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Dry Dock Standard

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CONTENTS

PREFACE xi

ACKNOWLEDGMENTS xiii

1 GENERAL 1
1.1 Scope 1
1.2 Application 1
1.3 Definitions, Symbols, and Notation 1
1.4 Consensus Standards and Other Referenced Documents 4

2 TYPES OF DRY DOCKS 5
2.1 Purpose 5
2.2 Floating Dry Docks 5
2.2.1 Pontoon Floating Dry Dock 5
2.2.2 Caisson Floating Dry Dock 5
2.2.3 Sectional Floating Dry Dock 6
2.3 Graving Docks 6
2.3.1 Full Hydrostatic Graving Dock 7
2.3.2 Fully Relieved Graving Dock 7
2.3.3 Partially Relieved Graving Dock 7
2.3.4 Closure Gates 7
2.4 Marine Railways 9
2.5 Vertical Lifts 9

3 DRY DOCK CERTIFICATION REQUIREMENTS 11
3.1 Requirements 11
3.2 Qualifications of the Dry Dock Certifying Agency 11
3.3 Dry Dock Capacity Certificate 11
3.4 Condition Assessment 11
3.4.1 Periodicity of Condition Assessments 12
3.4.2 Drawings 12
3.4.3 Dry Dock Calculations 12
3.4.4 Material Condition Survey 12
3.4.5 Condition Assessment Report 12
3.5 Certification Inspections 13
3.6 Material Condition Survey Reporting 13
3.6.1 Reporting 13
3.7 Specific Requirements for All Dry Dock Types 13
3.7.1 Dry Dock Maintenance 13
3.7.2 Dry Dock Operations 13
3.7.3 Fire Protection 13
3.7.4 Hydrographic Survey 13
3.7.5 Underwater Survey 13
3.7.6 Record Keeping 13
3.8 Specific Requirements for Floating Dry Docks 13
3.8.1 Instrumentation Requirements 13
3.8.2 Wingwall Freeboard 13
3.8.3 Pontoon Freeboard 14
3.8.4 Stability 14
3.8.5 Ballast Tank and Buoyancy Chamber Watertightness 14
3.9 Specific Requirements for Graving Docks 14
3.10 Specific Requirements for Marine Railways 14
3.10.1 Line, Grade, and Gauge Survey 14
3.10.2 Chain Inspection Periodicity 14

3.10.3 Wire Rope . . . 14
3.10.4 Rollers . . . 14
3.11 Specific Requirements for Vertical Lifts . . . 15

4 CONDITION ASSESSMENT REQUIREMENTS FOR FLOATING DRY DOCKS . . . 17
4.1 Document Review . . . 17
4.2 Material Condition Survey . . . 17
4.2.1 Internal Ballast Tanks and Sea Chests . . . 17
4.2.2 Internal Nonballasting Compartments . . . 17
4.2.3 External Portions of the Floating Dry Dock . . . 17
4.2.4 Floating Dry Dock Mooring System . . . 18
4.2.5 Floating Dry Dock Fenders and Vessel Moorings . . . 18
4.2.6 Floating Dry Dock Translation System (if applicable) . . . 18
4.2.7 Vessel Support Blocks . . . 18
4.2.8 Cathodic Protection System . . . 18
4.3 Operational Tests . . . 18
4.3.1 Dry Dock Operation Test . . . 18
4.3.2 Submergence Test . . . 18
4.3.3 Lightweight Survey . . . 18
4.3.4 Translation System Test (if applicable) . . . 19
4.3.5 Verification of Instrumentation and Controls . . . 19
4.4 Dry Dock Calculations . . . 19
4.4.1 Light Weight Determination . . . 19
4.4.2 Buoyant Capacity . . . 19
4.4.3 Stability . . . 19
4.4.4 Transverse Bending . . . 19
4.4.5 Longitudinal Bending Calculations and Deflection Limits . . . 21
4.4.6 Local Strength Analysis . . . 21
4.4.7 Block Loading Analysis . . . 21
4.4.8 Hydrostatic Properties of the Hull . . . 21
4.4.9 Hydrostatic Head Pressures on Internal Bulkheads . . . 23
4.4.10 List and Trim Limits . . . 23
4.4.11 Mooring Analyses . . . 23
4.5 Condition Assessment Report . . . 24
4.5.1 Written Descriptions . . . 24
4.5.2 Calculations . . . 24
4.5.3 Floating Dry Dock Capacity . . . 24

