



WHEN TRUST MATTERS

# Reactivation of Laid Up Units

2022 Rig Owners' Committee Meeting

David McKay

05 May 2022

# Reactivation Survey Scope

All DUE surveys must be credited during reactivation

Surveys should include as a minimum the following:

- All safety alarms
- Engines/thrusters from engine room and bridge controls, including ESD
- Auxiliary engines with connected automation equipment
- Pumping, pneumatic and hydraulic systems
- Remote operation of fuel oil and lube oil pumps and valves
- Cargo and ballast pumps
- Bilge pumping systems
- All communication systems
- Steering gear, including emergency operation
- All deck machinery and equipment
- All navigation and sounding lights and signals.
- Testing of equipment/systems based on class notations (DRILL; PROD etc.)



# Reactivation Scope

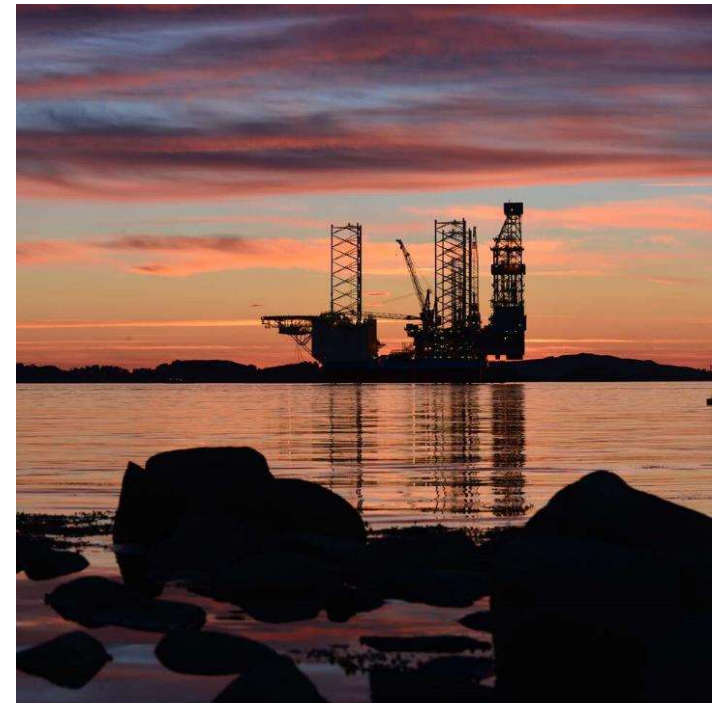
Lay-up time	Consideration	Preservation	Class Scope
<12 months	To be considered as if operated continuously	Assumed as under normal operating conditions	Case-to-case. Typically only latest overdue surveys and conditions.
>12 months	Extent of survey depending upon: <ul style="list-style-type: none"> <li>- time the unit has been out of commission</li> <li>- maintenance and preservative measures taken during lay-up</li> <li>- extent of surveys carried out during commission</li> </ul>	<p>If vessel has been subject to no preservation</p> <p>Not required, but will be considered for scope of re-commissioning surveys</p>	<p>Case-to-case. Typically sighting and overdue survey.</p> <p>Case-to-case. Minimum:</p> <ul style="list-style-type: none"> <li>- Latest overdue surveys*</li> <li>- sea trial for function testing of machinery installations</li> </ul>

- Reactivation survey scope depends on:
  - Time in lay-up
  - Maintenance
  - Age of vessel/unit
  - Layup location
  - Preservative measures taken during lay-up

- Survey status at the time of re-commissioning
- The purpose of re-commissioning
- Type of vessel/unit
- Flag/Coastal State requirements
- OEM recommendations for equipment

# Prolonged Survey Intervals

- Default is that 'class clock' continues to run during layup
- Possibility to prolong the time between successive surveys if sufficient preservation and maintenance is carried out to minimize deterioration
- Relevant for layup periods of more than 12 months
- Expectations to preservation of systems, equipment and structure
- Expectations to survey and recommissioning at reactivation
- Scope of survey determined for each reactivation
  - Minimum scope equivalent to Annual Survey
  - Maximum scope equivalent to Renewal Survey
  - Adjusted dependent on
    - Condition at the time of layup and at the end of layup
    - Class and statutory status at the time of lay-up
    - Age of the unit
    - Length of the lay-up
    - Quality and effectiveness of the preservation measures
- Survey interval can be prolonged (up to 36 months)
- **NOTE: BWM D-2 compliance date cannot be extended beyond 5 years from 2019-09-08 i.e. 2024-09-08**



