Drill- Loss of Steering

*Marine Operations*

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| *Vessel Name* | | | *Date (01-January-2020)* | *Name of person conducting the drill (PRINT)* |
|  | | |  |  |
| *Full dress out or table top drill? (If not full dress out, explain why below)* | | | | |
| *\_\_\_\_\_ Full Dress Out*  *\_\_\_\_\_ Table Top* | | | | |
| *Start time* | *End Time* | *Notes on crew performance, lessons learned* ***(REQUIRED)*** | | |
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| ***HELM #🡺*** |  |

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| **No.** | **PRINTED NAME** | **Initials** | **No.** | **PRINTED NAME** | **Initials** |
| 1. |  |  | 13. |  |  |
| 2. |  |  | 14. |  |  |
| 3. |  |  | 15. |  |  |
| 4. |  |  | 16. |  |  |
| 5 |  |  | 17. |  |  |
| 6 |  |  | 18. |  |  |
| 7 |  |  | 19. |  |  |
| 8. |  |  | 20. |  |  |
| 9. |  |  | 21. |  |  |
| 10. |  |  | 22. |  |  |
| 11. |  |  | 23. |  |  |
| 12. |  |  | 24. |  |  |
| **Steering gear tests: within 12 hours of departure or weekly for vessels on short voyages - SOLAS V/26. 1 & 2 Emergency Steering: quarterly - SOLAS V/26.4** | | | | | |
| Engineering and bridge crew should verify protocols in the event the vessel loses steering. Protocols to be followed differ for each vessel. General protocols involve the following:  **1. On the bridge :**  \_\_\_\_\_ Notify Captain and Chief Engineer immediately,  \_\_\_\_\_ Use engines to maneuver vessel away from danger  \_\_\_\_\_ Inform nearby vessels or structures by VHF (AIS)  \_\_\_\_\_ Use appropriate signals: (Day – two black balls on yard arm, night- turn off white mast light and turn on  two red mast lights ) to let other vessels know steering ability is compromised (NUC)  \_\_\_\_\_ Contact the engine room, and have the engineering staff visually inspect the steering pump motors | | | | | |
| **2. Engine room** :  \_\_\_\_\_ Visually inspect the steering pump motors  \_\_\_\_\_ If the motor are not operational, then the engineers will inspect both the breaker of the power supply panel  and the motor controller (contactor) switch boxes.  \_\_\_\_\_ If the engineer is able to engage either of the two steering pump motors, test if the steering has been  restored at the helm. If not continue with the following steps  \_\_\_\_\_ Should one of the steering pump motor be operational and steering control is still absent on the helm then  via communication lines the master or mate will issue commands to engineers to manually operate the  steering solenoids (Emergency Steering).  \_\_\_\_\_ Should the pump motors be inoperable, instruct the engineering staff to manually center the rudder and use the vessel’s engine to control vessel movement.  **Describe any issues discovered during the drill. Create a task in Helm to address mechanical issues**. | | | | | |