavy Fuel Oil Surveys No Longer Required**

After a comprehensive review of the risks arising from vessels carrying Heavy Fuel Oil by the International Group Ship's Technical Committee there is no longer a requirement for targeted surveys of vessels solely for the reason of carrying HFO as cargo.

### **Colin Gillespie**

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