



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 after lay-up

	Please select answer	Proof to be provided	Proof attached	Required
1. Which lay-up condition? Since: (hot or cold)				
2. Has class been informed prior to the lay-up?		Class letter/cert.		
3. Has or will there be a diving inspection to verify hull, sea chest, anodes and propeller condition?		Report		
4. Is class maintained during lay-up? (class survey)				
5. Is every stakeholder informed about the reactivation?				
6. Is there a ship specific reactivation plan? (copy to be provided)		Copy plan		
7. Will the vessel be dry docked prior trading?				
8. How and when is the structural condition been verified? (UTM) Date:		Report		
9. Has an internal ISM audit prior to commencement of trading been scheduled?		Report		
10. Is the Safe Manning Certificate reissued? (long term lay-up)		Copy cert.		
11. Is Planned Maintenance carried out during lay-up?		Photo of record		
12. Are all the spare parts still readily available on board? (minimum spare part list)				
13. Has familiarization training been executed for all new crew and contractors?				
14. Has an internal ISM audit prior to commence trading been conducted?		Report		
15. Is bridge equipment tested?				
16. Are nautical charts and publications up to date?				
17. Is firefighting equipment available, tested and in good working condition?		Copy cert.		
18. Are fire pumps tested and found in good working order? (incl. emergency fire pump)				
19. Has the condition of the ballast tanks been checked?		Photos		
20. Have / Are the ballast tanks been pressure tested?				
21. Has cargo hold water ingress alarm system, if applicable?				
22. Are lifesaving appliances in good condition and checked? (certified)		Copy cert.		
23. Are access ladders and gangway(s) in good order incl. a safety net?		Photos		
24. Are explosion and oxygen meters available and certified?		Copy cert.		

Checklist reactivation

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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