

## CR1 EX 14–MONITORING OF SEAWORTHINESS & SURVEY:

<b>PMSRG SMS CR1 SLIPPING SAFETY CHECKLIST</b>		
<p><b>Precautions before slipping</b>  <i>Ensure repair list is prepared</i>                      Conditions are fortuitous &amp; the surveyor has the required access.</p>		
<p><b>Precautions at slipping</b></p> <p><i>Ensure structural support</i>                      The entire weight of the vessel will be supported at a few localised points, instead of uniformly over the hull, as is the case when the vessel is afloat. External keel coolers, echo sounders, log and sonar transducers could be severely damaged if the bilge or keel supports came into contact with them. It is important that the dockmaster is supplied with up to date and accurate information regarding their location.</p> <p><i>Ensure stability</i>                      Tanks should preferably be empty so as to remove any free surface effect. The critical moment occurs just before the vessel settles on the keel blocks. Trim vessel slightly by the stern. As the water level falls, the keel will touch the blocks at the stern first. This results in an upthrust on the stern which increases as the water level falls. This has the effect of reducing your vessel's GM by causing an apparent rise in the centre of gravity. If it did not have sufficient initial stability, it could topple off the blocks, with disastrous consequences. All moveable weights should be secured, and all unnecessary weights on deck should be removed.</p>		
<p><b>Precautions on slip</b>  <i>Ensure that:</i>                      Transducers and anodes should be covered with grease and then masking tape.                      Remove drain (docking) plugs from all tanks that need to be drained. Keep them safe and record which plug goes where. Ensure that plugs are all replaced prior to entry into the water.</p> <ul style="list-style-type: none"> <li>• safe access is provided to and from the vessel.</li> <li>• fire safety precautions are adhered to.</li> <li>• all tanks, spaces are opened, vented and ready for inspection by surveyors at the appropriate time.</li> <li>• all pollution control requirements are met.</li> <li>• crew persons are briefed on the changed workplace conditions &amp; supplied with adequate P.P.E.</li> </ul> <p><i>Note the position of the fire hydrants ashore and the site of the dock supplied fire extinguishers. Keep a close watch on any hot work being done and stop any unsafe practices.</i></p>		
<p><b>Precautions on Relaunch</b>  <i>Ensure that:</i></p> <ul style="list-style-type: none"> <li>• all intake gills/grates have been replaced</li> <li>• all transducers are uncovered and wiped clean</li> <li>• anchors and all loose gear is secured</li> <li>• new paint is dry to manufacturer's specifications</li> <li>• shore power supply is disconnected</li> <li>• there is sufficient water depth to relaunch</li> <li>• sea cocks are open</li> </ul>		
Approving officer	Signed	Date

<b>Annual Surveys</b>	
	Safety Equipment.
	Running trial of each main engine and associated gearbox. (Engine Hrs)
	Operational test of bilge pumps, bilge alarms and bilge valves
	Operation test of all valves in the fire main system.
	Operational test of all sea injection and overboard discharge valves and cocks.
	Operational test of main and emergency means of steering.
	Running trial of all machinery essential to the safe operation of the vessel.
	Inspection of all pipe arrangements.
	General examination of machinery installation and electrical installation.
	All safety/relief valves associated with safe operation to be set at the required working pressure.
	Inspection of the liquefied petroleum gas installation.
	Inspection of escapes from engine room and accommodation spaces
	Inspection of personnel protection arrangements in machinery spaces.
	Inspection of cargo handling, fishing and trawling gear.
	Inspection of casings, superstructures, skylights, hatchways, companionways, bulwarks and guard rails, ventilators and air pipes, together with closing devices.
	Inspection of ground tackle (anchors and chains).
<b>Two Yearly Surveys</b>	
	Hull externally and internally except in way of tanks forming part of the structure.
	Sea injection and overboard discharge valves and cocks.
	Inspection of propellers, rudders and under water fittings.
<b>Three Yearly</b>	
	Compass adjustment
<b>Four Yearly Surveys</b>	
	Each screw and tube shaft.
	Anchors and cables to range.
	Chain locker internally.
	Tanks forming part of the hull, other than oil tanks, internally.
	Void spaces internally.
	Cargo handling, Fishing and trawling gear.
	Insulation test of all electrical installations above 32V A.C. or D.C.
<b>Eight Yearly Surveys</b>	
	Each rudder stock and rudder stock bearing
	Each rudder stock and rudder stock bearing
	Steering gear.
	Hull in way of removable ballast.
	Selected sections of internal structure in way of refrigerated space.
<b>Twelve Yearly Surveys</b>	
	Fuel oil tanks internally

### **Training resources:**

Workbook- "Prepare, maintain & test response equipment". "Engineering"

Presentation - CD Index>CR1 Lessons> Prep, maint, test response equip. > "Response equip"

Texts- Safety Management manual