

CLUB CIRCULAR

Thursday, 27 March, 2014

BSM-RM-10/001/14

To: All members

Instructions for Ship's Lay-up

(Part I / II)

This circular gives a general description of the requirements for ship's lay-up. Members should be advised to contact their classification society for the full set of lay-up requirements. BSM will assess each risk individually.

There the main principles for the reduced risk are:

- No cargo
- No fuel oil onboard – but for safety requirements, or as per agreement
- No crew onboard – but for required security and maintenance
- The vessel to remain in class and follow class recommendations as well as to adhere to rules and regulations applicable at the lay-up site

We listed the ship should possess factors in the lay-up conditions and some guidance regarding safety for our members to be observed

Lay-up Duration:

Minimum 30 consecutive days, if lay-up periods exceeding six months, BSM shall have the possibility to survey the ship prior to re-enter into trade. Therefore the member has an obligation to inform BSM preferably 30 days prior to the scheduled re-commissioning of the vessel or latest when the decision of re-commissioning is taken.

Lay-up Declaration:

A lay-up declaration issued by her RO or other organization recognized by BSM is required. The declaration should cover the following minimum aspects

- Safety arrangements for personnel onboard, if any, are in place
- The ship is safely moored with periodical mooring watch, and emergency operation of mooring winches available at short notice
- Navigation lights, fire and bilge alarms are in operation
- Fire extinguishing and bilge systems are operable on short notice by competent personnel

Lay-up Site:

The lay-up site should be well sheltered from heavy wind, strong current and swell. The site should not be in tropical cyclone areas, unless sufficient tug assistance will be readily available, and there is a well established weather forecast service for the area. The seabed characteristics should be such as to provide adequate anchor holding power if anchors are to be used.

The water depth on the site should give a sufficient clearance between seabed and vessel's keel, including the lay-up initial position as well as the area in which the vessel or block of vessels may be moving due to environmental forces. The site has to be pre-approved by the ship's classification or RO, and report to BSM accordingly.

Mooring Arrangement and Ballasting:

The mooring arrangement shall be able to maintain a safe mooring of the vessel, or block of vessels. Vessels in lay-up position should be able to withstand wind loads from wind velocity normally 30m/s, acting 90° and 45° to the vessel's centerline, without getting vertical forces on anchors, or unacceptable loads on shore moorings. In closed harbors, and for vessels berthed quayside, lesser wind loads may be used if based on documented weather statistics. The effect of current speed and directions should be considered. Normally, current of 2 knots should be used for evaluation.

The vessel should be ballasted in order to reduce exposure to wind forces, normally 30% to 50% of the loaded draught.

Power Availability:

Power for operation of navigation lights, fire and bilge alarms, and fire extinguishing and bilge systems is to be available. This may be arranged by the use of a portable diesel generator set mounted on deck.

Adequate power for operation of windlasses and mooring winches should be available. If steam-driven, the anchor windlass and any necessary mooring winches should be fitted with emergency air connections, and sufficient air capacity should be available for their operation. If electric, an emergency source of power should be available for their operation.

Manning and Communication:

Qualified personnel shall be available in order to maintain full-time fire, leakage, moorings and security watch of the vessel, and shall be capable of operating the related equipment. An emergency contingency plan should be available.

Protection Against Explosions or Minimized As Far As Practical:

Fire sources should be removed or minimized as far as practical. Cargo tanks, pump rooms, cofferdams and pipelines should be clean and gas concentration of hydro-carbons is not to exceed 0.4 of the lower flammable limit (LFL).

Hot work should be carried out only with a valid hot work certificate and appropriate safety precautions in place. Any temporary installations like space heaters, driers or heaters for electrical equipment, stores etc. should be specially considered with respect to fire hazard.

Fire Detection and Fire Fighting Arrangement:

The fire alarm system shall be kept in operation during lay-up. It should be arranged in such a way that it is capable of alerting the crew or watch personnel.

Precautions Against Flooding and Anti Pollution Measures

All overboard valves not in use and all sea inlet valves not in use should be closed. Level and bilge alarms are to be kept in operation. Bilge lines to holds, pump rooms, cofferdams and engine room to be kept ready for use. Sufficient electric power should be available for the bilge pump.

As far as possible a zero discharge policy should be adhered to. If laid up near populated areas care should be taken to keep noise and visual disturbance to a minimum.

Navigation Lights / Fog Signaling System and Lifesaving Equipment:

Anchor lights, and if necessary, additional position markings, e. g. lights marking the bow and stern, should be well maintained. Fog signaling system should be kept readily available.

Lifesaving equipment and distress signals appropriate for the lay-up site and the total complement on board should be kept available.

Security:

Means to prevent unauthorized access to the ship should be established. Doors and openings should be kept locked, bearing in mind emergency escape possibilities for the persons onboard.

Regular watch keeping routines, reflecting the security situation at the lay-up site should be established.

For ship's lay-up Preservation and Re-commissioning will be introduced in the next BSM circular, BSM-RM-10/002/14, which one is coming soon. If our valued member has any doubt, please contact our Risk Management Department at riskmanagement@britishsteamship.com.

Yours faithfully

British Steamship Management Limited

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