MARITIME

KNOW YOUR VESSEL LAY-UP OPTIONS

Essential information centred around optimal vessel lay-up procedures
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EXPERT GUIDANCE FOR VESSEL LAY-UP

In these times of volatile global markets, taking a ship out of service for one or several months may be the most profitable option until demand rises again. What was once a simple issue of finding a safe, sheltered mooring is today much more complex – in line with modern ships and more elaborate regulations.

With over 13,000 vessels in class, DNV GL has the accumulated expertise and insights to advise shipowners on how best to lay up their vessels – from container ships to bulk carriers, multi-purpose vessels and all other ship types.

Our newly revised class guideline for vessel lay-up informs you of our recommended practices, gained from experience during the major lay-ups in the shipping industry in the 1970s, 1980s and 2009.

It provides a systematic and cost-effective approach for preparing your vessel for lay-up and maintaining it in a safe and optimal condition during lay-up. An overview of the key points of the class guideline can be found on the following pages of this practical guide.

You will also find a practical checklist and a brief overview of services which DNV GL provides to support smooth lay-up processes. With about 4,500 highly skilled employees active in the maritime segment, we are accessible worldwide 24/7. We enhance safety, quality, energy efficiency and environmental performance of the global shipping industry - across all vessel types and offshore structures.

The DNV GL class guideline for vessel lay-up is available in its most recent version: DNVGL-CG-0290, January 2016 edition. At the end of each chapter in this practical guide, you will find a reference to this class guideline for more details. Request your printed copy from your local contact partner or download it from the DNV GL website at dnvgl.com/layup.

It should be noted that the guidance provided herein does not constitute classification requirements. The recommendations given are of a general character. Maritime, national or local authorities and insurance companies may have individual requirements not covered by this document.
YOUR DIFFERENT LAY-UP OPTIONS FOR VESSELS IN SERVICE

When vessels become idle, further operation is usually evaluated on a cost–benefit basis considering different technical and economic conditions. The duration of lay-up is the first criteria to consider, as it serves as the basis for all other measures. There are two main lay-up options centred on duration:

HOT LAY-UP FOR A TYPICAL DURATION OF UP TO 12 MONTHS

In hot lay-up, the vessel is typically taken out of service for up to 12 months; however, exceptions have also been observed where a vessel is put in cold lay-up for up to 12 months. In hot lay-up, the machinery is kept in operation for the sake of fast re-commissioning. However, measures may be taken to optimize various operational costs, such as reducing manning to below trading limit.

This option is ideal for quick market recoveries, as the vessel is kept in a fully functional state and ready for employment. Hot lay-up is best for a duration of up to 12 months.

COLD LAY-UP FOR LONGER DURATIONS

In cold lay-up, the machinery is taken out of service and the vessel is kept “electrically dead”. Many vessels in cold lay-up use a deck generator or utilize shore power, which means even the emergency power is off. Only minimum manning covering fire, leakage, moorings and security watches is maintained. This option involves more complex measures compared to hot lay-up, such as steps to prevent corrosion and ensure protection, the draining of systems and pipes, and more. Cold lay-up is more common for a duration of more than 12 months, but the duration depends naturally on the owner’s needs.

Additional considerations for the choice of lay-up

When choosing to take your ship out of service, it is important that you also take additional points into account, apart from duration:

- Operational cost savings
- Re-commissioning time and cost
- Next intended destination after re-commissioning (eg, normal trade, repair yard or scrap yard)
- Age of vessel and recycling value

CONSIDER RE-COMMISSIONING TIME

For both hot and cold lay-ups, re-commissioning time depends on the level of preservation and maintenance during lay-up. Re-commissioning time can vary from one week for hot lay-up to one month for cold lay-up, or even three months in the extreme scenario of a vessel being laid up for more than five years.

