

CLUB CIRCULAR

Thursday, 22 April, 2014
BSM-RM-10/002/14

To: All members

Instructions for Ship's Lay-up **(Part II / II)**

PRESERVATION

Lay-up Preservation Declaration:

A lay-up preservation declaration should be obtained from the ship's classification society stating that the ship with machinery and equipment has been properly preserved.

Lay-up Plan and Log:

A lay-up plan outlining the preservation and maintenance routines during the lay-up period should be available. All preservation actions should be logged. The log should include required actions at re-commissioning for each item. A log of equipment and spares removed from the vessel should be kept.

Lay-up Environment:

Preservation measures should in general reflect the environmental conditions at the lay-up site. If laid-up in a location that may be subject to sub-zero temperatures, measures to prevent damages due to freezing should be taken.

General Recommendations:

It is encouraged to seek manufacturer's recommendations for preservation of specific equipment and machinery. It is recommended to protect all spaces containing machinery and sensitive equipment by the use of a dehumidified atmosphere with a relative humidity below 50%. This is particularly important for spaces containing sensitive electronic equipment. For such equipment additional protection by the use of vapour phase corrosion inhibitors or similar is recommended.

RE-COMMISSIONING

General:

In general both the length of the lay-up and the preservation and maintenance carried out during the lay-up have great impact on the required extent of re-commissioning work.

Practical Procedures:

All temporary arrangements or installations in connection with the lay-up should be removed, such as temporary drying, heating and ventilation systems as well as locking of valves or temporary anode installations. Necessary consideration should be given to protective oils or inhibitors applied; that they are either removed or that it is confirmed that they will not have harmful effects if remaining in the systems.

Hull: If the vessel has been laid-up for more than 12 months the submerged hull should be checked by a diver. The sea chests should either be confirmed free from excessive marine fouling, or such fouling should be removed.

Safety Equipment: All equipment should be checked to the satisfaction of relevant authorities.

Machinery: samples of lube oil should be submitted for full analysis. All systems should be checked for completeness and sufficient operation. Representative samples of all fuel oils kept on board during lay-up (residual and distillates) should be taken and thoroughly analyzed prior to use in diesel engines.

Boilers: All burners should be dismantled and cleaned. Fuel oil should be circulated through the oil burning system. All safety measurers and emergency shut-off should be tested. Care should be taken to proceed slowly when raising steam production.

Main Engines: If rust-prevented oil has been used, this should be removed in accordance with supplier's recommendations. A complete survey of one cylinder unit with gear as well as two main bearings should be carried out to check condition of contact surfaces. Fuel valves should be cleaned and adjusted and the fuel system checked for leakage.

Electrical Equipment: All circuits should be checked for insulation resistance to earth. All electrical cables and equipment should be examined. Overload trips of all generator breakers should be checked for satisfactory operation.

Navigation: All navigation equipment should be verified to be in good order. All

required charts and publications should be up to date.

Spare Parts: Spare parts removed from the vessel during the lay-up period should be replenished.

Testing: Testing should include at least the following equipment

- Main engine safety alarms
- Engine should be run ahead and astern by engine room and bridge controls, incl. testing of shut-down and slow-down functions
- Aux. engines with connected automation equipment
- All pumping, pneumatic and hydraulic systems
- All alarms covering M.E. auxiliaries with steering gear
- Remote operation of fuel oil and lube oil, pumps and valves
- Cargo and ballast pumps
- Bilge pumping systems
- All communication systems
- Steering gear, including emergency operation
- All deck machinery and equipment
- All navigation and sounding lights and signals

Antifouling Coating System: All ship will experience fouling during lay-up. The extent of the fouling is dependent on time, location and duration among other factors. Hence there can be a need to clean the hull prior to re-commissioning the ship.

These two pieces of circulars were an outline of recommendations regarding safety, perseveration and re-commissioning of laid up ships. If our valued member has any doubt, please contact our Risk Management Department at riskmanagement@britishsteamship.com.

Yours faithfully
British Steamship Management Limited
Manager of
British Steamship P&I Association (Bermuda) Limited
www.britishsteamship.com