5 CONDITION ASSESSMENT REQUIREMENTS FOR GRAVING DOCKS . . . 25
5.1 Document Review . . . 25
5.2 Material Condition Survey . . . 25
5.2.1 Graving Dock Floor . . . 25
5.2.2 Grade Survey of Graving Dock Floor . . . 25
5.2.3 Graving Dock Walls . . . 25
5.2.4 Graving Dock Sill, Closure Gate Abutments, and Entrance Structures . . . 25
5.2.5 Pumphouse/Pumpwell and other Subsurface Structures . . . 25
5.2.6 Flooding/Dewatering Tunnels . . . 26
5.2.7 Areas Surrounding Graving Dock . . . 26
5.2.8 Closure and Intermediate Gates . . . 26
5.2.9 Graving Dock Fenders and Vessel Moorings . . . 26
5.2.10 Vessel Support Blocks . . . 26
5.2.11 Cathodic Protection System . . . 26
5.3 Operational Tests . . . 26
5.3.1 Dry Dock Operation Test . . . 26
5.3.2 Verification of Calibration of Instruments . . . 26
5.4 Dry Dock Calculations . . . 26
5.4.1 Geotechnical Calculations . . . 27
5.4.2 Loading on Floor . . . 27
5.4.3 Loading on Walls . . . 27
5.4.4 Loading on Dry Dock Sill . . . 27
5.4.5 Uplift Stability . . . 27
5.4.6 Structural Strength of Closure Gate . . . 27

5.4.7 Stability of the Closure Gate . . . 27
5.4.8 Light Weight Determination of Closure Gate . . . 27
5.4.9 Ballast Required to Seat Closure Gate . . . 27
5.4.10 Hydrostatic Head Pressures on the Closure Gate . . . 27
5.4.11 Hydrostatic Head Pressures on Internal Bulkheads of the Closure Gate . . . 27
5.4.12 Vulnerabilities Assessment with the Closure Gate Removed . . . 27
5.4.13 Block Loading Analysis . . . 27
5.4.14 Corrosion Criteria . . . 28
5.5 Condition Assessment Report . . . 28
5.5.1 Written Descriptions . . . 28
5.5.2 Calculations . . . 28
5.5.3 Overall Capacity . . . 28
5.5.4 Rated Load per Foot Capacity . . . 28

6 CONDITION ASSESSMENT REQUIREMENTS FOR MARINE RAILWAYS . . . 29
6.1 Document Review . . . 29
6.2 Material Condition Survey . . . 29
6.2.1 Track Foundation . . . 29
6.2.2 Tracks and Rails . . . 29
6.2.3 Drydocking Cradle . . . 31
6.2.4 Rollers and Wheels . . . 31
6.2.5 Chains or Wire Rope . . . 31
6.2.6 Hauling Machinery . . . 32
6.2.7 Visual Survey of Drydocking Cradle Fenders and Vessel Moorings . . . 32
6.2.8 Vessel Support Blocks . . . 32
6.2.9 Underwater Survey . . . 32
6.2.10 Cathodic Protection System . . . 32
6.3 Operational Tests . . . 32
6.3.1 Dry Dock Operation Test . . . 33
6.3.2 Verification of Instrumentation and Controls . . . 33
6.4 Dry Dock Calculations . . . 33
6.4.1 Capacity of Foundation . . . 33
6.4.2 Capacity of Track . . . 33
6.4.3 Structural Strength of Drydocking Cradle . . . 33
6.4.4 Stability of Drydocking Cradle . . . 33
6.4.5 Capacity of Drydocking Cradle Locking Pin . . . 33
6.4.6 Capacity of Hauling Machinery . . . 33
6.4.7 Capacity of Hauling Chain (or Wire Rope) . . . 33
6.4.8 Block Loading Analysis . . . 34
6.4.9 Line, Grade, and Gauge Tolerances . . . 34
6.4.10 Roller Tolerances . . . 34
6.5 Condition Assessment Report . . . 34
6.5.1 Written Descriptions . . . 34
6.5.2 Calculations . . . 35
6.5.3 Overall Lift Capacity . . . 35
6.5.4 Rated Load per Foot Capacity . . . 35
6.5.5 Allowable Deck Loading . . . 35

