Ship Planned Maintenance and Dry Docking Management: PMS, Survey Cycle and Yard Specification

26 – 30 April 2027
Paris - Right Bank business hotel



Ship Planned Maintenance and Dry Docking Management: PMS, Survey Cycle and Yard Specification

Ref: 820_20266 **Date:** 26 – 30 April 2027 **Location:** Paris - Right Bank business hotel **Fees:** 23500 SAR

Introduction:

Ship planned maintenance and dry docking go wrong when running hours are logged late, critical equipment is not flagged, class items surface only at the yard and a vague repair specification invites a stream of variation orders. The result is off-hire overrun, blown docking budgets and repeat defects. This Core Concept course gives superintendents, chief engineers and ship managers a working method that links the onboard maintenance plan to the survey cycle and to a well-run docking. Each participant produces a Dry-Dock Specification and Budget for a case vessel.

Course Objectives:

- Structure a shipboard planned maintenance system around running hours, calendar intervals and critical equipment so that the vessel is maintained as the ISM Code and company rules require
- Select run-to-failure, time-based and condition-based strategies for main engine, auxiliaries, deck machinery and hull, backed by onboard condition monitoring results
- Align maintenance jobs, spares and class and statutory survey windows into a docking forecast for the fleet
- Write a dry-dock repair specification with measurable job items that yards can price on a like-for-like basis
- Compare yard quotations, supervise hull blasting, coating and steel work, and control additional work through variation orders
- Close out a docking with a cost reconciliation, a post-dock report and lessons fed back into the maintenance plan

Target Audience:

- Managers responsible for the technical superintendence of owned or managed ships
- Managers responsible for engine room and machinery upkeep on board
- Managers responsible for fleet maintenance budgets and off-hire planning in ship management companies
- Managers responsible for hull, coating and deck equipment condition across a fleet
- Managers responsible for shipyard contracts, repair tendering and docking supervision

Course Outline:

Day 1: Shipboard Planned Maintenance Systems and Critical Equipment

- ISM Code Maintenance Clause and Company Maintenance Procedures
- Critical Equipment and Systems Register and Standby Arrangements
- Running Hours Logging, Calendar Intervals and Overdue Job Control
- Onboard Maintenance Records Audit Against Superintendent Checklist
- Technical Defect Reporting, Deferral Approval and Close-Out Evidence

Day 2: Machinery, Deck Equipment and Hull Maintenance Strategies

- Run-to-Failure, Time-Based and Condition-Based Strategy Selection Matrix
- Main Engine and Generator Overhaul Intervals from Maker Instructions
- Deck Machinery Care: Windlasses, Mooring Winches, Cranes and Hatch Covers
- Hull, Ballast Tank and Anode Inspection Routines Between Dockings
- Onboard Condition Monitoring: Vibration, Lube Oil Analysis and Thermography

Day 3: Class Survey Cycle, Spares and Docking Forecast

- Classification Society Annual, Intermediate, Renewal and Bottom Survey Windows
- Statutory Certificate Expiry Tracker and Survey Harmonisation
- Critical Spares Minimum Stock and Long-Lead Item Ordering for Docking
- Five-Year Fleet Docking Forecast and Off-Hire Budget
- Docking Plan, Block Arrangement and Tank Condition on Arrival at the Yard

Day 4: Dry-Dock Specification, Yard Tendering and Supervision

- Repair Specification Writing: Job Items, Units, Quantities and Acceptance Criteria
- Yard Enquiry Package, Quotation Comparison Sheet and Yard Selection Scoring
- Hull Blasting Standards, Coating System Choice and Paint Inspection Records
- Daily Yard Progress Meeting, Steel Renewal Tracking and Sea Trial Readiness
- Variation Order Control, Cost Overrun Early Warning and Final Invoice Reconciliation

Day 5: Case Vessel: Dry-Dock Specification and Budget

- Case Vessel File: Survey Status, Defect List, Maintenance History and Hull Report
- Team Build of the Repair Specification by Hull, Machinery and Deck Section
- Docking Budget with Owner Supply, Yard Cost, Contingency and Off-Hire Days
- Post-Dock Report Template and Feedback into the Planned Maintenance System
- Dry-Dock Specification and Budget Presentation and Peer Challenge

Skills You Will Gain:

- Planned Maintenance System Administration
- Critical Equipment Identification
- Maintenance Strategy Selection
- Survey Cycle Harmonisation
- Repair Specification Writing
- Shipyard Quotation Evaluation
- Coating and Blasting Supervision
- Docking Cost Control

Why Attend This Course:

- Leave with a Dry-Dock Specification and Budget for a case vessel, tested by peers
- Cut off-hire days and unplanned yard work by entering the dock with a priced, measurable job list
- Answer class surveyors, vetting inspectors and owners with maintenance records that stand up to scrutiny
- Compare docking and maintenance practice with superintendents from tanker, bulk, container and offshore fleets

Conclusion:

Reliable ships and predictable dockings come from one chain of decisions. The course moves from the onboard maintenance system, critical equipment and running hours, through machinery, deck and hull strategies and condition monitoring, to the class survey cycle, spares and the fleet docking forecast, then to specification writing, yard tendering, blasting and coating supervision and variation order control. The final day turns this into a Dry-Dock Specification and Budget for a case vessel, ready to adapt to the next docking.