INTRODUCTION

- Why do we dock a vessel
- Planning and preparations
- Time in dock
- Costs and reports
Docking Regulations

- "Seagoing ships carrying the character of class 100A5 are within a 5-year class period to be twice subjected to a bottom survey.
- Older vessels (Age > 15 years) generally need to dry-dock 2 times in a 5 year period.

![Diagram showing bottom survey intervals and class period](chart.png)
Extended Docking Intervals

- Extension possible for up to 7.5 years
- Limited to:
  - Container Ships
  - General Dry Cargo Ships (MPV)
- Docking to be completed before the age of 15 years
- Possible for:
  - New buildings – two dockings in 15 years
  - Vessels in service – extension of docking by 2.5 years
Docking Goal

- Successful docking
- Poor docking
- Good service in operation
- Unplanned off-hire & problems

A poorly executed docking can lead to problems whilst the vessel is in service - corrosion of the hull, deficiencies by port state control or flag states, or other defects that often result in expensive repairs and / or off hire.
DD REPAIR LISTS
This is where it all begins..

DD Repair Lists

and the work starts immediately after the vessel leaves dock
### DD Preparation

**Word or Excel**

- ID Number
- Services needed
- Drawings
- Pictures
- Commissioning

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**DORCHESTER MARITIME LIMITED**

**Dry Dock Repair Request**

**All Ships**

**Job Description:**
- PSI Fan Aft port and starboard.

**Location of Repair:**

**Accommodation:**
- Internal Transport

**Item Details:**
- Access doors to be made to make overhead and lowerάs easier. Overall picture below spec. Also fabricate and lift 2 in each tripling, step of 30mm square steel.

**Work to be Performed:**
- Class
- Manufacturers
- Marine Authorities
- Sgt

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**Images:**

- Diagram of PSI Fan Aft port and starboard.
- Photograph of a red structure on a ship.
DD Preparation with PMS Systems
You need to think through each and every job as if you were to do it yourself. Make notes of what you will need and add this to the job item in the specification.

**Job List / Repair Items**

- As much detail as possible is needed
- Details of the equipment
- Details on what needs to be done
- Details of consumables and services needed
Ship Visit

- A visit onboard the vessel 4-6 months before the docking can help very much. Many questions can be cleared, docking jobs examined, services/surveys confirmed and spare parts orders can be discussed.
- It is also a good opportunity to discuss what the crew can prepare before the docking to save costs and most of all time.
DD SPECIFICATION
**DD Specification**

- Hopefully you have a very good crew onboard. Repair items have been well prepared, reviewed regularly and refined. Detail is comprehensive and accurate. Repair items submitted on a regular basis.

- You have hopefully also been reviewing the repair items as they were received in the office :o) so there are no surprises. It is now time to work on the specification and include as many of the items you wish done - in as much detail as possible.
Gathering Documentation

Docking 1999

Previous Docking
Specs & Reports

New Regulations

Condition Assessments

DDSpecification 2006

Lists from Crew Onboard

Sister Vessels

Germanischer Lloyd

IMO
Solas

Best Practises

74.2°C

1.78
Superintendent

Owner  Owners agent  Yard  Yard agent

Charter  Manager  Subcontractors  Classification

Purchaser  Master  Chief  Flag state  Crewing

Planning & communication skills are essential
A complete specification consist of:

- Owner, manager details
- Tentative docking period
- Vessel dimension and main machinery details
- A COMPLETE list of jobs / repair items with detailed descriptions
- Suggested terms, conditions & guarantees
- Tendering instructions
SPARES & SUBCONTRACTORS
Spares & Subcontractors

- Let the vessel order the spares needed and co-ordinate with the purchaser for delivery. It must also be clear what stores & spares you need BEFORE the docking and what can be delivered DURING the docking.
- Give agents details to the various subcontractors and try to estimate WHEN they should attend. You don’t want all of them onboard during the first day in dock.
- Let the Master/CE handle all vessels normal stores and chandler activities. You will NOT have time to chase printer cartridges and other routine items.
Planning

- Plan well in advance
- Order on sale and return basis where possible
- Discuss with makers service requirements
- Make condition assessments
- Use a fleet stock ashore
Spare parts you don’t want to be without..