7 CONDITION ASSESSMENT REQUIREMENTS FOR VERTICAL LIFTS . . . 37
7.1 Document Review . . . 37
7.2 Material Condition Survey . . . 37
7.2.1 Support Piers and Piles . . . 37
7.2.2 Vertical Lift Platform . . . 37
7.2.3 Vertical Lift Drive and Primary Brake System . . . 38
7.2.4 Vertical Lift Control Systems . . . 38
7.2.5 Lifting Hoists . . . 38
7.2.6 Vertical Lift Fenders and Vessel Moorings . . . 38
7.2.7 Vessel Support Blocks . . . 38
7.3 Operational Tests . . . 38
7.3.1 Dry Dock Operation Test . . . 38
7.3.2 Control and Protection Tests . . . 38

7.4 Dry Dock Calculations . . . 38
7.5 Condition Assessment Report . . . 39
7.5.1 Written Descriptions . . . 39
7.5.2 Maximum Lift Beam Capacity . . . 39
7.5.3 Load per Foot Capacity (MDL) . . . 40
7.5.4 Vessel Support Blocks Load Limits . . . 40

8 CERTIFICATION INSPECTION REQUIREMENTS . . . 41
8.1 Periodicity of Certification Inspections . . . 41
8.2 Document Review . . . 41
8.3 Certification Inspection Scope . . . 41
8.3.1 Review of Existing Data . . . 41
8.3.2 Document and Calculation Review . . . 41
8.3.3 Material Condition Survey . . . 41
8.3.4 Operational Inspections . . . 41
8.3.5 Certification Inspection Checklists . . . 42
8.4 Specific Certification Inspection Requirements . . . 42
8.4.1 Floating Dry Docks . . . 42
8.4.2 Graving Docks . . . 42
8.4.3 Marine Railways . . . 42
8.4.4 Vertical Lifts . . . 42
8.5 Inspection Item Deferral . . . 42
8.6 Correction of Deficiencies . . . 42
8.7 Dry Dock Certification Report . . . 42