FOR MORE DETAILS, PLEASE REFER TO SECTION 1.3 OF THE DNV GL CLASS GUIDELINE.
## SUMMARY OF LAY-UP CONSIDERATIONS

<table>
<thead>
<tr>
<th></th>
<th>Hot lay-up</th>
<th>Cold lay-up</th>
<th>Reference*</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Re-commissioning</td>
<td>1 week</td>
<td>1 month</td>
<td>Sec.1 [3]</td>
<td>Depending on preservation and maintenance level</td>
</tr>
<tr>
<td>period (approx.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class status</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change status to “Laid-up”</td>
<td>1 week</td>
<td>1 month</td>
<td>Sec.2 [1]</td>
<td></td>
</tr>
<tr>
<td>Class attendance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Next annual survey of laid-up vessel</td>
<td>Annual survey of laid-up vessel</td>
<td>Sec.2 [1.1]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ISM and ISPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invalid after six months. Interim audit needed</td>
<td>Invalid after six months. Interim audit needed</td>
<td>Sec.2 [2]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Insurance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port risk only. Lay-up return may apply</td>
<td>Port risk only. Lay-up return may apply</td>
<td>Sec.2 [4]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flag</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flag requirement for lay-up</td>
<td>Flag requirement for lay-up</td>
<td>Sec.2 [3]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manning</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering and navigation officers</td>
<td>Fire, leakage, mooring and security watch</td>
<td>Sec.2 [3.2]</td>
<td>Flag and local port authorities may have additional requirements</td>
<td></td>
</tr>
<tr>
<td>Fire safety</td>
<td>As in operation, may be limited to E/R and high risk areas</td>
<td>As in operation, may be limited to E/R and high risk areas</td>
<td>Sec.3 [5.2]</td>
<td></td>
</tr>
<tr>
<td>Life-saving appliances</td>
<td>As in operation, may reduce due to reduced manning</td>
<td>Operational for lay-up personnel</td>
<td>Sec.3 [5.7]</td>
<td></td>
</tr>
<tr>
<td>Lay-up declaration</td>
<td>Yes</td>
<td>Yes</td>
<td>Sec.1 [3.2] and Sec.3</td>
<td>Applicable for lay-up returns/reduced insurance</td>
</tr>
<tr>
<td>Preservation declaration</td>
<td>To be considered</td>
<td>To be considered</td>
<td>Sec.1 [3.3]</td>
<td>May be reflected in a reduced re-commissioning scope for DNV GL classed vessels. May have positive effect on insurance own risk.</td>
</tr>
</tbody>
</table>


## SUMMARY OF VESSEL TYPE LAY-UP CONSIDERATIONS

<table>
<thead>
<tr>
<th></th>
<th>Preparation of lay-up</th>
<th>Lay-up</th>
<th>Re-commissioning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker</td>
<td>Gas free, especially for cargo tanks, slop tanks, pump room, cofferdams and cargo pipes. Cargo residues remaining in cargo tank should be properly cleaned to avoid corrosion. Maintaining oil major vetting status should be considered during planning. Ref. Sec.3 [6]</td>
<td>Cargo tanks to be kept either full or empty - dry. Inhibitors and anodes should be used if the cargo tanks are kept full. Cargo tanks shall be either gas free and frequently monitored or inerted. Ref. Sec.3 [6]</td>
<td></td>
</tr>
<tr>
<td>Bulk carrier</td>
<td>It is preferable to have ballast holds fully ballasted to keep the draft and reduce wind load. Ref. Sec.3 [4]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Containership</td>
<td>Extreme rolling may happen in light/ballast condition of container ships during transit to and from lay-up site. Sea state limitations should be calculated and included in the lay-up plan to avoid such extreme rolling. Ref. Sec.3 [9]</td>
<td>Extreme rolling may happen in light/ballast condition of container ships during transit to and from lay-up site. Sea state limitations should be calculated and included in the lay-up plan to avoid such extreme rolling. Ref. Sec.3 [9]</td>
<td></td>
</tr>
<tr>
<td>Gas carrier</td>
<td>Particular attention to large sea openings of sea water coolers and condensers; if left open, the seawater connections shall be blanked off. Ref. Sec.3 [6.4]</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
LOCATION SELECTION AND CONSIDERATIONS

The location of where to lay up your vessel is essential to ensure its safety and protection. Here are a few key points to consider:

- The lay-up site should be well sheltered from heavy wind, strong current and swell
- The seabed characteristics should be such as to provide adequate anchor holding power
- The seabed should be free from obstructions, wreckage or other projecting objects
- The water depth at the site should give sufficient clearance
- Mooring bollards of sufficient strength should be placed such to ensure proper lead

A comprehensive list of factors to consider before selecting the lay-up location can be found in the class guideline, page 15.

