

## **PART B**

### **CHAPTER 14**

#### **LAID-UP SHIPS**

##### **14.1 Introduction**

14.1.1 The following describes the measures that a company should consider to ensure that during any lay-up period the ship is safe, and secure, and that any crew remaining aboard have suitable living and working conditions.

14.1.2 The concept adopted is that ISM and ISPS Code certification will continue for ships which are maintaining a live ship status. If the ship is to be decommissioned or mothballed the ISM and ISPS Code Certificates will no longer be valid and will be reissued following audit when the ship reactivates.

14.1.3 In addition to MCA the company will need to reach agreement with:

- the Classification Society regarding the maintenance of Class and serviceability of the ship; and
- the relevant Port or Harbour Authority within whose jurisdiction the ship will be situated regarding mooring, manning or anchoring arrangements in addition notice periods for ship departure if required.

##### **14.2 Vessel secured alongside berth – live ship**

###### **14.2.1 Manning**

- The Safe Manning Document does not apply.
- There should be sufficient Engineering personnel to maintain systems but there is no need to carry management level staff providing alternative provision is made (with agreement from the Port or Harbour Authority as they may require full manning for constant readiness).
- Continued safe mooring, fire and security risks have to be taken into consideration. Specialist shore based companies could be used to provide personnel to cover these duties.

###### **14.2.2 ISM and ISPS**

- SMC and ISSC to remain valid and audits and verifications to be carried out as required by the ISM and ISPS Codes.
- The Safety Management System and the Ship Security Plan may need to be revised to cover the activities required during the lay-up period, particularly ongoing maintenance.

- The Safety Management System and the Ship Security Plan will require amendment to cover the procedures that will be required for the ship to come back into full operation.
- These amendments may need to be reviewed by MCA.
- If the lay-up lasts for longer than three months, or a different crew takes the ship back into operation, an additional ISM audit and ISPS verification will be required.
- A Declaration of Security between the ship and the port facility would be required.

### **14.3 Vessel Secured alongside berth – dead ship**

#### 14.3.1 Manning

- The Safe Manning Document does not apply.
- There is no need to carry Marine personnel providing the local Port or Harbour Authority is in agreement.
- Continued safe mooring, fire and security risks have to be taken into consideration; specialist shore based companies could be used to provide personnel to cover these duties.

#### 14.3.2 ISM and ISPS

- The SMC and ISSC will no longer be valid.
- The Company procedures required for the ship to come back into full operation will need to be reviewed by MCA.
- On reactivation the ship would be treated as a new ship to the company and following successful interim audit and verification Interim SMC and Interim ISSC will be issued.
- A Declaration of Security between the ship and the port facility would be required.

### **14.4 Vessel at anchor – live ship**

#### 14.4.1 Manning

- Agreement required with the MCA to suspend Safe Manning Document.
- There should be sufficient Engineering personnel to maintain systems and include one officer at management level.
- There should sufficient Deck personnel to maintain safe anchor watch and include one officer at management level.
- Fire and security risks have to be taken into consideration with particular reference to the situation where the security level 2 or 3 are imposed.
- Arrangements must be in agreement with the Port or Harbour Authority requirements.

#### 14.4.2 ISM and ISPS

- SMC and ISSC to remain valid and audits and verifications to be carried out as required by the ISM and ISPS Codes.
- The Safety Management System and the Ship Security Plan may need to be revised to cover the activities required during the lay-up period.
- The Safety Management System and the Ship Security Plan will require amendment to cover the procedures that will be required for the ship to come back into full operation.
- These amendments may need to be reviewed by MCA,
- If the lay-up lasts for longer than three months, or a different crew takes the ship back into operation, an additional ISM audit and ISPS verification will be required.
- A Declaration of Security between the ship and the port facility would be required.

## **14.5 Vessel at anchor - dead ship**

### 14.5.1 Manning

- Continued safe mooring/anchorage, bilging, fire and security risks have to be taken into consideration; specialist shore based companies could be used to provide personnel to cover these duties.
- Arrangements must be in agreement with the local authority requirements.

### 14.5.2 ISM and ISPS

- The SMC and ISSC will no longer be valid
- The procedures required for the ship to come back into full operation will need to be reviewed by MCA.
- On reactivation the ship would be treated as a new ship to the company and following successful interim audit and verification Interim SMC and Interim ISSC will be issued.
- A Declaration of Security between the ship and the port facility would be required.

## **14.6 General**

### 14.6.1 Shore Power

- If the vessel relies on shore power it should be suitable and sufficient for safety and domestic systems, it should be safely installed with appropriate circuit breaker.
- The capacity of the shore supply should be sufficient to support the larger power-using services, such as heating, lighting and ventilation at the same time.
- The shore power supply should be sufficient to run a fire pump and supply the fire and gas detection systems.

- Consideration should be given to instructing the live aboard crew in how to change over onto ship's power.
- These changes should be approved by the Classification Society.

#### 14.6.2 Alarms

- The fire detection systems and other safety alarms should be operational.
- The alarms should sound loud and clear in the accommodation and cabins.
- The crew and other personnel should be aware of how to summon outside help.
- Telephone communications between the ship and shore should be available.
- The crew should be fully aware of and familiar with emergency escape routes from the accommodation spaces.

#### 14.6.3 Means of Escape

- Escape routes are to be clearly marked and well lit.
- At least two separate means of escape to open deck from the accommodation should be available.
- A safe means of escape to shore is to be maintained. If the gangway is lifted at night arrangements should be made for it to be lowered in an emergency.
- If a fire in one location could block the escape, an alternative is to be available.
- All doors and hatches are to be in good working order and easily opened, at least from the inside.
- Fire doors should be either self-closing or kept closed.

#### 14.6.4 Fire Precautions

- If portable heaters are being used then they should be safe to use and kept well away from combustible materials.
- Fire dampers including external ventilation flaps are to be in good working order. No unauthorised cooking or heating appliances are to be used.
- All electric appliances should be safe to use, with correct wiring, fuses (e.g. radios, TVs, toasters, kettles, phone chargers etc).
- The crew should be familiarised with these basic safety precautions, including their escape routes and safety systems.
- Consideration should be given to instructing the crew in how to start a fire pump.
- Fire extinguishers together with other fire fighting equipments and devices should be in date for maintenance and testing. All crew members should know their whereabouts and how to use them.

#### 14.6.5 Accommodation in Use

- Accommodation should be maintained in a clean and habitable condition.
- Individual sleeping berths with suitable bedding should be provided for each person sleeping on board.
- The crew should have provision for showering and clothes washing.
- Adequate sanitary facilities must be provided. Care should be taken to ensure that use of onboard facilities does not breach port or harbour regulations.
- If the galley equipment is electrical then sufficient shore power should be available to allow the galley to function.
- Food should be suitable and sufficient, and provided without charge to the crew.
- Cold fresh drinking water and hot water should be available (If potable water from the fresh water tanks is unsuitable then bottled water should be provided).
- Food storage and cooking facilities should be suitable and sufficient.

#### 14.6.6 Conditions of employment

- Marine crew used are still seafarers even if working on ships that are laid-up and therefore compliance with MLC should be maintained.
- None marine crew used on vessels alongside should meet shore based employment standards.
- Lone working should be avoided.
- Appropriate working clothes and personal protective equipment should be provided, without charge to those onboard.

<b>Author</b>	L Grillandini	<b>Branch</b>	Survey Operations
<b>Approved by</b>	S Roberts	<b>Branch</b>	Survey Operations
<b>Authorised by</b>	T Elder	<b>Branch</b>	Tech Performance