9 DRY DOCK MAINTENANCE . . . 43
9.1 Maintenance Program . . . 43

10 DRY DOCK OPERATIONS—GENERAL REQUIREMENTS . . . 45
10.1 Dry Dock Operations Personnel . . . 45
10.1.1 Dry Dock Operations Personnel Qualifications . . . 45
10.1.2 Dockmaster . . . 45
10.2 Operating Procedures . . . 45
10.3 Dry Dock Operation Manning Plan . . . 45
10.4 Verification of Dry Dock Capability . . . 45
10.4.1 Vessel Fit . . . 45
10.4.2 Expected Work . . . 46
10.4.3 Dry Dock Loading . . . 46
10.4.4 Dry Dock System Stability (Dry Dock and Vessel) . . . 46
10.5 Vessel Data Form . . . 46
10.6 Drydocking Calculations . . . 46
10.6.1 Block Loading . . . 46
10.6.2 Dry Dock Loading . . . 46
10.6.3 Vessel Stability . . . 46
10.6.4 Vessel Trim . . . 46
10.6.5 Floating Dry Dock Stability . . . 47
10.6.6 Floating Dry Dock Pumping Plan . . . 47
10.7 Undocking Calculations . . . 47
10.8 Shipyard's Drydocking Plan . . . 47
10.8.1 General Notes . . . 47
10.8.2 Drawing Details . . . 47
10.8.3 Hull Openings below the Waterline . . . 47
10.9 Documentation Requirements . . . 47
10.9.1 Drydocking Report . . . 47
10.9.2 Dry Dock Logbook . . . 47
10.9.3 Dockmaster Log Book . . . 48
10.10 Block Build Requirements . . . 48
10.10.1 Reference Planes . . . 48
10.10.2 Block Materials . . . 48
10.10.3 Block and Cradle Condition . . . 49
10.10.4 Soft Caps . . . 49
10.10.5 Block Position Tolerance . . . 49

10.10.6 Line of Force . . . 49
10.10.7 Block Stability . . . 49
10.10.8 Verification . . . 50

11 DRY DOCK OPERATIONS—REQUIREMENTS COMMON TO ALL DRY DOCK TYPES . . . 51
11.1 Drydocking/Undocking Conference . . . 51
11.2 Prior To Drydocking or Undocking Operations . . . 51
11.2.1 Operating Procedures . . . 51
11.2.2 Communication . . . 51
11.2.3 Safety Meeting and Assignment of Personnel . . . 51
11.2.4 Dry Dock Systems and Equipment . . . 51
11.2.5 Final Dry Dock Checks . . . 51
11.2.6 Manning . . . 51
11.2.7 Weather . . . 51
11.3 Drydocking Operations . . . 51
11.3.1 Vessel Condition . . . 51
11.3.2 Minimum Clearance . . . 51
11.3.3 Transition from Ship or Tug Propulsion to Handling by Dry Dock Lines . . . 52
11.3.4 Exchange of Responsibility and Operational Control . . . 52
11.3.5 Positioning the Ship . . . 52
11.3.6 Alignment over the Blocks . . . 52
11.3.7 Landing the Ship . . . 52
11.3.8 Stopping Drydocking Operations . . . 52
11.3.9 Divers . . . 52
11.3.10 Grounding Cables, Gangways, and Services . . . 52
11.3.11 Final Liquid Load Readings . . . 52
11.3.12 Examination of the Blocks/Cradles/Shores . . . 52
11.4 Lay Period . . . 53
11.4.1 Corrections to the Vessel Blocking Plan . . . 53
11.4.2 Weight Changes . . . 53
11.4.3 Watertight Integrity . . . 53
11.5 Undocking Operations . . . 53
11.5.1 Vessel Condition . . . 53
11.5.2 Operating Procedures . . . 53
11.5.3 Communication . . . 53
11.5.4 Safety Meeting and Assignment of Personnel . . . 53
11.5.5 Dry Dock Systems and Equipment . . . 53
11.5.6 Final Dry Dock Checks . . . 53
11.5.7 Manning . . . 53
11.5.8 Weather . . . 53
11.5.9 Vessel Condition . . . 53
11.5.10 Minimum Clearance . . . 53
11.5.11 Divers . . . 53
11.5.12 Flooding Checks . . . 53
11.5.13 Grounding Cables, Gangways, and Service Lines . . . 53
11.5.14 Floating the Vessel . . . 53
11.5.15 Transition from Handling Lines to Ship or Tug Propulsion . . . 54
11.5.16 Exchange of Responsibility and Operational Control . . . 54
11.5.17 Stopping Undocking Operations . . . 54
11.5.18 Accounting for the Dry Dock's Blocks/Cradles/Shores . . . 54