LOCATION ASSESSMENT

A location assessment might be beneficial to conduct to evaluate the following factors, among others:

- Weather conditions
- Service and maintenance capability
- Port or local community requirements and limitations

Particularly for self-elevated units, a site-specific assessment is recommended. It should include a soil analysis, footprint analysis, leg penetration assessment and fixity assessment.

LOCAL REQUIREMENTS

The local requirements that apply to specific lay-up locations and mooring arrangements are normally determined by the relevant port authority and the appropriate salvage association. DNV GL may also have special recommendations for your specific location. Simply contact your local DNV GL office for more information.

FOR MORE DETAILS, PLEASE REFER TO SECTIONS 3.2 AND 3.3 OF THE DNV GL CLASS GUIDELINE.
The locations shown above represent just a small number of very well-known and established locations. They are presented here for illustration purposes only.
EXTERNAL FORMAL OBLIGATIONS
OF SHIPOWNERS

The shipowner has specific obligations towards stakeholders which need to be performed to ensure proper vessel lay-up.

CLASSIFICATION SOCIETY
The shipowner should notify DNV GL when the vessel is laid up or otherwise taken out of service for a period of more than three months. Notification to the local office, or written notification via the DATE portal, is sufficient to change the status of the vessel to “Laid-Up”, provided no items are overdue.

An annual survey of the laid-up vessel will be carried out at required intervals, the extent of which is reduced compared to the main class annual survey. It covers watertight integrity, the bilge system, fire hazards and equipment in use. Vessels manned during lay-up must comply with class requirements regarding fire safety. The requirements may be limited to engine room areas and any high-risk area in use, assuming vessels are laid up in ballast condition and that the cargo area is clean and gas free.

Maintenance and preservation during the lay-up period is not a class requirement, but will affect the scope of the re-commissioning survey. If, during the lay-up period, the vessel has been preserved and maintained according to a programme accepted by DNV GL, the scope of the re-commissioning survey will be specially considered.

FLAG AUTHORITIES
The shipowner should notify the flag administration when the vessel is laid up or otherwise taken out of service for a prolonged period of time. Most flag administrations require an official notification with date and location of lay-up, so that the status of lay-up can be registered.

Flag administration requirements for lay-up vary. It is therefore important to consult the relevant flag administration and check relevant flag requirements prior to entering lay-up.

Examples of country-specific lay-up requirements:
- Hong Kong flag requires a copy of a lay-up survey report with the purpose of confirming that the quality of the vessel is maintained during the lay-up period.
- Liberian flag requires vessel operators to submit a lay-up plan which includes the lay-up procedures, proposed manning level, emergency response, etc. for short-term lay-up.

PORT AUTHORITIES
While the safe manning certificate sets the criteria for safe manning at all times for vessels in operation, there are no requirements which require minimum manning levels while vessels are within port limits, alongside or safely at anchor.

For hot lay-up, flag administrations may authorize the vessel to have reduced crews depending on the requirements of the local port authorities. Since requirements vary from port to port, it is recommended to forward a lay-up plan for evaluation and authorization which includes:
- Lay-up procedures
- Proposed manning level
- Emergency response (e.g., fire, collisions, pollution, hurricanes, floods)
- Navigation watches (if at anchor)
- Security plan
- Completing class surveys and audits
- Procedures for re-commissioning
For cold lay-up, the vessel should have at least fire, leakage, mooring and security watch. It is recommended that the owner seek guidance from the vessel’s flag state, insurer and local port authorities to agree to the final manning levels on board during cold lay-up.

**INSURANCE COMPANY**

The relevant hull and machinery underwriter and P&I club should be consulted for guidance prior to removing the vessel from service.

