



Reactivation after lay-up

The world and its economy are going through difficult times, as we are all aware. The global pandemic has had a significant impact on the marine industry as a whole and, although this differs per specific segment, it has resulted in an unprecedented number of vessels laying idle. While it remains difficult to predict the COVID-19 situation, we are hopeful that the worst is now behind us and are cautiously anticipating better times in (hopefully) the not-too-distant future.

Whilst the focus in the last year has primarily been on the lay-up situation (i.e locations, surveys, hot/cold lay-up), we are now foreseeing a substantial shift towards reactivation activities. From a risk perspective this is as important as having adequate lay-up conditions, since problems usually arise at the moment the vessel is reactivated. It is therefore important to have procedures in place to ensure that the required precautionary actions can be taken.

This circular seeks to raise awareness of the reactivation procedures. We have created a checklist that outlines the minimum requirements for reactivation which should minimise the chances of encountering problems arising. We thought it would be good to share, to save either as a reminder or as a reaffirmation of procedures that are already in place.

This attached checklist is also the basis for the scope of surveys being carried out in specific situations.

This circular is meant for guidance purposes only. Should you require more information or assistance, please feel free to contact our Client Services Desk: ClientServicesDesk@msamlin.com



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Checklist reactivation

	Please select answer	Proof to be provided	Proof attached	Required
25. Has the permit system been reinstated for lockout / tagout, enclosed space entry, working aloft, working overboard and hot-work procedures?				
26. Have fuel and lubricant purifiers been started in the earliest stage of the re-activation process as possible?				
27. Is the deck lighting in working order?				
28. Has deck equipment been checked for leakages / blockages?				
29. Are the hatch cover operational system, rubber sealings and coamings been checked?				
30. Is the cargo area been checked and found in good order?				
31. Has the cargo hold bilge system been tested?				
32. Have lashing arrangements been checked and verified in good condition?				
33. Have electrical systems been checked for oxidation?				
34. Have running hours been registered during lay-up?		Photo of logbook		
35. Have samples of all equipment / machinery been taken and send to a lab for analyses, including deterioration tests? (analyses report to be provided)		Copy of analyses report		
36. Are fuel and lubricating systems in good operating order?				
37. Are the fuel and lubricants that were on board during the lay-up still usable?				
38. Are fuel and lubricant disposable filters changed at a higher frequency as during normal operation?				
39. Has an engineer been available on board during the lay-up?				
40. Are the main engine and auxiliary engines checked for corrosion?				
41. Have seals been checked for leakage?				
42. Have pipes been checked for clogging?				
43. Is the cooling system checked for corrosion?				
44. Is the boiler checked for corrosion?				
45. Are the bilges clean and bilge alarm OWS tested?				
46. Are the engine room and machinery spaces in a proper condition?				
47. Is the lighting in the above spaces working and sufficient?				
48. Are bunker procedures and checklist available and posted?				

Checklist reactivation

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49. Is the pollution prevention material available? (SOPEP LOCKER)				
50. Are pollution prevention procedures in place?				
51. Has the garbage log been maintained?				
52. Are escape routes free and indicated?				

Additional remarks