- Tail shaft seals spare parts
- SW overboard valve spare parts
- Paint for hull, chain locker etc..
- Rudder bushes or shaft bearings
- Thruster or CPP service kits
- ICCP consumables
- Service kits/spares for planned overhaul
Subcontractors

- Discuss what subcontractors are allowed to do in the yard early in the tender process.
- On what terms are they working in the shipyard? - You need to know and be aware in case of an accident.
- Yard surcharges? - Don’t be surprised by their mark-up!
- Agree on terms before signing the docking contract.
Docking Services

At the same time as the DD repair contract is being finalised, the Superintendent will contract many other smaller companies to supply parts or services. It is not unusual for 10-15 different service companies to be contracted for the docking in one way or another. These can be:

- Paint supervisor
- Cargo gear maker service engineers
- Tailshaft seal specialist
- Steering gear / CPP specialist
- Engine service engineers
- Radio equipment service engineers
- Class surveyors
- and so on....
CHOICE OF SHIPYARDS & TENDERING ASSESSMENT
Choice of Shipyard & Tender Assessment

Considerations:

- Trading area
- Cost
- Time
- Safety record
- Technical ability
- Local infrastructure
- Financial situation
- Weather/season in the area
- Operational restriction - tides etc
Yard Agents

Most shipyards use local AGENTS. Use them if you have not been to the yard before. Get references through them and investigate what negative / positive sides the yard have. The yard agents know the local problems and even if they make money on your docking the good ones are protecting their business and want you to return to their docks.
Quotations

As you now have a specification ready it is time to send this to the yards for quotation. Make it clear by when you expect a response!

Be prepared translate quotes into a usable format. You will get the quotes in varying shapes and forms. Some on fax, some on e-mail and some in Excel or Word. 99 times out of 100 you need to manually input all costs in your cost review.

On many of your items you will receive “To be quoted after inspection”. Try to submit more information and force the yard to give at least estimated prices or prices for part of the jobs.
## Total Cost Evaluation

**Docking Explorer (ESTIMATED COST COMPARISON 24/10-05)**

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<thead>
<tr>
<th>Port / Yard</th>
<th>Yard 1</th>
<th>Yard 2</th>
<th>Yard 3</th>
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<tr>
<td>Time in dock</td>
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<td>10</td>
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<td>Time afloat</td>
<td>4</td>
<td>6</td>
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<td>Shipyard Tendered Jobs (EURO €)</td>
<td>550,372</td>
<td>508,754</td>
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<td>Shipyard Additional Jobs (EURO €)</td>
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<td>Total Shipyard Costing EUROS (after deductions/discussions)</td>
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<td>Makers Services etc (EURO) - Estimate</td>
<td>116,500</td>
<td>116,500</td>
<td>113,500</td>
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<tr>
<td>Agency costs (EURO) - Estimate</td>
<td>22,000</td>
<td>22,000</td>
<td>33,000</td>
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<td><strong>Total Cost Excl Deviation/Off Hire (EURO)</strong></td>
<td><strong>688,872</strong></td>
<td><strong>647,254</strong></td>
<td><strong>618,638</strong></td>
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<td>Total Time Deviation + OH (EURO 16800 / day) Subject Nkossa to load</td>
<td>564,000</td>
<td>416,760</td>
<td>261,880</td>
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<tr>
<td>Total Time Deviation + OH (EURO 16800 / day) subject Lavera to load</td>
<td>368,740</td>
<td>285,240</td>
<td>218,040</td>
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<td><strong>Total Repair Cost Incl Dev/Off Hire (EURO) - Nkossa Option:</strong></td>
<td><strong>1,057,612</strong></td>
<td><strong>932,494</strong></td>
<td><strong>836,678</strong></td>
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<td><strong>Total Repair Cost Incl Dev/Off Hire (EURO) - Lavera Option:</strong></td>
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<th>DD No</th>
<th>Item description</th>
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<th>Vianayard €</th>
<th>Astican €</th>
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<td>NN-86</td>
<td>Sludge tank cleaning</td>
<td>3218</td>
<td>1250</td>
<td>1150</td>
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<td>NN-87</td>
<td>Box for life jackets on Life boat station</td>
<td>480</td>
<td>350</td>
<td>240</td>
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<td>NN-88</td>
<td>Hot well temperature controller valve</td>
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<td>NN-89</td>
<td>Separating Bilge Oil tank to be cleaned</td>
<td>1176</td>
<td>980</td>
<td>785</td>
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<td>NN-90</td>
<td>Cargo tank safety valves to be prepared for landing and overhaul</td>
<td>5760</td>
<td>4000</td>
<td>2400</td>
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<td>NN-91</td>
<td>ME Aux Blower Overhaul</td>
<td>3336</td>
<td>7500</td>
<td>1400</td>
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<td>NN-92</td>
<td>ME SUMP AND CRANKCASE SEALING INSPECTION/RENEWAL</td>
<td>900</td>
<td>160</td>
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<td>NN-93</td>
<td>Savalls drain plugs to be replaced</td>
<td>1320</td>
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<td>NN-94</td>
<td>Sea chest strainer P.S. and Stb.S.</td>
<td>5787</td>
<td>10500</td>
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<td>NN-95</td>
<td>FWG Injector Pump and I.G. SW cooling pump connecting line</td>
<td>3652</td>
<td>6750</td>
<td>5250</td>
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<td>NN-96</td>
<td>Addition lifting eyes above various machinery</td>
<td>6300</td>
<td>1000</td>
<td>780</td>
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</table>
Tips & Hints

