Lay Up Risk Assessment

1. PURPOSE OF THIS SURVEY

Lay Up survey of vessel has been carried out to establish the extent of compliance with the LAY UP Warranty and in particular to assess the extent and effectiveness of

1. the security and safety of the vessel
2. the degree of protection against corrosion/ deterioration of the vessel
3. the degree of supervision and dialogue exercised by the technical managers
4. the Risk Factors presented by the observed condition of the machinery

0 / 1 (0%)

The extent of this survey, the opinions expressed in this report and any Recommendations arising are based solely on existing conditions as sighted on the days of survey attendance and information provided before, or during, this attendance onboard the vessel.
The report provides a general indication of the overall vessel condition and lay-up status only. Except where stated, the survey did not include full function testing of equipment. Whilst the report indicates the acceptability of equipment in general in lay-up condition, it should not be taken as a guarantee that equipment will perform adequately under operational conditions.

General Information

0 / 1 (0%)

Survey Type:	
Type of Report:	
Ship Name:	
IMO Number:	
Business Group	
Date survey completed:	
Location:	
Surveyor's Name:	
Survey Company Name:	
Surveyor's Ref. No.:	
Order Club:	American Club
Club Ref. No.:	
Upload main photo of the vessel at current layup position:	

Report 0 / 6 (0%)

2. SCOPE OF SURVEY

This report is issued to give a general overview of the vessel's lay-up condition and a risk assessment of the onboard machinery over the lay-up period. The grading has been ascertained by examining in detail the procedures for the preservation, maintenance and general security of vessels.

The areas of that are examined, but not limited to, are:

1.0 Geographical Risks
2.0 Security, Safety & Protection
3.0 Preservation and Maintenance
4.0 Routine Inspections (done by Owners' staff)
5.0 Internal Machinery and Equipment
6.0 Accommodation
7.0 External Equipment
8.0 Electrical Installation
9.0 Miscellaneous

GRADE LETTER DEFINITION:

Please choose applicable items in accordance with a vessel type:

GRADE A: As-new condition. Unable to be improved. Extremely low levels of risk.

GRADE B: Good condition. Recommendations not necessary.

GRADE C: Satisfactory. The standard benchmark of an enterprise that implements good industry practice. The validity of this grading is dependent on satisfactory completion of recommendations that may have been raised.

GRADE D: Unsatisfactory survey. Will attract recommendations for improvement within a defined time scale.

GRADE E: Seriously defective. Presents a level of risk considered unacceptable. Will attract a Recommendation requiring immediate rectification/upgrade.

Each of the areas has been assigned a grading referenced to the table above.

3. EXECUTIVE SUMMARY

Provide background information on the management company of the ship, how long have they been managing or have owned it. This should be followed by any other relevant comments about the general condition., such as risk factors, crew nationality, etc.

4. VESSEL OVERVIEW
Vessel Description (Describe vessel, place, country and year built)
Describe vessel, place, country and year built:
Principal Particulars and Dimensions
Principal Particulars
Owner:
Manager:
IMO Number:
Class:
Registry:
Flag State:
Principal Dimensions
Length (OA):
Length (BP):
Beam:
Molded Depth:
Loadline Draft:
Gross Tonnage:
Deadweight:
Delivery Date:
Propulsion Machinery
Describe propulsion machinery:
Make:
Type:

Cylinders:
MCR (RPM):
NCR (RPM):
Fuel Type:
Engine Builder:
Specific Fuel Consumption (MCR):
Specific Fuel Consumption (NCR):
Electrical Power - Diesel Generators
Describe how the electrical power is provided:
Make:
Type:
Cylinders:
MCR (RPM):
NCR:
Fuel Type:
Engine Builder:
Specific Fuel Consumption (MCR):
Specific Fuel Consumption (NCR):

5. AREAS AND ITEMS SURVEYED ---Items can be marked as (Inspected). Comments can be added to elaborate on details. ---Items can be marked as (Not Inspected) - if not examined. Comment required to explain. These items will automatically comprise a list of flagged items in this report. ---Items can be marked as (Not Applicable) - if not applicable to the vessel. Comment required to explain. ---Items that present additional risk should be marked with ☒ in the (Recommendation) column and supplied with a comment. These items will automatically comprise a list of flagged items in this report.	0 / 6 (0 %)
5.1 Geographical Risks	
5.1.1 Climatological information, specifically likely maximum wind force & reliability of local forecasting	

