



“These clauses are purely illustrative. Different policy conditions may be agreed. The specimen clauses are available to any interested person upon request. In particular:
(a) in relation to any clause which excludes losses from the cover, insurers may agree a separate insurance policy covering such losses or may extend the clause to cover such events;
(b) in relation to clauses making cover of certain risks subject to specific conditions each insurer may alter the said conditions”.

13/02/75

LAY-UP OF VLCCs AND OTHER LARGE VESSELS

The Joint Hull Committee in conjunction with the Joint Hull Returns Sub-Committee make the following recommendations:

For vessels over 750 feet in length overall laid up in an area where such vessels would not customarily be accepted at normal retention, a return of premium may be granted “and arrival” provided:

- (a) The vessel’s classification society has issued its recommendations for the lay-up of the particular vessel, all these recommendations have been complied with and a lay-up report has been completed by the society.
- (b) Gas-free certificates are issued by a qualified chemist prior to lay-up and subsequently at intervals of not more than 3 months during the period of the lay-up, but at least one certificate must be issued in July or August for vessels laid up in the Mediterranean.
- (c) The Salvage Association of London has approved the lay-up arrangements at the location including fire fighting facilities. Any change in mooring arrangements that subsequently takes place to any vessel in a group requires further approval of the moorings by the Salvage Association.
- (d) The ship’s safety equipment certificate to be valid throughout the period of lay-up.

Moorings will not normally be approved when:

1. the total tonnage in a block or group exceeds 1,000,000 tons deadweight with a maximum of 6 ships;
2. there is an odd number of vessels in a block or group;
3. the blocks or groups are made up of vessels substantially different in size.

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