When your tenders start to come in it is not easy to keep track of all costs. You may have 5-10 tenders on your desk in different formats and twice as many people to discuss these with on e-mail / fax.

Spend most time on the yards you feel are the most likely to be awarded the docking. Use the others as references to compare prices and repair time.

When you start submitting additional information for unquoted work and/or asking for price revisions mark these items in your summary as “under review”.

$$$$$$$  $$$$
A docking contract is similar to any other contract made for a service or supply of material. The main difference is that there is a lot of money involved and the service is to be supplied in a country you might not have visited before. There is a different culture to consider with possibly unfamiliar rules and regulations.

When you sign a docking contract you confirm an order for a service to be supplied at a certain place, during a specific period of time and at a specific cost. As there might be over 200 jobs involved it will be a challenge to complete all of them within a 8-15 day period - not unusual for a routine docking.
There will be a sense of achievement when you have finally decided on a docking location and you are ready to award a yard with the docking. However, you must first finalise the general terms and formalise the repair contract.

- Yard contract / terms
- Owners contract / terms
- BIMCO - Repaircon

**GENERAL CONDITIONS FOR SHIP REPAIRS**
(Approved by the Association of Portuguese Shipyards)

**ARTICLE 1**
1. The following conditions apply to repair, maintenance and conversion work carried out on ships by the Shipyard, unless otherwise agreed in writing by both parties.
2. The word (ship), as used hereinafter, also covers parts of a ship, lighter, pontoon, drill rig, floating cranes and other comparable objects.
3. The word (Customer), as used hereinafter covers not only the owner but also the charterer of the ship and/or any person authorized to act on the owner’s behalf.
4. The word (delivery) as used hereinafter means placing the ship at the Customer’s disposal after completion of the work.

**ARTICLE 2**
1. An order is not binding upon the Shipyard until it has been confirmed in writing by the Shipyard.
2. If the work is to be carried out in such a way as to comply with certain rules passed or adopted by Public Authorities or Classification Societies the time of delivery and the price agreed upon are calculated according to such rules in force at the time of confirmation of the order. If the rules are changed, the provisions of the 4th paragraph of Article 1, and the 2nd paragraph of Article 10, shall apply accordingly.
3. The ship is to be brought to and removed from the Shipyard by the Customer without any expense to the Shipyard. All movements of the ship within the yard premises shall be for the Customer’s account and risk.
4. The work shall be carried out in accordance with the usual practice of the Shipyard but the Shipyard undertakes to comply with reasonable requests from the Customer concerning the materials and execution of the work in so far as such requests come within the scope of the work covered by the contract, could not reasonably be expected to have been taken into account or to have avoided.
6. In case of force majeure the Shipyard is entitled to claim a postponement of the date of delivery for as many days as are necessary to remedy the consequences of that force majeure.
7. The right to claim a postponement of the date of delivery exists even if the event causing the delay occurs after the date agreed for the delivery has been passed.
8. If normal procedure of the Yard’s work is affected by unjustified decisions of the Customer’s representatives, the Shipyard shall not be responsible for any delay due to such decisions.

**ARTICLE 4**
1. Any reservation of drydock is subject to the restriction that it may still be occupied by another ship under progress of repair and also to the restriction that the Shipyard may be obliged to give priority to other ships in those cases provided for in port regulations.

**ARTICLE 5**
1. No work may be carried out by persons foreign to the Shipyard, including crew members, on ships while under repair without previous written authorisation from the Shipyard.
2. The Shipyard shall in no case be responsible for accidents of any kind, or for damage or losses, whether sustained by the ship, its accessories, crew or visitors, caused by persons foreign to the Shipyard, even if they held the authorisation mentioned in the foregoing paragraph.