5.1.2 Suitability for type of vessel in respect of windage (ballast to reduce windage)
5.1.3 Currents, tides & tidal range
5.1.4 Bathymetry & anchorage holding ground
5.1.5 Proximity of cables, pipelines, obstructions and wrecks
5.1.6 Proximity of shipping lanes and other moored vessels
5.1.7 Space available or number of designated layup position
5.1.8 Level of shore monitoring of position including remote GPS monitoring
5.1.9 Proximity of fish farms, oyster beds or other commercial agriculture
5.1.10 Details of local authorities and tugs, firefighting and safety services
5.1.11 Services such as fresh water, shore power and repairs
5.1.12 Minimizing bacterial infestation such as sulphate reducing bacteria SRB
5.1.13 Assessment of fouling (marine growth) and existing water pollution
5.1.14 Proposed period of lay up
5.1.15 Additional information
AREA ASSESSED AS GRADE:
Recommendations and further comments:
5.2 Security. safety & Protection
5.2.1 Sufficient qualified officers onboard *applicable for Hot Layup only*
5.2.2 Sufficient security watch onboard *applicable for Cold Layup only*
5.2.3 Fire, leakage, mooring and security watch *applicable for Hot & Cold Layup*
5.2.4 Security watch log-book maintained *applicable for Hot & Cold Layup*

5.2.5 Independent power source available *applicable for Cold Layup only*

5.2.6 Fire and flooding lights/ klaxons to be fitted for machinery space, bilges and other spaces as appropriate *applicable for Hot & Cold Layup*

5.2.7 Sufficient fire-fighting capability available *applicable for Hot & Cold Layup*

5.2.8 Flammable material, gas freeing and cleaning of compartments *applicable for Hot & Cold Layup*

5.2.9 Removal of garbage produced by watch personnel *applicable for Hot & Cold Layup*

5.2.10 Fire dampers are operational

5.2.11 Evacuation possible through the operational upkeep of lifeboats/life rafts available *applicable for Hot & Cold Layup*

5.2.12 Oxygen breathing apparatus and associated equipment maintained *applicable for Hot & Cold Layup*

5.2.13 Maintain protection of compartments and machinery by sealing all air intake and exhaust openings *applicable for Cold Layup only*

5.2.14 Safe access to Vessel provided for watchmen *applicable for Cold Layup only*

5.2.15 Bilge alarm system check and test (audible and visual) *applicable for Hot & Cold Layup*

5.2.16 Anchor lights functioning *applicable for Hot & Cold Layup*

5.2.17 Method of mooring vessel *applicable for Hot & Cold Layup*

5.2.18 If two anchors deployed is a swivel fitted *applicable for Cold Layup only*

5.2.19 Emergency towing arrangement *applicable for Cold Layup only*

5.2.20 Fendering is available *applicable for Cold Layup only*

5.2.21 Additional information

AREA ASSESSED AS GRADE:

Recommendations and further comments:

5.3 Preservation and Maintenance
5.3.1 Sealing of accommodation space *applicable for Cold Layup only*
5.3.2 Sealing of engine room *applicable for Cold Layup only*
5.3.3 Dehumidifiers fitted & records *applicable for Cold Layup only*
5.3.4 Desiccant placed in electrical fixtures *applicable for Cold Layup only*
5.3.5 Turning of rotating machinery & records *applicable for Cold Layup only*
5.3.6 Application of preservatives and suitable lubricants to external equipment and machinery *applicable for Cold Layup only*
5.3.7 Draining of main engines *applicable for Cold Layup only*
5.3.8 Draining of boilers *applicable for Cold Layup only*
5.3.9 Draining of free water from all pipe systems *applicable for Cold Layup only*
5.3.10 Cleaning and draining of all bilges *applicable for Hot & Cold Layup*
5.3.11 Non return valve internals in water systems to be removed *applicable for Cold Layup only*
5.3.12 Planned visits by Owners (weekly) *applicable for Cold Layup only*
5.3.13 Have any spaces been inerted *applicable for Cold Layup only*
5.3.14 Additional information
AREA ASSESSED AS GRADE:
Recommendations and further comments:
5.4 Routine Inspections (completed by Owners)
5.4.1 Visual checks on 'controlled' space sealing (C)
5.4.2 Measurement of relative humidity levels within 'controlled' spaces (C)