The following key P&I requirements need to be considered:

- Protection and indemnity coverage by the individual P&I clubs vary, but the shipowner may apply for lay-up return for a certain idling period, provided the vessel is declared safely laid-up.
- If the vessel is laid-up for an extended period of time, most P&I clubs will reserve the right to inspect the condition of the vessel on re-commissioning.

Please note that most port authorities will require a letter from local P&I club representatives to confirm that the laid-up vessel is covered for port risks.

**VALIDITY OF ISM AND ISPS CERTIFICATES**

The validity of ISM and ISPS certificates depends on whether the vessel has been put into hot lay-up or cold lay-up.

**Lay-up of more than six months**

ISM and ISPS certification will be withdrawn. When the vessel is later brought back into service, an interim verification audit will be required, with the vessel being treated as a new vessel to the company. Upon successful completion of the verification, interim ISM and ISPS certificates will be issued.

**Lay-up of less than six months**

If the lay-up period is less than six months, but the periodical audit window has expired during lay-up, the certificate will be considered invalid. The vessel will then be required to undergo interim verification upon re-commissioning.

- **ISPS certificate:** If the vessel has been laid up for less than six months and the periodical audit window has not expired, the certificate will still be valid.
- **ISM certificate:** If the interruption period of the safety management system on board the ship is more than three months old, but less than six months old, the flag state administration may require an additional audit, in which case the flag state administration will issue the instructions. Upon satisfactory completion of the additional verification, the existing Safety Management Certificate shall be endorsed.

*FOR MORE DETAILS, PLEASE REFER TO SECTION 2 OF THE DNV GL CLASS GUIDELINE.*
DIFFERENT COST ELEMENTS OF THE LAY-UP PROCESS AND PERIOD

While a vessel is laid up – either hot or cold – many different operational costs are reduced.

The following table is an example of typical cost reductions for the various lay-up scenarios:

<table>
<thead>
<tr>
<th>TYPICAL COST REDUCTION WITH DIFFERENT SCENARIOS</th>
<th>Normal running budget</th>
<th>Hot lay-up</th>
<th>Cold lay-up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew</td>
<td>Crew</td>
<td>Crew</td>
<td>0%</td>
</tr>
<tr>
<td>100%</td>
<td>65%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Insurance</td>
<td>Insurance</td>
<td>Insurance</td>
<td>H&amp;M: 80%</td>
</tr>
<tr>
<td>100%</td>
<td>H&amp;M: 100%</td>
<td>P&amp;I: 50%</td>
<td>P&amp;I: 25%</td>
</tr>
<tr>
<td>Spares and consumables</td>
<td>Spares and consumables</td>
<td>Spares and consumables</td>
<td></td>
</tr>
<tr>
<td>100%</td>
<td>33%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Repair and maintenance</td>
<td>Repair and maintenance</td>
<td>Repair and maintenance</td>
<td></td>
</tr>
<tr>
<td>100%</td>
<td>50%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Total costs excl. port and fuel costs</td>
<td>Total costs excl. port and fuel costs</td>
<td>Total costs excl. port and fuel costs</td>
<td></td>
</tr>
<tr>
<td>100%</td>
<td>55%</td>
<td>34%</td>
<td></td>
</tr>
<tr>
<td>Including all cold lay-up costs</td>
<td></td>
<td>Including all cold lay-up costs</td>
<td></td>
</tr>
<tr>
<td>Total costs incl. port and fuel costs</td>
<td>Total costs incl. port and fuel costs</td>
<td>Total costs incl. port and fuel costs</td>
<td></td>
</tr>
<tr>
<td>100%</td>
<td>74%</td>
<td>34%</td>
<td></td>
</tr>
<tr>
<td>Including all cold lay-up costs</td>
<td></td>
<td>Including all cold lay-up costs</td>
<td></td>
</tr>
</tbody>
</table>

There may be a slight difference from ship type to ship type, but these figures give you an indication of the cost reduction in percentage. The table shows that shipowners can achieve significant savings potential.
### Checklists and Areas of Awareness

The following types of damage are characteristic of laid-up or re-commissioned ships:

