

	DREDGING CORPORATION OF INDIA LTD VISAKHAPATNAM S M S CHECKLISTS		
	Revision: 0	Date : 01-06-2020	CHECKLIST : GEN – 009
SUPERINTENDENT HALF YEARLY INSPECTION	Ref : SOM Sec 9.22.1	Page 1 of 5	
	VESSEL:	Date and Place of Inspection :	


Sl. No	Item	Tick (✓) after Completion
1.	Status of SMS Records	
2.	Status of Equipments	
	a) Main Engines	
	b) M/E & Pitch Control	
	c) Auxiliary & Shaft Generators	
	d) Steering System	
	e) Hydraulic Systems	
3.	Status of Deck Maintenance	
4.	Status of E/R Maintenance	
5.	Maintenance Support by Project Office	
6.	Maintenance Support by Head Office	
7.	Review and Status of list of Critical spares (List of Pending Attached)	
8.	Status of Surveys	
9.	Status of Non-Conformities, FSI Deficiencies, COCs & PAR's	
10.	Date of last FSI carried out and status of deficiencies raised.	
11.	Preparedness for Safety Equipment Survey	
12.	Training Needs Identified	
13.	Preparedness for SMC.	
14.	Quarterly Lube oil analysis Reports	
15.	Nautical Charts & Publications	
16.	MSDS / Chemicals / Paints	
17.	Antenna Plan / Markings	
		Yes / No
I)	Hull and Fittings	
1.	No known cracks, buckling or defects are found in the decks, bulkheads, Hopper spaces, shell plating, ballast / buoyancy tanks, tank top plating	
2.	Forepeaks and chain lockers examined for wastage	
3.	Hopper door mechanism checked for hydraulic leaks	
4.	Access ladders checked for damage and wastage	
5.	Condition of watertight bulkhead penetrations is found to be satisfactory, as far as could be seen	
6.	Watertight doors have been examined and operationally tested, both from local and remote controls.	
7.	Open / Close markings on water tight doors and hatch covers.	
8.	Structural fire protection arrangements remain un-changed (alterations made should be promptly reported.	
II)	Mooring Arrangements:	
1.	Anchors and chain cables are in good condition and properly stowed. Hawse pipe and chain pipe covers are in place.	
2.	Windlass and mooring winches checked with respect to:-	
	a) Operating controls	
	b) Brake-linings	
	c) Hydraulic leakages	
	d) Guards	
	e) Wastage of foundation	
3.	Mooring ropes and wires are in good condition	
4.	Fairleads are in good condition and rollers are turning free	

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III	Lifting Gear:	
1.	Lifting gear surveys are up-to-date	
2.	Cranes checked and found to be in good condition	
3.	All ladders checked for good condition	
4.	All walkways checked for good condition	
5.	All hand-rails checked for good condition	
6.	Winch used in association with lifting equipment are in good condition	
7.	Safe Working Loads are clearly marked	
IV	Load line items:	
	The following are checked and found to be in good condition / working order, as per the conditions of Assignment of Load Lines.	
1.	Load-line marks including the deck-line, and draught marks, all clearly visible and correctly marked	
2.	Buoyancy tank openings, covers and screens are checked for damage and wastage.	
3.	Air pipes checked for damage, and wastage, including condition of closing devices.	
4.	Lifelines are in good condition	
5.	Weather tight doors are checked for condition; e.g. corrosion, buckling of doors and hinges, deterioration of gasket retaining channel, missing / deteriorated gaskets and missing / frozen / corroded dogs / cleats	
6.	All hatch coamings and coaming stays are checked for corrosion and damage.	
7.	All hatch covers and access hatch covers checked for condition; e.g. corrosion and damage, deterioration / damage to retaining channel, missing / deteriorated gaskets and missing / frozen / corroded dogs / cleats	
8.	Windows, side-scuttles and skylights are checked for good condition	
9.	Remote closing of flaps for exhaust funnel.	
10.	Deadlights and storm covers, where fitted, are checked for good condition	
11.	Trying out hand pumps in anchor chain lockers and steering gear room.	
	The following examinations / checks are made with reference to the Safety Construction Certificate.	
V)	Machinery:	
1.	Following spaces are free from excess oil or other fire hazard including accumulations of oily waste material and rags.	
	a) Tank-tops and bilges in Machinery spaces	
	b) Tank-tops and bilges in Steering gear space	
	c) Drip-trays and save-all are promptly emptied and kept clean.	
2.	The following are operating satisfactory and with no excessive fuel / lub oil consumption and without water leakages.	
	a) Main engine - PORT	
	b) Main engine – STBD	
	c) Auxiliary Engine No. 1	
	d) Auxiliary Engine No. 2	
	e) Auxiliary Engine No. 3	
	f) Auxiliary Engine No. 4	
	g) Dredge Pump Engine - PORT	
	h) Dredge Pump Engine - STBD	
	i) Emergency Generator	
3.	Shielding of high pressure oil fuel lines is in good condition.	