5.4.3 Visual checks on protective coatings of all external machinery and equipment (H&C)
5.4.4 Visual checks on oil levels in machinery sumps
5.4.5 Visual checks on all 'filled' systems for leaks, such as hydraulics, fuel, lubricating oil, air conditioning and water
5.4.6 Visual and measurement checks of battery systems
5.4.7 Live test of emergency fire pump and system
5.4.8 Measurement checks of electrical circuit insulation continuity
5.4.9 Visual checks on all occupied storage tank levels
5.4.10 Periodic visual examination of all opened machinery and equipment within dehumidified spaces
5.4.11 Periodic underwater survey by qualified diving contractor.
5.4.12 Measurement checks on hull potential (Cathodic Protection system)
5.4.13 All ship side overboard valves blank
5.4.14 Apertures/inspection openings where covers have been removed for air circulation to be covered with fine mesh wire gauze to prevent ingress of foreign matter
5.4.15 Bilge alarm testing records
5.4.16 Additional information
AREA ASSESSED AS GRADE:
Recommendations and further comments:
5.5. Internal Machinery and Equipment
5.5.1 Diesel Engines
5.5.1.1 Fuel oil lines to be isolated, injectors removed, cleaned, coated with oil and stowed
5.5.1.2 Cylinders to be lubricated with lubricating oil whilst engine is turned
5.5.1.3 Cooling systems to be drained of water and left open to dehumidified atmosphere

5.5.1.4 Sea water systems to be drained and opened to dehumidified atmosphere

5.5.1.5 Selected inspection covers to be removed to allow free circulation of dry air throughout the machine

5.5.2 Air Compressors & System

5.5.2.1 Lubricating oil to be drained whilst warm, system recharged with clean oil and machine run for 5 minutes before final shut-down

5.5.2.2 Covers and valves on all stages should be removed and cylinders lubricated

5.5.2.3 Air filters and inspection covers to be removed and header drains left open

5.5.2.4 Receivers to be drained and mopped dry and drains and inspection doors left open

5.5.3 Fresh Water Systems and Pumps

5.5.3.1 To be drained and dried, remove inspection covers, suction strainers drain and remove

5.5.4 Sea Water System and Pumps

5.5.4.1 To be drained and dried, remove inspection covers, suction strainers drain and remove

5.5.4.2 All shipside valves with pipes removed double blanked and locked

5.5.5 Fuel Oil Purifiers

5.5.5.1 Internals to be removed, cleaned, coated with grease and stowed

5.5.5.2 Bowl and gearcase will be left open to atmosphere

5.5.5.3 Crankcase to be drained, cleaned and charged with new oil of Owners supply

5.5.6 Boiler and Associated Plant

5.5.6.1 Drain, remove and insert drying agents

5.5.6.2 Burners remove and preserve

5.5.6.3 Condensers and steam pipes drain and open

5.5.6.4 Turbines open doors drain preserve

5.5.7 Miscellaneous

5.5.7.1 Oil analyses of all critical machinery

5.5.7.2 Manufacturers

5.5.7.3 Critical spares preservation

5.5.8 Additional Information

AREA ASSESSED AS GRADE:

Recommendations and further comments:

5.6 Accommodation

5.6.1 In addition to external sealing arrangements described in 3.1, all sanitary fittings to have openings sealed and water supply systems isolated

5.6.2 All provisions stores to be emptied cleaned and doors secured in open position

5.6.3 All cabin linen to be stowed in central locker in clean condition, mattresses stood on edge and all cupboard and cabin doors secure in open position