# Examples

- A unit is laid up 12 months after previous renewal survey, for a period of 36 months. The next renewal survey is then due 12 months after reactivation. The owner has the choice as follows:
  - Reactivate the unit, and perform a renewal survey 12 months after reactivation
  - Perform a full renewal survey at the time of reactivation, thus new 5 year validity certificates are issued and the clock is reset
  - Preserve the unit during lay-up according to the above guidelines, perform a reactivation survey as described above, and the next renewal survey is then due 48 months after the reactivation (survey interval is prolonged by 36 months, up to 8 years between renewal surveys)
- A unit is laid up 12 months after previous renewal survey, for a period of 60 months such that the certificates expire during the layup. The next renewal survey is then due at reactivation (but may be extended up to 24 months depending on preservation).
- A unit is laid up immediately before the renewal survey is completed/credited (the renewal survey is partially complete), for a period of 36 months. The next renewal survey is then normally due at reactivation. The owner has the choice as follows:
  - Reactivate the unit, and perform a renewal survey at reactivation thus new 5-year validity certificates are issued and the clock is reset
  - Preserve the unit during layup according to the above guidelines, perform a reactivation survey as described above, and the next renewal survey is then due 60 months after the reactivation (new 5 year validity certificates are issued, but credit is given for partial renewal survey completed immediately before layup, and for the preservation undertaken).



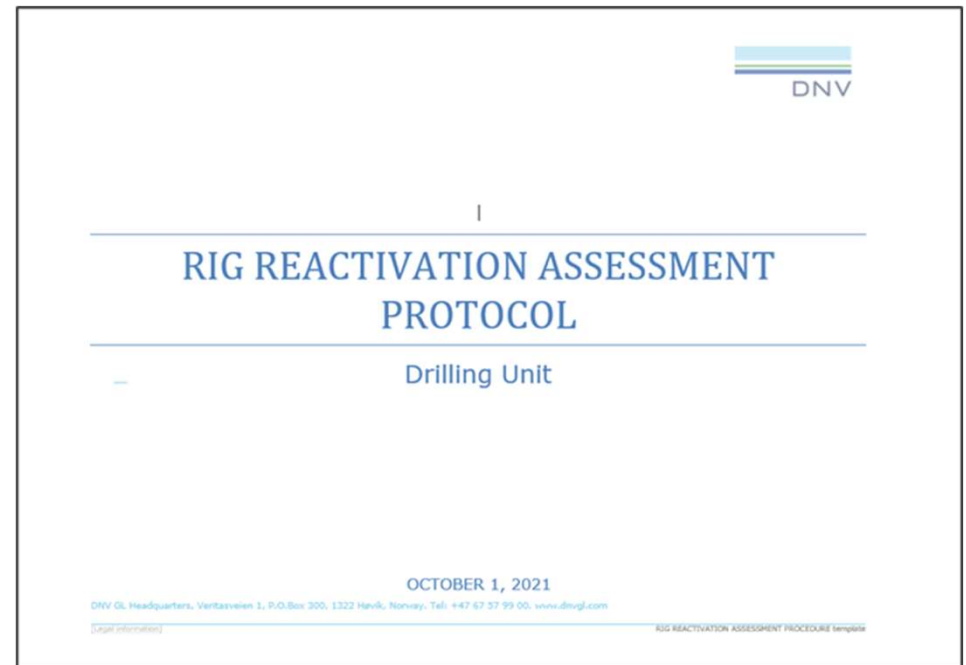
# Preservation

- Preservation of vessel:
- Upon request, DNV may issue a Lay-up Preservation Declaration confirming that a vessel has been laid-up in accordance with DNV procedures for
  - Preserved
  - Dry preserved

