

THE TRUE COST OF LAY UP

There is still over 100 North Sea PSVs and AHTS in layup and this can be multiplied several times over around the rest of the globe. But when the market picks up – will these units be in a fit state to resume service?

It's been well over a year since the trickle of vessels going into layup became a flood and it's been taken as a given that once the market picks up, these vessels will sail merrily back into service. But the definition of layup differs from owner to owner and vessel to vessel, the level of maintenance, active crew onboard and technology used to preserve the asset, will have a very significant outcome once a vessel is ready to resume active service. Preservation during a period of layup is critical, the alternative could mean costly repairs, equipment replacement or a vessel in poor condition due to lack of investment in a robust preservation programme during lay-up. Operators are now favouring vessel owners that can demonstrate that their vessel or vessels have been adequately preserved and protected during the lay-up period.



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WARM OR COLD?

The decision to warm stack or cold stack a vessel often hinges on the long term view an owner may have on the market. Because keeping a vessel warm stacked means keeping the unit in a state of semi-readiness but that comes with a price tag. Should you believe that things will improve in the short term and that your vessel will secure a contract worth taking, the cost of warm stacking the unit is understandable. But of course a market turnaround is far from guaranteed. The recent boost in the oil price has given us all hope, but just as there was a delay in feeling an impact from the downturn on offshore support vessels, the knock on effect from an upturn will take time to trickle down to us too. Should you choose to cold stack a vessel, the layup costs are slashed. In theory at least. But without adequate care and attention to machinery problems set in, rust, mould, electrical failure – all costly problems. There has been much discussion in the industry around a steady 'cannibalization' of vessels in layup where spare parts and equipment are removed from laid up vessels and fitted on to the existing fleet. Over supply of vessels is a problem now on a global basis, but when the market picks up the issue of whether or not those vessels in layup have been adequately preserved could leave us with a whole new set of issues.

ADEQUATE PRESERVATION

Presserv is the leading preservation specialist firm within oil and gas and industrial shipping. The firm offers standardized as well as custom solutions for the preservation of assets during layup. From the bridge to the propellers, electronic equipment, tanks, cranes, engines and everything in between, solutions are available to avoid the onset of rust or damage from inactivity or humidity-causing mould. Presserv provides simple solutions that puts the brakes on the gradual demise of a vessel caused by a prolonged period of layup.

PRESSERV SERVICES

Among the range of solutions available from Presserv are corrosion inhibitors, dehumidification, desiccants and coatings, protective packaging, lubricants, cleaning and rust removers as well as additives for oil and cooling water. In addition to the technical services Presserv offers on board surveys and execution of preservation work from their team of engineers located at the main offices in Norway, UK and Brazil but available to be mobilized over the entire globe. Mothballing and lay-up procedures have been developed and implemented for all classes of vessels and mobile drilling units. This technology is adopted throughout the oil & gas supply chain and is widely used by

OPERATORS ARE INCREASINGLY TAKING INTO ACCOUNT WHETHER OR NOT A VESSEL HAS BEEN IN LAYUP AND WHAT IMPACT THAT MAY HAVE HAD.



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equipment manufacturers as well as vessel owners for protecting high value equipment and spare parts in storage and transit. Presserv have worked with most vessel owners, operators and drilling contractors over the last 25 years from their facilities in Norway, UK, Brazil and Singapore. The techniques and services developed by Presserv creates a unique package and one that has become increasingly under focus as the preservation of the fleet of offshore assets becomes a more pressing concern. For further details of the services and solutions offered by Presserv please visit www.presserv.com