**ARTICLE 6**
1. Unless otherwise agreed, all materials removed from the ship in connection with repairs, alterations, etc., shall become the Shipyard’s property.
Repair Contract - Terms & Conditions

Legally, it is the terms and conditions that are confirmed by Owner / Yard during final flurry of communications that is valid. This will always create problems..

- Owner/Manager awards the contract and includes their terms
- The yard confirms the order and at the same time refers to their standard terms as binding
- Owner re-confirms his terms as valid and so on..
- What is next and what is valid?

General rule - agree on terms/conditions early in the preparation process.
Repair contract - Terms & Conditions

- Read them carefully
- Seek advise if there is something written that you don’t understand
- Cancel sections you don’t agree to
- Add your own terms
- Discuss and agree on penalty clauses / guarantees
- Confirm the order as an agent on behalf of the registered Owner of the vessel
PREPARING VESSEL FOR DOCKING
Preparing Vessel For Docking

Owners agent
Owner
Manager
Charter
Purchaser
Master
Chief

Subcontractors
Yard
Yard agent
Classification
Crewing
Flag state
You need to consider:

- Bunkers on arrival at the yard
- Condition assessments before docking in
- Agents & local suppliers
- Subcontractors
- Drawings to be sent to the Yard
- Have I got all tools for rudder / tail shaft withdrawal?

Go through the docking step by step and start working on your own schedule / time planning.
ARRIVAL AT THE SHIPYARD
Arrival at the Shipyard

It’s time to go..
What do you do with your other vessels?

- Tickets
- Hotel
- Passport & Visa
- Security pass for yard
- Drawings
- Specification
- Terms & Conditions
- Phone book / Contact lists
- IT tools
- Cash
- etc etc
Initial Meeting

- Arrive a few days early at the yard. Inspect the premises and discuss the work-scope in detail with the yard representatives.
- Safety / security procedures
- Review repair items
- Sub-contractors jobs
- Class
- Agents / Spares handling
- Crew - leaving/joining the vessel
- Daily meetings onboard
- Shift pattern
- etc etc...
Different Types of Dry Docks

- Floating docks
- Graving docks
- Synchrolifts
Double Docking or Double Banking
Common Problems During Docking

- Poor communications / co-ordination
- Delays in connecting shore power. Electric cables in poor condition
- No gangway positioned in place when you need to get onboard
- Delayed general services
- Weekend - No work done
- Yard workers starting to dismantles parts too quickly
- Delayed safety meeting / yard briefing of ship’s staff
Docking In - A Busy Time

- Awaiting clearance to dock in - use the time at anchor effectively
- Safety/security briefing onboard
- Vessel condition for docking out to be the same as when docking in. Ensure vessel condition documented
- Engine preparations - crankshaft deflections etc
- Planning for general services
- Repair items clearly identified
- Plant shut down procedures
- Ships’ staff responsibilities
SAFETY & SECURITY
Safety During Docking

- Enclosed space entry
- Hot works
- Open hatches and access holes
- Slippery surfaces
- Scaffolding work
- Falling objects
Common Accidents

- Gangway accidents
- Tripping / falling on loose cables etc
- Knock on head - Not wearing helmets
- Cuts and crushes of hand or fingers
- Fires from hot work / electric cables
What You Don’t Want to See!
Security - ISPS Code

- Assess the security procedures on arrival at the yard
- Insist on a gangway watch system if necessary
- Keep as many areas as possible closed, locked and sealed
- Ensure spaces where yard work is completed are inspected before closure
- Make daily and nightly rounds onboard
- Be vigilant and check packages/parted/equipment supplied onboard
- Perform a comprehensive security check of the vessel before sailing from the yard
START OF WORK
## Planning / Follow Up

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<td>NN-01 Bottom Plugs - Ballast Tanks</td>
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<td>NN-13 Tailshaft Gauging / Propeller</td>
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Initial Works - Day 1

- Onboard meeting with Yard / Crew / Super for Safety / Security / Production issues
- Connect general services
- FW washing of the ships hull
- Open bottom plugs / Drain ballast tanks
- Inspections of hull & ship accessories
- Inspect and confirm all “large” jobs to save time
- Inspect unquoted repair items
- Range out anchors and chains
- Prepare staging / scaffolding / lighting
- Agree survey plan with Class
Who is the superintendent?
Ships Crew - How to Organise

