## Standard Dry-Dock Check List &

Risk assessment

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2019 Tripartite Meeting 18 October 2019 Tokyo

LEADING THE WAY,
MAKING A DIFFERENCE





Vessel Name:

**Vessel Type:** 

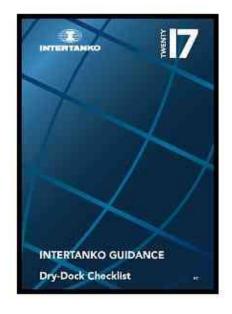
**IMO Number:** 

Class (including Notations):

Repair (Build) yard:

Repair commencement (steel cutting) date:

Delivery date:







DONE BY	TIMING	VERIFIED BY
yard	PDT: prior dock trials	Class
crew rank	DDT: during dock trials	Fleet superintendent
class	DST: during sea trials	Master
workshop	PS: prior sailing	Chief Engineer
service engineer		



	Item per category	VIQ #7 item No.	Completed by	Timing	Verified by	REMARKS	Criticality Exposure Index (CEI)
1	General Information						
2	2. Certification and Documentation						
2.1	New Certificates / Test Records / Receipts issued during DD period verified to be onboard.	2		PDT			1
2.2	Confirm Certificates / Endorsements are correct (forward copies to office ASAP).	2		PDT			1
4.6	Temporary notices, Navtex, weather information received and passage plan prepared. ECDIS pre-departure check list "Bridge-24" completed.	4.13, 4.20, 4.17		PS	Looding	the way; Making	3



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## **SHIP ENERGY EFFICIENCY FORMS**

Code:

	RISK PRIORITY CODE										
	Risk (R) =	Likelihood (L) x Consequ		(C) CONSEQUENCE RATING							
1-3:	LOW	Risk acceptable, can proceed with	sk acceptable, can proceed with the task			2	3				
4-6:	MEDIUM	Task can be scheduled, however re to reduce the risk rating	eviewing of controls recommended		Commercial	Pollution	Safety				
7-12:	HIGH	Cannot proceed with the task unlest reduce the risk		Damage to asset or financial damage	Harm to the environment	Human injury, health damage or fatality					
9 NI.	1	Very Unlikely	Never occurred in the industry		1	2	3				
) D RAT	2	Unlikely	Occurred in the industry		2	4	6				
(L) LIKELIHOOD RATING	3	Likely	Occurred more than once in the industry		3	6	9				
LIKE	4	Very Likely	Occurred more than once in the industry & at least once in the Company		4	8	12				

F-SEE-28



IDENTIFICATION OF HAZARD					ASSESSMENT OF RISK *			IMPLEMENTATION OF CONTROLS			FINAL RISK			
HAZARD CAUSE RE		RESULT	(L1) Likelihood	(C) Consequence	(R) Risk (L1xC)	Risk Level	ACTION		REFERENCE DOCUMENT	(L2) Likelihood	(FR) Final Risk (L2xC)	Risk Level		
2		Certification & Document	tation											
2.1		New Certificates / Test Record DD period not onboard. (VIQ.		Humman error/ negligence.	Commercial implications in vessel's trading.	2	1	2	LOW	Verification prior sailing that all newly issue certificates are onboard, both by Master at attending superintendent.		1	1	LOW
2.2		Certificates / Endorsements n to office ASAP). (VIQ. 2)	ot correct (copies not sent	Humman error/ negligence.	Commercial implications in vessel's trading.	2	1	2	LOW	Verification prior sailing that all newly issue certificates are correct, both by Master and attending superintendent.		1	1	Low
2.3	OCKING	VGP requirements breached / order. Class Statement of Fac			Pollution/ Commercial implications in vessel's trading.	2	2	4	MEDIUM	verification prior sailing that each VGP re- corn certificated statement have been issu- good order, both by Master and attending superintendent. All required inspeccions ha- carried out to the satisfaction of the attend surveyor.	ed in Biofouling Management Plan/ Records ve been	1	2	Low
2.4	Α.	Class 'Factual Statement' that been completed and that the I Summary & Thickness Measu under preparation by Class he due course) not issued. (VIQ.:	ESP (Executive Hull rements) documentation is and office (will be issued in	Required inspections/ maintenance not carried out, reports for same not issued. Items overlooked/ forgoten.	Commercial implications in vessel's trading.	2	1	2	Low	Verification prior sailing that relevant state ssued and final report is under preparation by Master and attending superintendent.	nent Dry dock check list , both	1	1	LOW
2.5	VESSEI	Class factual statement for the conducted not issued. (VIQ. 2		Leakage in way of piping. Report not issued, item overlooked/ forgoten.	Pollution hazards. Commercial implications in vessel's trading.	2	2	4	MEDIUM	Pressure test of piping performed during c tank washing operations prior docking; rep f needed affected). Verification prior salini relevant statement issued, both by Master attending superintendent.	airs (as/ ) that	1	2	LOW
2.6		Class factual statement for the members. (VIQ. 2, 9.28)	ETA structural support	Relevant inspections not	ETA equipment inoperative. Safety issues. Commercial implications in vessel's trading.	2	3	6	MEDIUM	Supporting structure is inspected by Class surveyor and attending superntendent. Sve prior sailing that relevant statement issued Master and attending superintendent.		1	3	LOW
2.7		Vessel drawings, Fire/ Safety/ during drydock period missin ship property not returned on	g. Special tools, and other	Humman error/ negligence.	Safety hazards/ routine maintenance implications.	3	3	9	нісн	Items landed/ handed over to the shippard personnel documented in relevant landing Master/ Chief engineer frequently updated aoutstanding items during daily safety mee Final check prior sailing is performed by st crew.	forms. on tings.	1	3	LOW



## **CONCLUSIONS**

**Dry-Dock Check List is a Guidance** 

**INTERTANKO** Members invited to use it and many do

**Advantage to use a standard Check List** 

Advantage to do a Risk Assessment on work /outcome of the Dry-Dock activity

Initiative to attempt on reducing/eliminating post DD problems

Increase confidence on problem-free post Dry Dock operation

Maybe easier to be contracted for a "post Dry Dock first cargo"

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