## PRECAUTIONS WHEN FLOODING DRY DOCK

### BEFORE FLOODING

Before flooding commences, the following are to be positively checked: -

* Prior to water being admitted to the dry dock a full set of tank soundings are to be taken – maintain a record.
* The ship’s stability condition is assessed and recorded.
* The machinery sea-boxes and underwater area of the ship is inspected and a Drydock Flooding up Checklist is completed. A copy of this checklist is contained at the end of this appendix. In particular ensure that all docking plugs and tank manholes shall be sighted securely in position.

**NB** In exceptional circumstances it may be necessary to re-float prior to replacement of all tank lids. If this situation arises it is only acceptable to permit a tank lid to be unsecured subject to a satisfactory risk assessment being completed. Any tank lid unsecured whilst the vessel is afloat in the dock or adjacent lay-by berth must be recorded and positively confirmed secure before departure from the dock or lay-by berth.

### DURING FLOODING

When low sea suction inlets and stern tube bossings are submerged, stop flooding and check that;

* There are no leaks inboard;
* Ship side valves can be operated and can be closed tight; ensure sea filters can be isolated.
* Check sea water pipe work for any leakage.

When satisfactory, resume dock flooding until high suctions are covered, when the above procedure shall be repeated.

When satisfactory resume flooding and float the ship. Maintain watch on all sea connections and sea water pipe work. Where leaks are found they shall be immediately reported to the Chief Engineer/pipe foreman

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| Drydock Flooding Up Checklist | | | | |
| Item | Comment | Date | Time | Initial |
| Rudder test – no leaks, lift restriction bar & rope guards in place, smooth movement |  |  |  |  |
| Propeller and stern tube – no leaks, locking devices and rope guards in place, no noise from hub, smooth movement |  |  |  |  |
| Stabilisers – in and secure, no leaks, smooth movement |  |  |  |  |
| All Docking Plugs in place (complete checklist page 2 to be attached to this document) |  |  |  |  |
| Sea inlet gratings in place and tight, and locking arrangements secure |  |  |  |  |
| Log transducer clear of paint and coverings and confirmed as correctly replaced |  |  |  |  |
| Echo sounder transducers clear of paint and coverings, and confirmed as correctly replaced |  |  |  |  |
| Anchors stowed and secured |  |  |  |  |
| All hull painting complete – to include draft marks and hull markings |  |  |  |  |
| All scupper and discharge pipe bleeder plugs removed |  |  |  |  |
| All drydock stagings clear, and dock clear of objects/waste which will float |  |  |  |  |
| Propeller protection coverings removed |  |  |  |  |
| All Tank Manholes secured (complete checklist page 2 to be attached to this document) |  |  |  |  |
| All sea connection suction and discharge valves in place and closed, and pipework secure |  |  |  |  |
| Moorings out and sufficient, and ready to be tended, with power available to sufficient winches |  |  |  |  |
| Draft Indicator valves in place and secure |  |  |  |  |
| All scupper valves in place and secure |  |  |  |  |
| Winel valves in place and secure |  |  |  |  |
| Take a full set of soundings of all Fuel oil, LO, FW and Ballast Tanks and cofferdams. |  |  |  |  |
| Heeling tanks at docking levels and pumps available |  |  |  |  |
| Ballast is correct for re-floating and confirmed as unchanged from docking condition with full set of soundings |  |  |  |  |
| Stability – account for the shift, addition or removal of any weights that might effect the trim or produce a list |  |  |  |  |
| Ensure the gangway is secure, and the ship is positioned to allow for some movement |  |  |  |  |
| Post Flooding |  |  |  |  |
| Check all sea connection and scupper valves for leaks and watertight integrity |  |  |  |  |
| Check all underwater spaces for watertight integrity, confirm full set of soundings unchanged from pre-flooding |  |  |  |  |
| Ensure moorings are sufficient, tight and the winch brakes are well secure |  |  |  |  |

DOCKING PLUG AND TANK MANHOLE CHECKLIST

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| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| DOCKING PLUGS – list each docking plug removed | Frame | P/C/S | Date  Removed | Initial |  | Sighted Secured | | Initial |
| Date/ Time | Time |
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| TANK MANHOLES – list each tank lid removed | Frame | P/C/S | Date Removed | Initial |  | Sighted Secured | | Initial |
| Date/ Time | Time |
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| OTHER OPENINGS |  |  |  |  |  |  |  |  |
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