5.6.4 All access alleyway checks to be covered with heavy duty polythene

5.6.5 All navigation and communication systems to be isolated (except local VHF Trans/receiver) and room doors left open to ensure good air circulation

5.6.6 All toilets disinfect drain and seal

5.6.7 Additional information

AREA ASSESSED AS GRADE:

Recommendations and further comments:

5.7 External Equipment

5.7.1 All moving and working parts of deck fittings to be proved free and thoroughly coated with preservative grease

5.7.2 Arrangements to be made for the regular turning of steam/hydraulic deck machinery on air

5.7.3 Internals of engines and all working parts will be regularly lubricated. Lifeboats and davits to be kept in good working order, being regularly lowered and the engines run on test
5.7.4 At least one stores crane should be in good working order, and have valid load test certificates issued, for use during the lay-up period
5.7.5 Deck cranes stowed in cradles, greased and lubricated. Crane electrical and oil systems to be laid up
5.7.6 Hull integrity at time of lay up
5.7.7 Additional information
AREA ASSESSED AS GRADE:
Recommendations and further comments:
5.8 Electrical Installation
5.8.1 Electrical power to be provided by a portable Diesel generator. Check function and cable installation
5.8.2 Full insulation tests on all distribution systems and motors at the commencement of lay-up, readings recorded and submitted to Owner on regular basis
5.8.3 The condition of external motors to be monitored by taking regular insulation readings and if the condition deteriorates to a point where it would be detrimental to the motor then, where possible, it would be removed and stowed in a dehumidified area
5.8.4 All starters, control panels and distribution boards within dehumidified spaces, where safe to do so, will have access doors partially opened to allow free circulation of dry air
5.8.5 All work carried out during lay-up preparation carefully recorded and documented
5.8.6 Additional information
AREA ASSESSED AS GRADE:
Recommendations and further comments:
5.9 Miscellaneous
5.9.1 Ballast Tanks Condition

5.9.1.1 Soundings

5.9.1.2 Bending moments and shear stresses

5.9.2 Fuel Tanks Condition

5.9.2.1 Soundings

5.9.2.2 Gas free

5.9.3 Cargo Tanks Condition

5.9.3.1 Cleanliness

5.9.3.2 Ventilation

5.9.3.3 Gas free

5.9.3.4 Cargo system pumps, valves, piping, etc.; The inert gas system

5.9.4 Lay-up documentation provided

5.9.4.1 Lay Up Plan

5.9.4.2 Risk Assessment

5.9.4.3 All megger testing, tanks & void's soundings, water and oil analyses

5.9.4.4 Oil analyses results

5.9.5 Class Lay Up declaration

5.9.5.1 Mooring arrangements approved by Class

5.9.5.2 Lay Up site approved by Class

5.9.5.3 Maintenance/Preservation declaration or plan according to Manufacturers recommendations

5.9.5.4 Class Periodical certificates maintained

5.9.5.5 All tanks gas freed

5.9.5.6 Regular sounding of tanks

5.9.6 Load-Line items and watertight integrity of the vessel

5.9.7 Lay-up documentation; Class Lay Up declaration & Periodical certificates. Attach copies

5.9.8 Additional information

AREA ASSESSED AS GRADE:	
Recommendations and further comments:	
5.10 Oil/Bulk/Ore, Cape Size & VLOC's	0 / 1 (0%)
Is the vessel type: Oil/Bulk/Ore, Cape Size & VLOC's ?	
5.11 Refrigerated	0 / 1 (0%)
Is the vessel type: Refrigerated?	
5.12 Oil, Product, Chemical Tankers	0 / 1 (0%)
Is the vessel type: Product/Chemical Tanker?	
5.13 Gas Carriers (Moss and Membrane)	0 / 1 (0%)
Is the vessel type: Gas Carrier (Moss and Membrane)?	
5.14 Ro-Ro Carriers	0 / 1 (0%)
Is the vessel type: Ro-Ro Carrier?	
5.15 Passenger/Passenger Ro-Ro/Superyachts	0 / 1 (0%)
Is the vessel type: Passenger/Superyacht?	
6. SUMMARY	
Detailed survey summary	
Signatures	
Master's signature: (For receipt only)	
Surveyor's signature	