

Valid from 31.03.2002
Version 1

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communication with the bridge and,
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nd the date and details of
ips log book.



Steering Gear Test

WI247

Valid from 31.03.2002
Version 1

Steering Gear Use and Test

Description

This work instruction is to establish and maintain proper routines for testing of the steering gear to ensure continuous safe handling of the vessel.

Responsibility

The Master is responsible for the implementation of this work instruction.
All deck officers and engineers (as applicable), to maintain this work instruction.

Work Instruction

Manual steering positions

After a long use of the autopilot, and before entering coastal waters, the steering gear to be tested at all manual steering positions on the bridge.

Multiple steering gear power units

In coastal waters, one should use more than one steering gear power unit when such units are capable of simultaneous operation or keep one unit on standby as per vessel's design

Before departure from port and before arrival to port

Within 12 hours before departure, check and test the steering gear including, as applicable, the operation of the following:

- The main steering gear;
- The auxiliary steering gear;
- The remote steering control systems;
- The main steering position on the bridge;
- The emergency power supply;
- The rudder angle indicators in relation to actual rudder position;
- The remote steering gear control system power failure alarms;
- The steering gear power unit failure alarms; and
- Automatic isolating arrangements and other automatic equipment.

Checks and tests

Checks and tests should include:

- The timing of rudder movement from hardover-to-hardover to ensure consistency with previous tests;
- A visual inspection of the steering gear and its connecting linkage; and
- The operation of the means of communication between the bridge and the steering gear compartment.

Changeover procedures

All officers/engineers involved with the operation or maintenance of the steering gear should acquaint themselves with the change-over routines.

Engine

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breaks 12:00-1

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Notes

Emergency steering drills

Emergency steering drills to take place at least every three months and shall include direct control from within the steering gear compartment, means communication with the bridge and, where applicable, the operation of alternative power supplies.

Document Control

The dates on which these checks and tests are conducted and the date and details of emergency steering drills carried out to be recorded in the ships log book.

References

SOLAS IX
ISM 7
CDI 3
SIRE 4
ISO 9001:2000 7.1, 7.5

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