12 DRY DOCK OPERATIONS—REQUIREMENTS UNIQUE BY DRY DOCK TYPE . . . 55
12.1 Floating Dry Dock Specific Operations . . . 55
12.1.1 Operating Procedures . . . 55
12.1.2 Baseline Height . . . 55
12.1.3 Pumping Plan . . . 55
12.1.4 Dry Dock Deflection . . . 55
12.1.5 Dry Dock Stability . . . 55
12.1.6 Dry Dock Operational Depths . . . 55
12.1.7 Dry Dock List and Trim . . . 55
12.1.8 Dry Dock Drafts . . . 55
12.1.9 Cranes . . . 55
12.1.10 Severe Weather . . . 55

12.2 Graving Dry Docks Specific Operations . . . 56
12.2.1 Operating Procedures . . . 56
12.2.2 Flooding the Graving Dock . . . 56
12.2.3 Specific Gate Operation Requirements . . . 56
12.2.4 Securing Dry Dock Flood Valves . . . 56
12.2.5 Dewatering the Dry Dock . . . 56
12.2.6 Vessel List and Trim. . . . 56
12.2.7 Severe Weather. . . . 56
12.3 Marine Railway Specific Operations. . . . 56
12.3.1 Operating Procedures . . . 56
12.3.2 Drydocking Procedure . . . 56
12.3.3 Undocking Procedure . . . 56
12.3.4 Vessel List and Trim. . . . 57
12.3.5 Severe Weather. . . . 57
12.4 Vertical Lift Specific Operations. . . . 57
12.4.1 Operating Procedures . . . 57
12.4.2 Drydocking Procedure . . . 57
12.4.3 Undocking Procedure . . . 57
12.4.4 Vessel List and Trim. . . . 57
12.4.5 Severe Weather. . . . 57

13 SHIPYARD RECORD-KEEPING REQUIREMENTS . . . 59
13.1 Purpose . . . 59
13.2 General Records . . . 59
13.3 Condition Assessment Report . . . 59
13.4 Certification Inspection Records . . . 59
13.5 Dry Dock Operations . . . 59

APPENDIX A CERTIFICATION INSPECTION CHECKLISTS . . . 61
Appendix A1 Certification Inspection Checklist – Floating Dry Docks . . . 61
Appendix A2 Certification Inspection Checklist – Graving Docks . . . 67
Appendix A3 Certification Inspection Checklist – Marine Railways . . . 72
Appendix A4 Certification Inspection Checklist – Vertical Lifts . . . 75

APPENDIX B RECOMMENDED PREVENTIVE MAINTENANCE PERIODICITIES . . . 79

APPENDIX C DRYDOCKING CHECKLIST . . . 83

INDEX . . . 87

PREFACE

This initial edition of *Dry Dock Standard*, ASCE/COPRI 77-22, is intended to address a deficiency in commercial shipyards, specifically safety certification of drydocking facilities. The US Navy has a standard (MIL-STD-1625) for certifying facilities that drydock their ships. The US Coast Guard has a procedure (SFLC 8634) for certifying facilities that drydock their ships. However, there is no commercial standard for certifying dry docks. Many dry dock owners/operators obtain "commercial certifications" from third-party engineers; however, these certifications are not performed to a standard and are typically focused on the structural capacity.

The dry dock standard provides requirements for issuing a certification that encompasses the structural design, material condition, maintenance practices, and operating procedures. This standard is intended for use by dry dock owners, Dockmasters, dry dock maintenance engineers, engineers engaged in dry dock inspection and certification, ship owners, and port engineers.

There have been many dry dock accidents over the past two decades that are attributable to inadequate maintenance and inspections. The intent of this standard is to minimize the risk to personnel and the ships being drydocked. In addition, emphasis on maintenance and inspection will provide the insight for facility owners/operators to enable repairs before the catastrophic loss of their capital asset.

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CHAPTER 1
GENERAL

1.1 SCOPE

This dry dock standard, herein referred to as the "standard," defines the minimum requirements to obtain and sustain dry dock certification. This standard covers the evaluation, inspection, maintenance, and operation of drydocking facilities.