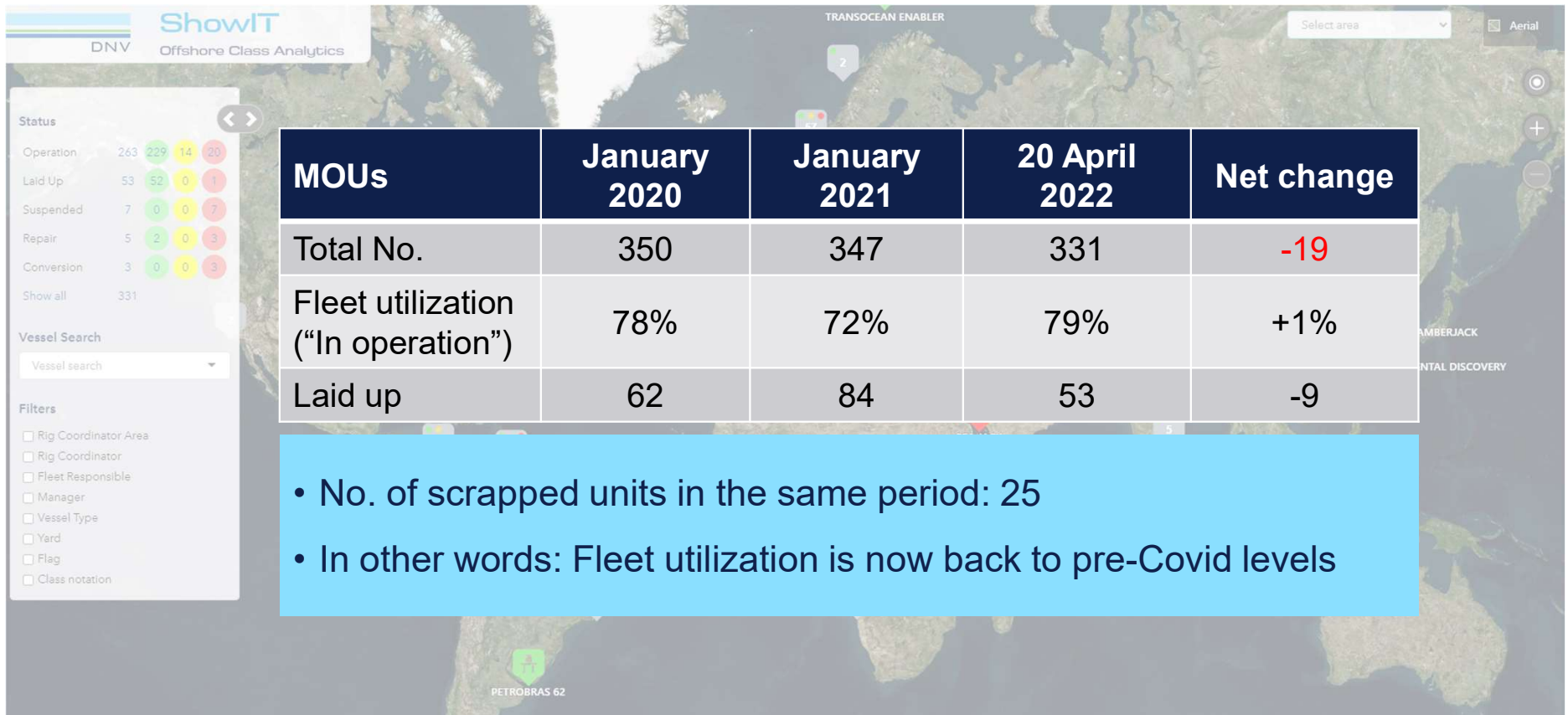


# Reactivation Assessment Protocol

- DNV has developed a detailed protocol to assess a unit's readiness to return to operation within a given period (e.g. 90 days):
- Covers condition and readiness to operate of multiple systems onboard, e.g.
  - Certification And Documentation
  - Safety and Security
  - Stability, Load Line, Hull Structure And Marine Systems
  - Machinery, Electrical, Power Management System And Control System
  - Safety Systems Pollution Prevention
  - Accommodation, Navigation And Communication
  - DP
  - Cranes, Personnel Lifts And Other Lifting Appliances
  - Drilling And Well Control System
  - Helicopter Deck
- Can be performed on vessels/units classed by others, or not classed