- Daily meetings with yard, ship’s staff, sub-contractors
- Keep key personnel informed
- Maintenance system with work-planner
- Clearly defined responsibilities
- Quality control
- Supervision
Typical Crew Jobs During DD

- Inspections & quality control
- Documenting work
- Safety watches
- Class surveyor assistance
- Makers’ service engineer assistance
- PMS jobs difficult to do in service (Cooler cleaning, filter cleaning, ME unit overhauls etc)

Don’t plan for too many jobs to be done by the crew. The final docking result may not be as good without their supervision.
Typical Docking Jobs

- Tail shaft wear down recording / seal replacement
- Rudder integrity confirmation and bush wear / nut tightness
- Clean / overhaul of all ship side valves
- Steelworks
- Hull cleaning, blasting and painting
- Service of bow thruster
- Anchor chain & chain locker touch up
- Service ICCP & MGPS
- Service underwater navigation aids
- Service cargo equipment
Blasting & Painting

- FW washing on arrival
- Blasting, scraping and cleaning. Agree on a figure to blast prior to commencement. Do some test blast areas if you want to discuss the various grades (SA1 - SA 3) and scope.
- FW washing to get rid of dust from blasting
- 1st and 2nd touch up coat with anticorrosive paint (Primer)
- Sealer + 1st coat of Anti fouling paint (Topcoat)
- 2nd coat of Anti fouling paint
- Draft marks etc
Painting in Progress
Rudder

- Check tightness - pressure test no more than 200 mbar
- Check for damage / condition of plating & welds
- Measure bush clearances
- Check that the rudder stock and pintle has not moved
- NDT of stock nut closing plate
- Check alignment of rudder components / steering gear
Steering Gear Overhaul

You may want to plan a steering gear overhaul as the time during the yard stay is usually the only opportunity to have this serviced properly. Do you have all the spare parts that you may need?
In correct use of heat?
Incorrect push-up?
Better to find this at the start of the docking!
Anchors & Chains

- Chain calibration / measurement of wear
- Condition of swivel & D-shackle
- Loose chain studs?
- Damage to anchor?
- Change of shackles or end for end?
- Corrosion protection?
Other Jobs Affecting Vessel Operation

- Boiler repairs / examinations / surveys
- Cleaning of generators
- Switchboard and circuit breaker overhauls / testing
- ME overhauls / surveys
- Jobs that require extensive hot-work
- Overhaul / service of cargo equipment
- Major modifications
Steelwork
Steelwork
Overhaul of Overboard Valves
Ballast Tank Touch Up
FOLLOW UP ON PROGRESS
Follow Up On Progress

- Hull inspection 2-3 times every day
- All areas where works are ongoing checked 2 times every day
- Crew reports on progress every morning

- Morning meetings with crew/yard covering safety and product
- Discuss jobs possibly delaying the vessel and add more resources as needed
- Regular updated critical path analysis
Quality Control

- General inspections of workmanship
- NDT, X-ray, vacuum / pressure tests
- Comparison against drawings
- Certificate / material verifications
- Blasting grades / Paint thickness
Specialist Overhaul / Servicing
Planning / Follow up

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<td>NI-30 Cargo Motor Room ventilation</td>
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DRY DOCK REPORTING
Dry Dock Reporting

- For daily reports use a standard format to ensure nothing missed
- Provide brief daily progress report and planning for tomorrow
- Highlight critical path items
- Update on ETD from dock/yard
- Cost update on regular basis
- Stick to facts as far as possible. Things may change in the morning after a bad day...
## Monitor Costs

