

VESSEL : _____

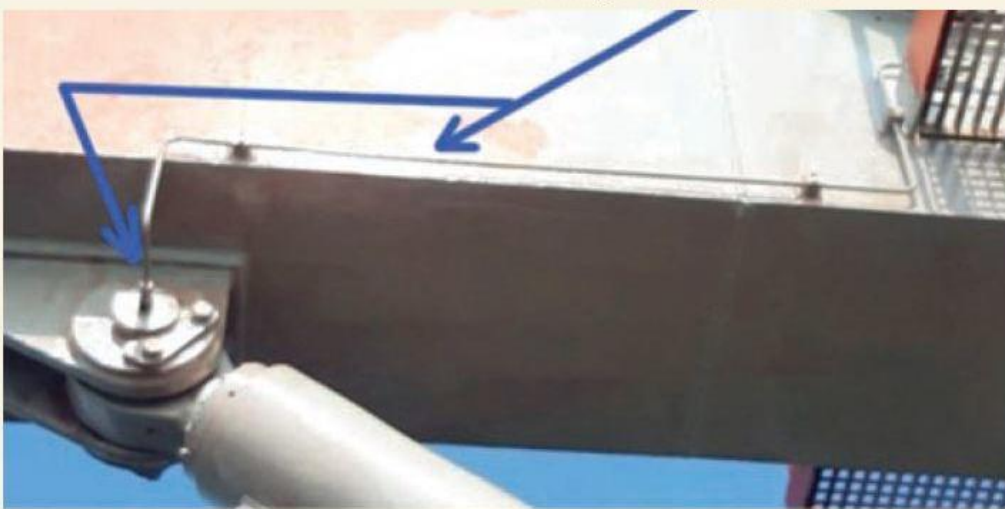
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Training: Greasing

- Most of all bearing failures and seizures of bushes are attributed to poor lubrication practices including:
 - Using the wrong lubricant
 - Lubricant deterioration
 - Contamination with dirt, rust, salt and water.
 - Mixing grease types
 - Using sealed bearings but still providing a grease nipple access point.
 - Poor greasing technique and practice
- Prepare a ship specific lubrication chart listing the equipment, type of grease to be used and interval of greasing. Bear in mind that grease quality is different for different use. E.g. grease used on bearing, gear and wire grease is not of the same quality and does not have the same characteristics.
- Greasing by handgun should only be attempted on small size bearing and bushes. Items such as crane blocks, crane sheaves, hatch covers, windlasses must be greased using a pneumatic grease gun
- The deck equipment may require unscheduled greasing after deck have been exposed to sea water/spray during the voyage. Forward anchor windlass/mooring winches, fairlead rollers, midship accommodation ladder and forward hatch covers' wheel and hydraulic cylinders pivots are such greasing points. If vessel has passed through a rough sea on a about 10 days of the voyage, plan greasing 1- or 2-days prior arrival port if weather permits.
- Check grease nipple before injecting the grease to ensure nipple is not damaged and incompatible to grease gun or grease hose machine.
- Remove old grease outside the nipple before applying the fresh grease. This is to ensure the fresh grease content is effectively applied to the greasing area.
- Once greasing is complete, remove any grease that has exited the item. This serves no purpose other than to collect dirt and fall on deck.
- Inject grease when parts are moving for the grease to spread out and penetrate evenly. This applies to any piece of equipment (vents, doors, hatches, cranes, windlasses, winches and rollers)
- Winch gears may only be greased effectively during operation e.g. windlass, mooring winch. Crew must be trained to do this safely, as loose apparel can be caught in the moving parts.
- Circle the grease nipples using red marker so that care is taken to avoid damage to the nipple during maintenance and greasing points are not missed out when greasing.
- When opening new grease pail, check the grease condition. Grease should be free from debris or dirt. If the top layer contains debris or dirt, remove the layer then use the "clean" one below. First in first out – Use the older batch of fresh grease first. After using the pail of grease, a good practice is to properly cover back and put it back to the same storage space. Never store pails "steel to steel" on a shelf or deck. Place on dunnage.
- Do not ignore the unusual sounds during operations of any moving equipment aboard, crew members should report to CNO if they observe unusual sound during operation to ensure it is investigated and entered in the defect list. Overstressing hydraulic systems will lead to cylinder and system leaks.

- Crew member should report to CNO immediately if a pulley/wheel/sheave is observed not turning during operation to capture it in the defect list. If in running rigging it must be fixed immediately.
- Any above such defects should be investigated to eliminate the source of defect and reported to office so that preventive action can be implement across the fleet.
- Avoid over and under greasing as both actions may lead to wear or premature breakage.
- Some equipment may have conduit pipe for greasing from the safe location, as seen below.
- Check grease reaches to the pivot point by visual inspection.

Fixed greasing conduit




Greasing Procedure

A quick simple step-by-step guide on greasing.

1. Use the pneumatic grease gun and supply correct type of clean grease as per makers' recommendation / Lukoil chart / ship specific chart. Remove the grease plug, if accessible, and check that the relief fitting moves freely.
2. Remove any reachable hardened grease prior supplying new grease. Likewise, when greasing is over, to remove any excess grease supplied.
3. Wipe around grease fitting with clean rag, and pump and discard a single application of grease.
4. Place the nozzle of the gun onto the fitting and slowly inject the grease watching some of the old grease to push out.

Important note: If you detect high resistance or if clean grease comes out of the seal, drain, fitting or relief plug, immediately stop the greasing procedure.

1. Supply grease only when the equipment is slowly moving / in test operation up-down.
2. Check for water or rust in the old lubricant.
3. Replace the plug.
4. Wipe the fitting and plug area clean; cover fitting with a clean plastic cover.

	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p>65.0 GREASING</p> <p>ON THE JOB TRAINING</p>	<p>OJT : 065 Page : 3 of 3 Date : 07-Nov-25 Rev : 10.1 Appr : DPA</p>
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5. Report any unusual noise, odor, temperature, vibration, visible contamination, caked grease or other unusual conditions.

This is an important procedure that should be carefully completed.

Above read and understood:

CO: _____

2O: _____

3O: _____

JNO _____

Deck Cadet _____

2EO _____

3EO _____

4EO _____

JEO _____

Engine Cadet _____

Verified by: Master / CEO _____

Date: _____

Feedback: