



HSE DEPARTMENT

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REF: DCI/HSE/ISM/01/ 2014/

Date: 16-04-2014

CIRCULAR (HSE 03/2014)

Sub: Machinery Breakdowns

In the last 4 – 5 months, we have had 2 major break downs. The first was onboard the DCI Dredge IX, where the Port Main Engine crank shaft got severely damaged and made the vessel in-operable and in the second, onboard DCI Dredge VI, where the Port Dredge Pump Engine's main bearing got seized and made the pump inoperable. Both the accidents are almost similar in nature and caused huge irreparable losses to the corporation.

A circular no. 11/2010 dated 27.07.2010 on 'Engines Crank Shaft Failures' by Technical Department is very much in place. If the contents of the above circular were followed in letter and spirit, these type of incidents/accidents would never take place. The very fact that the incidents are repeating states that, the contents of the circular are not at all followed.

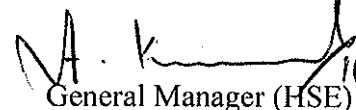
On analysing the root cause to the above incidents the following were observed:

- 1) Planned Maintenance Schedule not carried out in time
- 2) Spares not indented well in advance and not updating the inventory for ready reference which results in delayed supply and poor tracking or retrieval of already available spares
- 3) The relevant records such as Engine Log Book, PMS Records, CEO Handing Over/ Taking Over record etc. are not being updated with complete details and the potential defects not reported which makes it difficult to the Technical department to anticipate potential problems and advise on the remedial measures in a timely manner

Most of the incidents related to machinery damage could be avoided if Planned Maintenance is strictly followed. If machinery failures occur in spite of following PMS, then the maintenance procedure for the same needs to be reviewed and intimated to Technical department for incorporation of suitable changes to the PMS.

Master/CEO of all DCI vessels are advised to adhere to the above circular strictly and contribute to minimizing machinery breakdowns.

The circular from the Technical Department is enclosed for ready reference and compliance.


General Manager (HSE) 16/4/14

To: All Masters / CEOs / PICs / GM (Ops)/ GM (T)

Copy for information to: CMD/DOT

Enclosure : As above

DREDGING CORPORATION OF INDIA LIMITED
VISAKHAPATNAM

TECH/PC/02/2010

Dt. 17.03.2010

CIRCULAR: 04/2010

SUB: Monitoring of vessels – Review of Monthly Returns – Reg.

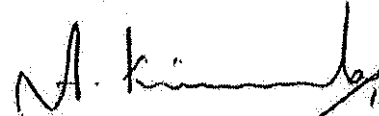
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It has been observed that, monthly returns, viz., Log Books, certificates status, Dry dock reports, CEO's Handing over & Taking over reports, Maintenance scheduled works, DUR's, correspondence, etc., received from Vessels are not being reviewed and put up to the undersigned regularly. In spite of repeated instructions and notings on the daily status report of Technical dept. none of the divisions are complying the requirement, except before the Audits.

2. Review of performance of the Company towards achieving MOU Targets is necessary and every month, MOU review meetings are being held on 15th wherein the average available days and Fuel consumption and other R&D activities of Technical dept., are discussed. Timely supply of spares, stores & monitoring SCR's are very much essential for optimum utilization of vessels. Due to non-monitoring the monthly returns in time, the above parameters can not be arrived at, and lack of planning and coordination of the concerned leading to fire-fighting the emergency situations. Also Periodical surveys and planned maintenance schedules are unduly delayed, which attracts adverse remarks from classification / statutory authorities.

3. Hence, all the divisional heads of Technical depts. are once again advised to review the monthly returns of vessels, in time and the corrective action may be taken up with the vessels, if any discrepancy is noticed and the same may be put up to the undersigned, as required under SMS & ISO manuals.

The above may be followed scrupulously and review of the vessel status shall be put up to the undersigned by 15th of following month.


General Manager (Tech) 17/3/10

To:

All Divisional heads of Tech. dept.

Ccto: Sects. of DOT / DFN / CMD

Ccto: P S W C V O



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CIRCULAR (HSE 04/2014)

Sub: Heavy Weather Damage

Recently, one of our dredgers' while operating in heavy weather came in contact with the jetty and severely damaged the dredger's port suction bend gantry, guard rails, bollard and port accommodation ladder. These damages have made the vessel to be single tubed for more than 3 months now, incurring heavy revenue loss through repairs towards the damages and reduced production.

A careful study of the accident reports worldwide reveals that 85% of all accidents are either directly initiated by human error or are associated with human error by means of inappropriate human response. The number of accidents/incidents in our fleet is showing a gradual increasing trend. During the period (Oct-Sep)'2011-12, 50 incidents were reported where as during the period (Oct-Sep)'2012-13, the number increased to 53.

As part of prudent seamanship, assessment of weather condition by regular monitoring of wind speed, humidity, pressure, temperature (both dry and wet bulb) swell, cloud, visibility and other vital weather parameters is required to be done. Master should ascertain weather condition regularly through Navtex reports and weather report for the area. These parameters must be recorded in the deck log book on a four hourly basis. Whenever a cyclone/low pressure warning is there, the same must be recorded every two hours and the trend watched to take appropriate decisions.

In case of any signs of bad/rough weather, the officer on watch should notify the Master as per BR-011 and follow precautions as below to prevent any accident/incident due to rough weather:

- 1) Stop dredging and assess navigational danger
- 2) Proceed to open sea and anchor. Follow checklist BR-009, BR-011, Sec 4.19, Sec.4.20 of Shipboard Operations Manual (SOM) and Mariner's Handbook NP-100
- 3) If staying at anchor is not possible, then the vessel may prefer to maneuver by riding into the wind
- 4) Monitor the weather information continuously
- 5) Maintain continuous contact with head office, project office, port control and keep them updated
- 6) Ensure compliance to Sec. 4.4.8 of Contingency Manual Ashore (CMA)

Masters shall ensure compliance to the above procedure to prevent recurrence of incidents related to heavy weather damage.

General Manager (HSE) 16/04/14

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