To obtain dry dock certification in accordance with this standard, each drydocking facility shall undergo a *condition assessment*. On completion of the condition assessment, a dry dock certification, in the form of a Dry Dock Capacity Certificate, shall be issued for the dry dock's certified rated capacity and stability limitations (as applicable) by the certifying agency who conducted the condition assessment.

To maintain dry dock certification in accordance with this standard, the shipyard shall

- Establish and follow a maintenance program,
- Operate the facility in a safe manner as defined by this standard,
- Maintain records, and
- Have a certifying agency conduct periodic certification inspections.

Prior to the expiration date of the certification period, the shipyard shall have a dry dock certifying agency conduct *certification inspections* of the drydocking facility. On completion of the certification inspection, the certifying agency will issue an updated Dry Dock Capacity Certificate for the dry dock's certified rated capacity and stability limitations (as applicable). If the certification inspection discovers deficiencies that affect the dry dock's capacity, operational limitations, stability limitations (as applicable), or safe operation, the certifying agency shall require a new condition assessment for the deficient items.

This standard does not cover the following:

1. Personnel safety requirements;
2. Shipyard health and safety requirements;
3. Environmental and pollution compliance and control systems;
4. Design and construction of drydocking facilities;
5. Vessel handling equipment such as lines;
6. Vessel transfer systems;
7. Weight handling systems such as cranes;
8. Service systems such as potable water, heating, and ventilation; and
9. Industrial systems such as welding, burning equipment, and abrasive blast equipment.

Section 1.3 contains definitions, symbols, and notations used in this standard. Appendix A contains sample dry dock certification inspection checklists. Appendix B contains sample dry dock maintenance tasks. Appendix C contains sample drydocking checklists for use before, during, and after a drydocking operation.

1.2 APPLICATION

This standard applies to floating dry docks, graving docks, marine railways, and vertical lifts.

1.3 DEFINITIONS, SYMBOLS, AND NOTATION

Explanations of basic terms used in this standard.

Anode: An electrode at which oxidation of its surface is occurring. *See* **Cathodic Protection**.

Aspect Ratio: The ratio of a block's height divided by its base dimensions.

Ballast: Liquid or solid mass loaded on a vessel, dry dock closure gate, or floating dry dock to improve stability and trim. Temporary ballast is usually water stored in dedicated tanks. Permanent ballast is usually solid lead castings or concrete.

Baseline Height: A horizontal plane of the ship used as a reference for vertical measurement. Usually, the top of the keel blocks and identified on the docking plan.

Block Load: The force on a keel or side block owing to gravity, seismic, and wind forces acting on a vessel.

Bollard: A mooring bit, usually located alongside the top of a dry dock wall.

Bulkhead: (1) A vertical *structural* partition dividing a vessel's interior into various compartments for strength and safety purposes, (2) term applied to vertical partition walls subdividing the interior of a vessel, closure gate, or floating dry dock into separate compartments, or (3) a retaining wall used as a form of coastal management, akin to a seawall.

Buoyancy: The upward push of water pressure, equal to the weight of the volume of water that the vessel or dry dock displaces.

Capstan: Steel warping drum that rotates on a vertical axis for the handling of mooring lines.

Caisson (Caisson Gate): (1) The floating entrance gate to a graving (basin) dry dock, or (2) a cast in place concrete pile/column, usually of large diameter.

Cathodic Protection: A method to reduce corrosion of steel structures by minimizing the difference in potential between the anode and cathode. The two main types used in dry docks are *sacrificial anode protection systems*, which utilize sacrificial aluminum, magnesium, or zinc anodes; and *impressed current cathodic protection systems* (ICCP), which utilize current flow to the anode from an external power source.

Center of Buoyancy: The centroid of the submerged volume of a vessel or vessel/dry dock system.

Center of Gravity: The location at which an object's weight could be replaced by a concentrated force without changing its behavior.