

## Lay-Up practices, minimum standarts on board and effect to insurance cover

As per the directive of "The Procedures and Principles to be followed by the vessel during Lay-Up", issued by Turkish Maritime General Directorate, it is stated that "All vessels to be remained in lay-up condition must have valid P&I certificates during their stay as the same must cover port risks such as pollution, wreck removal, salvage costs" which is applicable for Turkish flag vessels and/or Turkish owned/managed foreign flag vessels.



As a result of negative COVID-19 pandemic effect on maritime trade, one of the preventive measures are taken by ship owners is lay-up decisions in order to minimize their costs. This situation forced shipowners to examine the condition of their P&I coverages on different lay-up conditions, as well as to exercise minimum standarts to be provided on board during their vessel's stay at idle position. Therefore we would like to share our expectations and general seaman practices with our assureds as an insurer point of view.

**Lay-up Plan and Site:** Definition of lay-up is required minimum 30 days idle position in our Rule Book. Therefore a Lay-Up Plan must be prepared subject to potential longer stay in order to ensure safe condition in which lay-up site would be the key factor. A description of the lay-up site must be provided with particular focus on the sea and weather conditions. The lay-up site must also be approved by the local authorities as heavy wind affected areas and heavy traffic areas (due to wash affect) must be the subject of particular considerations. The lay-up plan should also particularly include the envisaged need for propulsion power and describe the availability of tug assistance in the lay-up area.

**Mooring/anchoring arrangements:** Maintenance routines of anchoring and mooring arrangements must be provided including distances to shore and to other ships along with numbers and spares. The arrangements should preferably be approved by the vessel's Class Society (if available) but other competent bodies (i.e harbour master of current location) may also be used. The anchor windlasses and mooring winches which are in use or under constant tension must be the subject of frequent testing and maintenance to ensure that they function properly at all times. Daily safety



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Upon graduation from Maritime Academy in 1990, Capt. Pamuk joined Zihni Shipping and worked more than 18 years as Master Mariner on board in various size of bulk carriers/tankers for 12 years, and as ISM Manager/Ship Operations Manager/General Manager at shore management for 6 years, respectively. In 2008, he joined as a Marine Surveyor to Kalimbassieris Maritime which is being acted as marine consultants and P&I correspondents of IG Clubs. In addition to overseeing P&I claims and correspondency for Clubs along with his regular loss prevention/damage related surveys, he also attended on various casualties in Turkey, assisted to salvage/towage issues, investigated pollutions and human injuries/loss of life. Then he acted as Head of P&I Department in same company from 2009 until his fall in with Türk P&I Sigorta family as Technical Manager, in the beginning of 2014.



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patrol checks to be effected by watchmen on mooring ropes to be frequently inspected and remain tight at all times. Fenders (if necessary) of adequate size and number to remain in place on vessel's port & starboard sides.

**Requirements of Class and affect to insurance cover:** We, as TPI Sigorta require that the Class is changed into the status of "laid-up" to facilitate a return of premium. Annual and other mandatory surveys must be carried out in accordance with Class rules. Also all class rules and regulations are followed at all times during the lay-up, and it would be taken into consideration that any suspension of Class will lead to termination of the insurance cover. Under all circumstances, the owner should keep the P&I club fully informed about a vessel's changing status. If the vessel is laid-up for an extended period of time, P&I club could reserve the right to inspect the condition of the vessel on reactivation. Once the lay up period is completed uneventfully, in order to be able to gain return premium for lay-up period, the Insured must submit all official documents (such as deck / engine log books, class letter, etc.) those can be an evidence to vessel's lay-up condition.

**Minimum Safe manning and Routine Duties:** The Flag State's requirement (on certificate) as to minimum number of crew for the different lay-up situations must be maintained. If watchmen and routine maintenance as described in the lay-up plan are contracted out to third parties, these arrangements must also be described in the lay-up plan. Planned periodical checks of mooring lines, fenders, drafts and tank/cargo hold bilge soundings to be carried out and to be recorded on daily log books. All fire doors and watertight doors to be closed in all compartments except from those fire doors that facilitate crew access. Vessel's entrance to be kept free at all times of obstacles in case of emergency for free and quick access. Watchmen to be always in possession of a dedicated portable V.H.F. / mobile phone for emergency use. A list of emergency call numbers to be posted at all times for watchman/crew use. All logbooks / record books to be properly implemented and maintained by watchmen/crew at all times. All debris occasioned to be collected and disposed of frequently.

**Fire risks:** All cargo tanks, pump rooms, cofferdams and cargo lines must, as a general rule, be kept gas free during lay-up. Hot work is only permitted if a valid gas free certificate is kept on board. All fire alarm systems must be fully operational during lay-up. The ship's normal fire fighting systems must be also available and ready for use, remain in position, maintained certified (in adequate number as appropriate) as valid certificates to be available at all times. If fixed fire fighting systems are disconnected (CO2 tanks) for any reason, substitute systems must be operational and approved by Class. In general practice, sufficient number of fire hoses (at least two) to be permanently paid out from appropriately located hydrants of vessel's fire-fighting system. Watchmen/Crew to be familiar with the operation of the fire-fighting equipment (as applicable). But most importantly the emergency fire pump should be regularly inspected and maintained in a fully working condition to ensure its reliable operation.

**Engine Room and Maintenance of Equipment:** All sea valves below the waterline to be maintained closed and secured with the exception of those corresponding to fire-fighting and cooling of diesel generator when in operation and if applicable The water level in the pump room and engine room bilges must be checked regularly and bilge alarms systems for all spaces must be maintained in normal operation. The lay-up plan must also include specific items in accordance with the manufacturers' recommendations as to the preservation, maintenance and operation of machinery and other equipment to prevent damage occurring as a result of the items not being in normal us.

We, as Turk P&I Sigorta would like to state that we are ready to share our further and detailed suggestions to our assureds regarding lay-up conditions before and during subject period and wish to safe and uneventful days to shipowners and crew members at on-going pandemic situation.