- Corrosion damage to liners, pistons, piston rings, gears and crankpins
- Oxidation of generator circuit breakers
- Inter-turn short circuiting of solenoid coils
- Oxidation of relays
- Malfunctions of measurement transducers
- Corrosion of valve spindles in lines carrying seawater
- Leakage at brazed joints of pipelines
- Extensive corrosion of seawater lines
- Corrosion damage to the impellers, housing, seals and bearings of pumps
- Embrittlement of plastic pipes (drinking water and pneumatic control system)
- Extensive corrosion of propeller
- Corrosion of empty ballast tanks
- Corrosion of hull below water line
- Organic incrustation of hull below water line
- Heavy internal rusting of the gears of winches and deck cranes
- Swelling of timber decks in external areas and accommodation spaces
- Rotting inside accommodation spaces

Watch/inspection routines should include, but are not limited to:

#### Frequent checks

- Moorings and fenders
- Draining water from fuel tanks
- Anchor/vessel position
- Embarkation arrangements
- External hull/piping/deck coatings
- General visible corrosion
- Lighting systems
- Bilge levels
- Oil levels of header tanks and machinery sumps
- Tank soundings
- Leak in piping systems and wheader tanks
- Sealing arrangements of spaces (for humidity control)
- Batteries, eg, charging meters

#### Measurement checks

- Humidity levels
- Electrical insulation tests
- Batteries
- Oil analysis
- Corrosion inhibitor residual

#### Function checks

- Communication systems
- Bilge alarms
- Fire alarms
- Fire pumps
- Emergency lighting systems
- Fire flaps

For more details, please refer to Sections 4.2 and 4.3 of the DNV GL Class Guideline.
DNV GL SERVICES FOR SMOOTH LAY-UP PROCESSES

COMPREHENSIVE CLASS GUIDELINE FOR THE LAY-UP OF VESSELS
The DNV GL class guideline is now available in its most recent version: DNVGL-CG-0290, January 2016 edition. It covers everything shipowners need to know about laying up vessels, with detailed information, additional checklists and the declaration request form. Request your printed copy from your local contact partner or download it from the DNV GL website at dnvgl.com/layup.

DNV GL ADVISORY SERVICES
All services are based on the DNV GL class guideline for the lay-up of vessels, and are available individually or in a combination which is best suitable for the particular situation:

- Advice on laying up ships in general
- Development of lay-up specifications and procedures
- Lay-up site evaluation
- Mooring analysis
- Supervision of the lay-up process
- Lay-up declaration and lay-up preservation declaration as required by insurance companies, port authorities and other stakeholders
- Periodic inspection of the laid-up vessel’s condition
- Certification of lay-up service providers

Your benefits of vessel lay-up with DNV GL:

- Our services provide systematic preparation for lay-ups, with a focus on safety and cost efficiency
- The DNV GL declaration on lay-up will normally reduce the insurance premium
- If the ship is preserved according to the DNV GL class guideline, a preservation declaration will be issued, resulting in a reduced re-commissioning scope for DNV GL-classed vessels
- A well preserved ship during lay-up ultimately results in reduced re-commissioning time and cost

FOR MORE DETAILS, PLEASE REFER TO SECTION 1.4 OF THE DNV GL CLASS GUIDELINE.

ADDITIONAL DNV GL SERVICES
The DNV GL service platform – my.dnvgl.com
My DNV GL brings together DNV GL’s wide range of competencies, data sources and services. This digital platform grants customers access to exclusive maritime intelligence, and enables them to manage their DNV GL-classed vessels or projects using one channel.

My DNV GL support e-mail address:
exchange@dnvgl.com

DATE - Direct Access to Technical Experts for fast support when needed most
As an owner or operator of DNV GL-classed vessels you profit from a direct link to our technical experts. You can simply address your questions via My DNV GL or via email: date@dnvgl.com.

Requests are normally answered within one working day (24 hours).
INFORMATION FOR NEWBUILD VESSELS PUT ON LAY-UP

When a vessel is to be delivered from the shipyard in times of an economic downturn, owners might choose to lay up a vessel that is under construction at the shipyard’s premises just before the official delivery of the vessel from the yard. Here, too, there are several aspects to consider and keep in mind when deciding if this is the best option for you.