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4.	Gauge glasses used for indicating the level of liquid in tanks containing oil fuel, lubricating oil and flammable liquids are checked for the following:-	
	a) Approved type	
	b) Fitted with self-closing valves at the lower end of gauge glass.	
	c) Fitted with self-closing valves at the top, where necessary.	
	d) General condition is good, with no leakages	
5.	Exhaust Pipe Insulation	
	a) Exhaust pipes are properly insulated.	
	b) Insulation of exhaust pipes not contaminated with oil / grease and there is no fire hazard.	
6.	Bilge pumping system is operating satisfactorily	
7.	Sounding pipes in machinery spaces:-	
	a) Fitted with closing devices	
	b) Wherever weighted lever cocks are used, the weights are in place and the levers are not jammed in open position.	
8.	Cooling water piping systems examined for condition	
9.	Sea chests and sea connection valves are in good condition	
10.	Remotely operated watertight doors, tested and found satisfactory	
11.	Communication between Engine room / Control room and Bridge including telegraph is checked and found to be satisfactory	
12.	Secondary means of communication	
13.	Emergency escape routes from the Engine room and Pump room spaces are free from obstruction.	
VI Electrical:		
1.	Conduit for electric cabling on deck checked for condition	
2.	Electric cabling checked for protection, insulation, support of cable runs and junction boxes in the following areas:-	
	a) Accommodation spaces	
	b) Machinery spaces	
	c) Deck and other spaces	
3.	It is ensured that there are no naked lights, cables with bare ends in the following areas:-	
	a) Accommodation spaces	
	b) Machinery spaces	
	c) Deck and other spaces	
4.	Megger readings are taken and found to be in order and records are available	
5.	Lighting and electrical installation in way of Paint Locker checked for condition and found satisfactory	
6.	Synchronization and parallel operation of Main Generators is operating satisfactorily.	
VII) Main and Emergency Switchboards:		
7.	Provided with non-conducting mats in the front and rear sides.	
8.	No obstructions or equipment is stored behind the switch boards.	
9.	Switchboards are adequately guarded from all sides to prevent accidents.	
VIII Emergency source of power - generator:		
1.	Emergency Generator tested on load	
2.	Automatic starting arrangement tested.	
3.	Starting batteries and charging arrangements are checked for correct operation.	
4.	Secondary means of starting tested and found satisfactory.	
5.	Emergency Fire Pump should be always kept in operational condition.	

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IX)	Emergency source of power - batteries:	
1.	Charger checked and found to be operating correctly	
2.	Charge indicator is fitted and is in working condition.	
X)	Emergency lighting:	
1.	Emergency lighting and services examined in working condition and found to be satisfactory	
XI)	Location of Fire Extinguishers	
1.	Fire Hydrants, Fire hoses, Fire hose nozzles, sand boxes etc. In this respect a layout chart of all above equipments indicating location, type, Nos. etc. must be placed into engine control room / bridge for quick action in emergency.	
XII)	Steering gear:	
1.	No hydraulic leaks found.	
2.	Rudder angle indicator showing the same as the bridge and clearly visible at emergency steering position	
3.	Emergency steering gear changeover and operation instructions are clearly displayed	
4.	Communication with bridge is operating satisfactorily	
5.	Steering indicator at the emergency steering position and that of the bridge have been checked and found to be the same readings.	
XIII)	Alarms	
1.	The following alarms are checked and found to be operating satisfactorily.	
	a) Fire alarm	
	b) Steering gear alarm	
	c) Engineer's alarm	
	d) Inert gas alarm	
	e) Oil mist detector	
	Wherever bells are used, the condition of the striker is checked for good condition.	
XIV)	Marpol:	
	The following equipment, as per the Record of Construction and Equipment is found to be working satisfactorily.	
1.	Oily water separators, oil filters, process unit(s)	
2.	Oil content meter, automatic stopping device, pumps and associated piping	
3.	Indicators and recorders	
4.	Oil record book properly maintained using proper letter codes	
5.	Oil fuel and ballast water systems segregated	
6.	Standard discharge for oil residue sludge tanks provided	
7.	Adequate capacity in slop / sludge tanks for voyage	
8.	Homogenizers and sludge incinerators (if fitted)	
9.	No direct discharge overboard from sludge tank	
10.	Relevant documents and type approval certificates for the vessels are readily available for the above items.	
11.	Approved sewage treatment plant	
12.	Standard discharge connections for Sewage systems	
13.	Special requirements for disposal of garbage	
14.	placards	
15.	Garbage management plans	
16.	Garbage record book	

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17.	Shipboard incineration	
18.	Fuel oil quality	
XIV)	Details of Non-conformities / Deficiencies observed as above	
1.	Are all deficiencies/NCs if any, raised during last half yearly inspection report complied with?	
2.	No. of deficiencies / NCs raised.	
3.	Any non-conformity raised? Is NC report GEN – 010 raised?	
4.	Is vessel due for FSI in next 6 months (Date of due date to be mentioned) ? If yes, is FSI Checklist attached?	

Date:

Signature:

Name :

Design:

Master:

CEO:

NOTE:

1. Half Yearly inspection shall be carried out once in six months i.e., January – June, July – December and this checklist shall be completed and signed.
2. Any deficiencies found are to be attended immediately and NC's if any are to be raised under GEN – 010.
3. FSI checklist to be filled and attached if the vessel is due for FSI in next six months.
4. This checklist is to be kept on board as record for 3 years.
4. The original of this Checklist shall be given to Vessel and copies shall be given to Vessel Technical Superintendent, RGM, & DP.