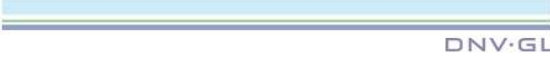
# MOU fleet – development during Covid-19





# Further info

- DNV Recommended Practice 0290 - Lay-up and re-commissioning of ships and mobile offshore units, Oct 2021
- Memo MOI/HCA/72600000-J-2278 Rev 1 - Prolonged Survey Intervals for MOUs



**Memo to:** Owners of mobile offshore units classed by DNV GL

**Memo No:** MOI/HCA/72600000-J-2278 Rev 1

**From:** In-Service & Class Support

**Date:** 2016-08-03

**Prep. By:** Henning Carlsen

**Copied to:**

**Prolonged Survey Intervals for MOUs going into Lay-up**

For mobile offshore units classed with DNV GL which are going to lay-up, the class clock will normally continue to run during the lay-up period. The reason for this is that degradation of hull and equipment will progress also when the vessel is in lay-up mode. It may however be possible to prolong the time between consecutive surveys if sufficient preservation and maintenance is carried out to minimize deterioration of the vessel, its systems and equipment.

This approach is considered relevant if the lay-up period lasts more than 12 months and the unit is cold stacked, ref /1/. For lay-up periods exceeding 36 months it is recommended that the vessel should go through a full 5 year renewal survey when remobilized, which will result in new certificates being issued for 5 years.


The following is intended to summarize the prerequisites for accepting prolonged survey interval for units which are laid up (cold stacked) for a period of 12 - 36 months. As an alternative, the owner should consider a full renewal survey at the end of the lay-up period. It should be noted that the respective flag administration should be contacted to seek acceptance for prolonging survey intervals with regard to validity of statutory certificates and if any additional lay-up or reactivation requirements are applicable.

**Expectations to preservation for systems, equipment and hull**

While DNV GL has no specific requirements in the Class Rules as to the extent of preservation of equipment and systems during lay-up, thorough preservation and maintenance work carried out by the owner during lay-up may reduce the need for survey and testing during re-activation of the unit. Prerequisites for prolonged survey intervals during lay-up are:

- Submittal of lay-up and preservation plan prior to entering lay-up, including planned re-commissioning activities for review by Class
- Equipment which is to be maintained in accordance with DNV GL rules has to be sufficiently preserved in accordance with recommendations given by original equipment manufacturer (OEM) or equivalent
- Cranes not operated during lay-up shall be preserved according to crane vendor's recommendations or equivalent and safely stored. Load testing to SWL shall be carried out as part of reactivation.
- Unprotected steel and metallic surfaces should be painted or coated by wax/grease as necessary to avoid corrosion and associated thickness diminution
- VCI's (Volatile Corrosion Inhibitors) should be used in fluids to create a temporary barrier against oxygen action in piping systems etc.
- Activation of dehumidification may be used in enclosed areas to reduce relative humidity of air
- A list of equipment requiring rotation during the lay-up period shall be prepared and included in the maintenance activities
- Lay-up preparations, preservation actions and maintenance activities are to be recorded and the maintenance records shall be available to class
- For hull and structure, necessary cleaning and temporary protection measures are to be carried out to prevent corrosion in tanks and exposed surfaces.
- The corrosion protection of the hull is to be in good condition prior to lay-up and supplemental protection by additional sacrificial anodes should be considered for submerged areas.
- Lifesaving appliances not intended to be used shall be preserved according to vendor's recommendations or equivalent. The scope will depend on the length of the lay-up period.

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[Cover of memo] MOI\_HCA\_72600000-J-2278 Rev 1.docx



**RECOMMENDED PRACTICE**

DNV-RP-0290 Edition October 2020  
Amended October 2021

**Lay-up and re-commissioning of ships and mobile offshore units**

The PDF electronic version of this document available at the DNV website [dnv.com](http://dnv.com) is the official version. If there are any inconsistencies between the PDF version and any other available version, the PDF version shall prevail.

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