COLD VESSEL LAY UP

This informative document has to purpose to inform ship owners and banks about the many advantages of COLD LAY-UP over HOT LAY-UP.

UNINFORMED SHIP OWNERS PREFER TO PAY HIGH COSTS, HIGH ANCHORAGE FEES, HIGH COSTS DUE TO RETAINING A NUMBER OF CREW ON BOARD, PUTTING VESSELS IN UNPROTECTED LOCATIONS THAT ARE PRONE TO CURRENTS & SEA TRAFFIC, HIGH HUMIDITY AND EVEN FREQUENTED BY TYPHOONS FOR REASON IT IS PERCEIVED THAT:

• A THRESHOLD IS PASSED BY VESSEL LAYING UP COLD.
• THE DE-ACTIVATION OF THE VESSEL AND OBTAINING CLASS LAY-UP CERTIFICATE OF COLD LAY-UP REQUIRE EXTENSIVE WORKS.
• THE VESSELS LAYS UNPROTECTED AND ARE NOT MAINTAINED.
• RE-ACTIVATION IS VERY TIME CONSUMING AND COSTLY.

NONE OF THE ABOVE IS TRUE
FACTS

- Not any extra-ordinary requirements are needed for Cold Lay Up of Vessels. Ship Owners and Banks, being not familiar with Cold Lay Up, are scared-off by Class Regulations and Class Check Lists. In fact most items appearing in these check lists are normal condition items for a ship. Most definitely should oil, water, fuel or pipes conducting other fluid or media not be leaking. Bilges and platforms under machinery should be clean and oil free.

- Items to be completed prior lay-up are: (1) Ballast tanks either full or empty. (2) Anchor chains above waterline to be tar-coated or black paint coated. (3) Cargo spaces empty. Hatch covers or cargo spaces watertight closed. (4) Anchors PS and SB lowered at 45 degree from center, total angle PS / SB anchor 90 degrees. (5) All ventilation flaps on deck, at accommodation closed. (6) Hydraulic machinery on deck and hydraulic piping on deck not leaking. (7) No oil traces, no open oil or chemical drums in Forecastle stores or other deck stores; to be removed to paint stores. (8) Machinery Spaces Bilges clean and oil free. No oil leaks on machinery or under machinery platforms. (9) Open Scavenge Space of Main Engine and clean. Open Exhaust Gas manifold
and (10) Ensure that no fuel can leak in Main Engine; this can be accomplished by removing the injectors for Boiler swing out the burner thus fuel inlet connection removed.

- Our Lay-Up Company will provide desiccant for main switchboard, emergency switchboard and all starting boxes and transformer spaces, in boiler burner (as well as incinerator) and in starting boxes located in steering gear and forecastle / midship or any other location.

- Our Lay-Up Company will provide one (1) Deck Generator on board (we have deck generators ranging from 400 KW to 15 kW as required by vessel) that can be used for our Lay-Up Maintenance Plan and compliance with Check Lists (inclusive Megger Tests etc. etc.) as per Class Requirements. Ventilation, turning of all machinery, checks and tests)

- Our Lay-Up Company will install upon arrival of the vessel an independently operated Bilge Alarm System in all Engine Room Bilge Wells that will operate independently from the ship’s system.

- Likewise will an independent Fire Alarm System be installed.

- Prior vessel arrival, at earliest vessel will be mailed a List of Conditions of Vessel for lay-up, typical for vessel to ensure that Ship’s Crew can timely handover to Lay-Up Personnel

- Upon arrival of the vessel our consultant will board and ensure speedy state of readiness for Class. Surveyor to board. Our Lay-Up Personnel will assist ship’s staff. Typical time to have vessel ready for Survey is no more than 2 to 3 days, mainly depending on ENGINE ROOM CLEANLINESS in particular the BILGES, DRAIN PLATFORMS, and GARBAGE REMOVAL. Garbage removal will be taken care of by our Company.

- During Lay-Up the vessel’s Maintenance and Monitoring System by the Lay-Up Personnel is as per Class Requirements. Owners’ specific requirements will be included.
Additional Maintenance and Overhauls can be requested by Owners during the Lay-Up period.
Ship’s Lighting System is as per regulations, powered by Solar Systems with back-ups provided.
Access to vessel from shore is continuous for any Owner’s approved visitor 24 hours per day AT NO COST.
As required by Owners De-Humidifiers / Air Dryers may be installed as mutually agreed.

ABOUT THE LAY-UP SITE

The Lay-Up Site is at San Carlos City, Negros Occidental, Philippines.

San Carlos is fenced by “Sippaway Island” or “REFUGIO ISLAND” as more common known since the Spanish time. During the Spanish time the Spanish Fleet sought shelter in this
place, hence the name. Winds are usually South-West during the SW monsoon season and North-East during the other months. From the South-West the wind force is broken by the Canlaon Volcano chain, with height of 2,465 meters; from the North-East the wind force is broken by the Central Cebu Mountain Chain with height of between 870 and 1,019 meters. Additional benefits of the location is the LOW HUMIDITY, indeed the hot air is chased over the mountain chains, when you pass there it is quite colder and it drizzles there continuously. The air reaches San Carlos DEHUMIDIFIED.