Three different lay-up scenarios are described below. This information is only applicable for DNV GL class requirements. Other class societies and shipyards may have different procedures, and flag state administrations should be consulted about their regulations.

SCENARIO 1: LATE/Delayed DELIVERY OF NEWBUILDINGS
In this situation, the yard or owner decides to put an uncompleted newbuilding into lay-up before delivery, or the vessel is not immediately commissioned upon completion of construction. There is no limitation to how long a vessel can be laid up before the commissioning/delivery.

For the late/delayed delivery of newbuildings, all scopes of the survey from DNV GL will be completed to the greatest possible extent. A statement of completion may be issued, with all outstanding items outlined. The vessel will then be subject to a commissioning survey before entering into service:

- The scope of the commissioning survey must be assessed case by case based on the length of the lay-up period and how effective the preservation of the vessel and equipment has been
- Everything not covered during the newbuild phase has to be carried out before the vessel goes into operation
- Provided the satisfactory completion of the commissioning survey, subsequent periodical surveys will date from the time of the commissioning survey
- The delivery date of the vessel will be the date when the commissioning survey is completed and the class certificate is issued

Please note: The newbuilding vessel will formally be under the control of a newbuilding station or project manager (PM). A class status will not be created for the vessel, and no due dates will be assigned.

SCENARIO 2: LATE COMMISSIONING
In this situation, the yard may not have been able to hand over the vessel with class certificates to the owner. The vessel is therefore not immediately delivered to the owner upon completion of the construction, but is laid up for a period of time. There is no limitation for how long the vessel can be laid up before the commissioning/delivery.

As a result, DNV GL will issue interim class certification for a vessel to the yard. When all scopes of the survey have been completed, an interim class certificate will be issued to the yard. The delivery date of the vessel is then the date on which the interim class certificate was issued to the yard.

When the owner applies for entry into service, the vessel will be subject to a commissioning survey:

- The scope of the commissioning survey must be assessed case by case based on the length of the lay-up period and how effective the preservation of the vessel and equipment has been
- The yard may request the vessel to be recorded as laid-up
- Provided the satisfactory completion of the commissioning survey, subsequent periodical surveys will date from the time of the commissioning survey
- If the out-of-commission or lay-up period is more than one year, an annual condition survey should be carried out to confirm the vessel’s condition
SCENARIO 3: PROLONGED SURVEY

In this situation, the yard has delivered the vessel to the owner and the owner has decided to put the vessel directly into lay-up, without having traded it. There is no limitation as to how long the vessel can be laid up after delivery, and the date of delivery will remain the original date.

Because the vessel is delivered, DNV GL will issue class certificates for the vessel to the yard. Prolonged survey intervals may be applied to vessels that are laid up directly after completion of construction. When the owner applies for entry into service, the vessel will be subject to a commissioning survey:

- The scope of the commissioning survey must be assessed case by case based on the length of the lay-up period and how effective the preservation of the vessel and equipment has been.
- Provided the satisfactory completion of the commissioning survey, subsequent periodical surveys will date from the time of the commissioning survey.
- If the lay-up period is more than one year, an annual condition survey will be carried out to confirm the vessel’s condition as part of the annual survey for laid-up vessels (LAIDUP.A).
- Flag to be consulted for statutory surveys.

FOR MORE INFORMATION, PLEASE CONTACT YOUR CUSTOMER SERVICE MANAGER OR YOUR LOCAL DNV GL OFFICE.
About DNV GL

Driven by its purpose of safeguarding life, property and the environment, DNV GL enables organizations to advance the safety and sustainability of their business. Operating in more than 100 countries, our 15,000 professionals are dedicated to helping our customers in the maritime, oil & gas, energy and other industries to make the world safer, smarter and greener.

DNV GL is the world’s leading classification society and a recognized advisor for the maritime industry. We enhance safety, quality, energy efficiency and environmental performance of the global shipping industry - across all vessel types and offshore structures. We invest heavily in research and development to find solutions, together with the industry, that address strategic, operational or regulatory challenges.