

STEERING GEAR TEST ROUTINES

To be carried out at any time when required and if there is doubt as to performance of the steering gear.

DISCLAIMER ON THE USE OF SAMPLE DOCUMENTS

The sample documents herewith are provided for information sharing and educational purposes only. Whilst every effort has been made to ensure the accuracy and quality of the information contained herewith, SQE Marine accepts no responsibility for inaccuracies in, or changes to, such information. Your use of any of these sample documents is at your own risk, and you should not use same without first seeking professional advice, as may be necessary. The provision of these sample documents (and the documents themselves) do not constitute professional advice or opinion(s) of any kind, or any solicitation. No consultant-client advisory, or other relationship is created between SQE Marine and any person accessing or otherwise using any of the sample documents and in any way SQE Marine accepts no liability for any damages, losses or causes of action of any nature arising from any use of any of the sample documents or the provision of these sample documents themselves.

Explore more at

sqemarine.com/shipmanuals | sqemarine.com/systems

BRIDGE CHECK LIST			
Steering Gear Test Routines			
A.	Every Watch / After Prolonged Use of Autopilots	Date last checked	Checked by
1.	Check and confirm rudder response to manual steering from all bridge positions using each steering gear power unit singly and together.		
B. Before Entering Coastal or Congested Waters			
2.	Check communications between bridge and steering gear compartment.		
3.	Check and confirm rudder response to manual steering from all bridge positions using each steering gear power unit singly and together.		
C. Prior to Departure (No More Than 12 Hours Prior to Departure)			
4.	Check communications between bridge and steering gear compartment.		
5.	Test and confirm correct operation of the following:		
	• Main Steering Gear.		
	• Auxiliary Steering Gear.		
	• Remote Steering Gear Control Systems.		
	• Steering positions on the bridge.		
	• Emergency power supply.		
	• All rudder angle indicator repeaters show the correct rudder position.		
	• Remote Steering Gear Control Systems power failure alarms.		
	• Steering Gear Power Unit failure alarms.		
	• Automatic isolating arrangements and other automatic equipment.		
D. Emergency Steering Drills			
6.	Emergency Steering Drills should take place at least every three (3) months and should include direct control from within the steering gear compartment, the communications procedure with the bridge and, where applicable, the operation of alternative power supplies.		

Instructions

Checks and Tests

- Confirm the full rudder movement according to the required capabilities of the steering gear
- Check the timing of rudder movement from hand-over to hand-over, using each steering gear power unit singly and together, to ensure consistency with previous tests and
- Visually inspect the steering gear and linkages for damage.

Changeover Procedures

The regular testing of manual steering should be an opportunity for all Bridge Team members to practice procedures for changeover between different steering modes, as appropriate. Typically, these will include:

- Automatic track-keeping to automatic heading control
- Automatic heading control to hand steering
- Hand steering to non-follow-up and
- Hand steering to emergency steering.

Date:	Nav. Officer:	Master:
--------------	----------------------	----------------

This checklist should be carried out at any time when required and if there is doubt as to performance of the steering gear.