

CHAPTER 5

MAINTENANCE

5.1 HULL

In port every opportunity must be taken to maintain the hull in good condition, but only work which can be completed while in port should be undertaken.

Before painting, rusty parts must be thoroughly scaled and properly treated from ground; in no circumstances must paint be applied over rust.

When required and conditions permit while in port, ship's sides must be scraped down to keep fouling at a minimum.

5.2 REPAIRS BY SHORE FIRMS

In case of costly or extensive repairs, reference must first be made through local Agents to the Company's Head Office and authority obtained. A full report on any repairs carried out must be submitted to the Company.

5.3 CARGO GEAR

Books must be kept up to date at all times in order that any item of gear can be readily identified. Identity marks on gear must be checked regularly.

All cranes and derricks together with their attachments and loose gear will be thoroughly examined and tested by Dockyard every four (4) years.

5.4 CARGO GEAR NOT CERTIFIED AS MILD STEEL

This gear required to be annealed once every 12 months. In all other respects the procedure outlined for mild steel should be followed.

5.5 DERRICKS AND HEAVY LIFT GEAR

Derricks are to be tested at overhaul every four years, dates S.W.L. being marked on derrick after testing.

A thorough inspection of derricks must be made every 12 months during the intervening period.

Mast and derricks are tested to a maximum load every four years during overhaul. After this test, all component parts of the mast and derrick fittings must be examined for flaws. The date of the Heavy Derrick Test is to be stamped on the Mast with S.W.L.

All Heavy Derrick Gear must be overhauled regularly, blocks greased and wires coated with preservative. In no circumstances may this gear be used except for

handling heavy lifts.

When rigging heavy lift gear, special attention must be paid to the brass washer, which required to be fitted to the pedestal before slipping the trunnion.

In ships carrying cranes, these should also be tested and maintained regularly in accordance with makers' instructions.

5.6 LIFEBOATS AND GEAR

Before painting of wooden boats all slack paint must be removed, especially at plank landings, planking then allowed to dry out, and thereafter given a priming coat of linseed oil. Planking behind tanks is to be coated with linseed oil and not painted.

Boats must not be submerged to swell and tighten planking.

Any leakage around the keels, or dead wood, must be caulked with cotton and puttied.

Leakage of plank landings must not be caulked, but smeared with thick paint, and a report made to the Company who will arrange to have seams attended to.

Boat gear must be inspected and overhauled regularly and maintained up to standard, inspection reports being entered in the Life-Saving and Fire Appliances Book.

Lifelbelts stowed in lockers must be inspected and aired, at frequent intervals. All belts requiring repair or renewal are to be sent ashore and under no circumstances must defective belts be retained on board. All inspections to be recorded in the Deck Maintenance Book.

5.7 DECK STORES

Stores must always be used as economically as is compatible with proper maintenance.

A special indent must be made for stores required for any unusual work, a full report of such work being made to the Company who will inspect it when completed.

A careful tally must be kept of all stores consumed and in hand, to avoid loss by pilferage.

Stores inventories must be accurately taken and submitted to the Company every 12 months, on 1st January and any shortages accounted for.

All stores must be ordered though the Company's Head Office.

5.8 CREW'S QUARTERS

Crew's Quarters are to be regularly inspected and turned out, thoroughly cleaned and disinfected weekly, entries being made accordingly in the Deck and Official Log Books.

5.9 BILGES

These must be cleaned out regularly whenever times permits. When this is done, all bilge suction lines must be thoroughly tested to ensure that they are in good working order and not choked, and any apparent choking of pipes being remedied by flooding the bilge lines. Suction lines should be tested for efficiency prior to annual docking.