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<td>Hull anodes on vessels hull</td>
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<td>4655</td>
</tr>
<tr>
<td>NN-10</td>
<td>NAJ 0004982</td>
<td>6620</td>
<td>Aft Stern Tube Seal to be renewed</td>
<td>2000</td>
<td>3000</td>
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<tr>
<td>NN-11</td>
<td>NAJ 0004983</td>
<td>6610</td>
<td>Calibration of vessel's various items of Equipment</td>
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</tr>
<tr>
<td>NN-12</td>
<td>NAJ 0004984</td>
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<td>Anchor chains</td>
<td>3010</td>
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<td>NN-13</td>
<td>NAJ 0004985</td>
<td>6620</td>
<td>Tailshaft Gauging / Propeller</td>
<td>5990</td>
<td>1115</td>
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<tr>
<td>NN-14</td>
<td>NAJ 0004986</td>
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<td>Sea Chests service &amp; ICCP fitting</td>
<td>1840</td>
<td>1610</td>
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<tr>
<td>NN-15</td>
<td>NAJ 0004987</td>
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<td>Fixed Gas Testing Equipment</td>
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<tr>
<td>NN-16</td>
<td>NAJ 0004991</td>
<td>6600</td>
<td>HFO Tank 1P &amp; No.8 Void</td>
<td>5000</td>
<td>13104</td>
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<tr>
<td>NN-17</td>
<td>NAJ 0004992</td>
<td>6610</td>
<td>Bitter End SB Anchor chain locker - repair</td>
<td>1400</td>
<td>0</td>
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<tr>
<td>NN-18</td>
<td>NAJ 0004993</td>
<td>6630</td>
<td>Segmentation Valve SW between low &amp; high seachest</td>
<td>1500</td>
<td>1300</td>
</tr>
<tr>
<td>NN-19</td>
<td>NAJ 0004994</td>
<td>6630</td>
<td>Addition Lighting, Maindeck, w o No.1 C.Tank</td>
<td>1500</td>
<td>1300</td>
</tr>
</tbody>
</table>
DOCKING OUT
Docking Out

It is always a good feeling when a ship is docking out. Some of the pressure reduces now that the vessel is back in the water.

However there may still be a number of day work still to complete whilst afloat.
Getting Ready to Sail

- Final cleaning of the vessel. This is more and more important as many charterers will ask for a vetting inspection shortly after docking
- Transfer to ship’s power
- Checking systems and warming through the plant
- Bunkers - requirements for sailing
- Stores - There is always late arriving stores / spares coming to the yard that needs to put onboard prior departure
- Safety / security inspections
- Crew changes & hand-overs
- Preparation of cargo system/plant & presentation for next cargo
INVOICE NEGOTIATIONS
Invoice Negotiations

- Try to get the ship away from the yard before final negotiations
- Come to the invoice meeting well prepared and do not be rushed into meeting too early
- Go through items and highlight agreed and disputed costs - if possible agree costs as and when jobs are completed in the yard
- Don’t rush things unless you feel the yard are willing to settle quickly for a figure acceptable to you
- Don’t get angry - be “friendly but firm”
- The yard will have in mind a figure that they will not go below - you will know when you approach this
Final Docking Report

Going home

Catching up

A week later ?
Final Docking Report

- Summary of the yard selection process
- Vessel movements / deviation calculation
- Main docking and service work carried out
- Dock costing / invoice
- Calibration / Class / Service reports
- Photos
- Assessment of yard performance
Best Practises 1

- If vessel is trading in an expensive docking location, work with Owner / Charterer to reposition vessel.
- Don’t hesitate to get to know other Superintendents in the yard. This is a good way to learn about the yard’s common problems etc.
- Don’t live onboard during the docking - It may be cheaper but you will need a break from the yard activity. It also gives ship’s staff a break from you.
- Prepare all IT/Comms tools well before the docking. You cannot afford to spend any time discussing with your IT department on why your remote access does not work.
- Use a UHF radio to keep in contact with the crew during the docking. This will save time if you need to discuss something with ship’s staff when you are in the dock bottom.
- Use assistants or Superintendent trainees if Owners allow. Of great benefit during a complicated docking.
- Double up on C/O’s or 2/E’s if possible.
Best Practises 2

- Maintain vessel permit to work system.
- Always push to go directly into dock on arrival. A late docking in often results in extended docking time.
- Use a paint specialist for major paint jobs.
- In addition to being critical of yard/contractor performance, praise good work where appropriate. This should develop a good relationship with the yard.
- A dry docking is a good opportunity to develop your working relationship with ship’s staff. Have them working as a team …… on your side!
- Try and avoid “double docking” and “double banking” at the yard, as this could involve your ship in other owners problems and limits access to the vessel.
- Where possible, avoid shifting of the vessel for “yard convenience”. This will always delay work.
- Ensure you know who is responsible in the yard for the various aspects of repair - Estimator, Commercial Manager, Invoice Manager etc.
Best Practises 3

- Don’t take for granted that because a job has been started that it is being progressed. It is essential that the planning meetings cover all jobs - even the most minor.
- Try to resolve problems that effect progress promptly and avoid deferring decisions without good reason.
- Use local specialists if approved by manufacturer.