



Vessels reactivation after lay up an orderly process

When shipowners, operators or managers decide to reactivate a vessel that has been laid-up many criteria must be satisfied before she reverts to normal trading.

The re-commissioning process shall essentially consider:

- ▶ The site and duration of the lay-up phase (ie, hot versus cold lay-up)
- ▶ The reasons for breaking lay-up (trading, scrapping...)
- ▶ Whether the people concerned have complied with the maintenance and preservation measures prescribed by the vessel's classification society and, furthermore, whether these have been properly logged
- ▶ The possible suspension by the flag authority of the vessel's Safety Management Certificate (SMC), International Ship Security Certificate (ISSC)

Some actors will be involved in this re-commissioning process, each with their own requirements:

- The port and flag state authorities

The Classification Society plays a key role in that process



- The classification society for:
 - Statutory document validation
 - Class survey status
- The insurance policy may stipulate in a reactivation
- P&I as well as H&M insurers who may have requested a re-commissioning survey under a warranty the insurance policy may stipulate.
- The warranty surveyor approved by underwriters

**All recommendations should be complied with!
It is a condition to the liability of the underwriters!**

**The full re-commissioning process therefore takes time!
However our risk management department remains at your disposal to give assistance if necessary**

1 Manning aspects are of the utmost importance

- Is the crew the same as the one that put the vessel into lay-up?
- Is this a new crew for the shipowner?
- Are all crew members, more specifically, the senior officers, adequately acquainted with all company procedures?

In all cases, familiarisation and training are vital to achieve an active participation of the entire crew.

Safety drills (lifeboats, fire-fighting) must be regularly organised from the 1st day the crew is on board.

2 Technical aspects

The scope of the recommissioning works will be determined by analysing the vessel's situation in respect of:

- Periodical surveys due at the time of re-commissioning
- The results and recommendations made following a general examination of the hull, deck fittings, machinery installations and safety systems
- The assured's own initiatives for the vessel's parts which do not come under the scrutiny of the surveyor and the classification society

The installations and systems to be examined and tested during the re-commissioning process are listed by the class society and will mainly cover the following items:

- **Hull:** fouling, sea chests may have been obstructed, loadline items, ballast tanks, bilge and ballast systems, cargo holds/tanks
- **Deck fittings:** fire main lines, anchors and windlass, cargo gear/pumps and piping, hatch covers water tightness
- **Machinery & boilers:** lube oil but also fuel and diesel oil quality, megger tests of all electrical circuits for insulation before they are used, steering gear
- **Safety equipment, safety alarms and fire detection systems**
- **Spare parts:** some spares might have been removed or stolen from the vessel during lay up in which case they must be replaced, condition of spares and consumables (mooring lines for example) to be checked
- **Navigation lights and signals**

Some of the tests will be performed at sea during trials.

Upon completion, underwriters may require a copy of the reactivation survey to confirm that all aspects of the insured vessel have been checked out satisfactorily with no abnormal risks remaining.