Better view of location and protection at Tanon Strait between Cebu Islands and Negros Islands. Maximum distance between islands 12 miles.
Above wider view. In Google Earth one can see the wider surroundings and detect that the area is fully enclosed from all sides. This is the only truly typhoon / heavy wind free area in the Philippines. Currents are minimal not affecting any strain on the anchors. The area, being prone to volcanic residue ensures that there is no SHELL GROWTH at coastal waters. Mussels, Scale Animals do not thrive here due Sulphur content. (Excellent Sugar Lands) Hence, even after three year lay-up there is only soft growth on vessel’s bottoms that require a soft sweep only. The Area is approved for cold lay-up by the Philippine Government and by all Class Societies (IACS) The area is easy accessible from Manila by taking a flight to Bacolod City (50 minutes) and hence by car or bus to San Carlos (86 kilometers) There are 8 plane flights daily Manila-Bacolod and Bacolod-Manila. Weather: 288 days per year sunshine. Wind usually 2 to 3 km/h, maximum 10 – 12 km/h but not usual. The area is utmost peaceful and safe. Crew repatriation and joining is very convenient, presence of Immigration and Customs.
Fresh Water and Diesel Oil conveniently available. Heavy Fuel Oil will have to be brought in by barge from next island, Cebu. Good hotels available from “Holiday Inn” class style to “Economy”. Leisure resorts abundant in the vicinity. Crime rate: practically unheard of. Good Internet / Wi-Fi signal available at Lay-Up site. Courier Mail Services available.

**COLD LAY UP MODE**

For vessels up to Handymax size the number of personnel on board is five (5) persons: one Marine Engineer, one Marine Electrician, one Bosun and two Watchmen. For larger vessels – Bay Class Container vessel, Panamax Bulker, Cape Size Bulker and above one but mostly two persons may be added, usually an additional engineer or bosun. The stipulated number of persons is on board at all times, our launch services ensure relief of personnel as required. Our logistic support and management unit ashore is constantly in radio contact with the laid-up vessels and is headed by an ex-marine superintendent. Our task during the vessel’s lay-up period is to ensure the vessel’s safety (shelter and protection from the elements as well as safety with regards to the asset by preventing illegal boarding and theft)
With regards to Class Regulations, our Lay Up planned Maintenance System and Record Keeping is in accordance with these regulations. Samples of Monitoring & Maintenance systems can be provided. Third Party maintenance or overhaul of ship’s specific machinery may be allowed. (example turbochargers) However common sense must be applied. (painting the entire deck by third party restricted due to risk of paint going overboard and our company losing the bond put up.)

ABOUT US

Initially the Company, established in 1991 as an Engineering & Shiprepairing Company, was the brainchild of Filipino and European Technical Superintendents, and, Filipino Marine Engineers / Ship Electricians. The Company prospered and expanded very soon. It became the sub-contractor of preference by Keppel and other shipyards. The company was awarded a contract whereby we operated one of the largest diesel-driven power plants in the country as sub-contractor. Since 2001 we have also ventured in laying up ships that we have done to great satisfaction of the owners and banks. Our Company is certified for Hot and Cold Lay-Up at the Manila and San Carlos official lay-up sites by the Government of the Philippines and by the Classification Societies.
Upon request we will forward you the list of owners that have used our services for your verification. It is with pride that we state that everyone in our Company, excluding accounting staff and excluding drivers has been a seafarer. We know ships. We are your colleague marine manager, technical superintendent, marine engineer or seafarer.

**WHY THIS PAPER?**

Our Company is also involved in Hot Lay-Up and the Lay-Up Site is Manila Bay where we have handled many ships. At present time Hot Lay-Up at Manila Bay Anchorage (and other anchorages in the Philippines) is clearly the preferred method of Lay-Up, whereby Owners hope that their vessel perhaps may find a charter soon what is at times so but mostly extend the time originally hoped for.

We have spoken at length with Owners that have ships laid-up at the same time at Manila Bay (Hot Lay-Up) and also at San Carlos City (Cold Lay-Up).

We have asked “Why do Owners prefer Hot Lay Up over Cold Lay-Up that saves tremendous amounts of money?”

It is these Owners that has told us about the perceived THRESHOLD supposedly believed to have been passed by some Owners and some Banks. Nothing is less true. Cold Lay Up saves a lot of money.

Your vessel is SAFER due to the location of the lay-up site.

Your vessel is properly attended to as per Class Regulations.

Your vessel is in the care of Maritime Professionals.

Your vessel’s de-activation and re-activation poses no problem.

**FOR FURTHER INFORMATION:**

For Cold Lay Up: janv_coldlayup@relinicmanila.net
Mobile +639436072379

For Hot Lay Up: janv_hotlayup@relinicmanila.net
Mobile +639436072379
DO NOT HESITATE TO CALL US BY PHONE OR TO INQUIRE BY EMAIL.

☑ Save Money from today.
☑ Stop worrying about the safety of the lay-up site, typhoons, winds, currents, traffic, and accessibility to ship.
☑ Stop worrying about humidity and rust.
☑ Stop worrying about hard growth on you ship’s bottom.
☑ Stop worrying what sort of people will look after your vessel; we are all experienced maritime professionals who can discuss all technical items and requirements with you and provide the services you want.
☑ Stop worrying about exurban costs, add-ons, agency fees. Our all-inclusive cost tariff will give you satisfaction.

THANK YOU