DOCKING SURVEY CHECKLIST

Name of the Ship: **IR. Number:**

Port of Registry: **Report No.:**

SHELL PLATING	
Side, bottom, stern & bow plating examined to confirm that these are in satisfactory condition	
SHELL OPENINGS	
Plating, fittings & connection in way of shell openings examined to confirm that these are in satisfactory condition	
STERN FRAME & RUDDER	
Stern frame & rudder examined to confirm that these are in satisfactory condition. The clearance in the rudder bearings satisfactory.	
RUDDER BEARING/BUSH CLEARANCES	
{Attach the additional notes mentioning rudder bearing/bush clearance here. Recommended to mention the values in the below prescribed format Neck Bush: ---------- Pintle Bush: ----------}	
SEA INLETS AND DISCHARGES & OTHER OPENINGS	
i) Sea inlets and discharge openings in shell and particularly the shell plating in way liable to excess corrosion examined to confirm that these are in satisfactory condition. ii) Confirm that the gauging requirements of shell plating in way of OBD opening for vessels from SS No. IV onwards carried out.	
PROPELLERS	
Propellers checked for erosion, pitting, cracking of blades or possible contact damage. Fastenings & gratings examined to confirm that these are in satisfactory condition	
CONTROLLABLE PITCH PROPELLERS	
For controllable pitch propellers, fastenings and tightness of hub and blade sealing examined to confirm that these are in satisfactory condition.	
OTHER PROPULSION	
Exposed parts of steerable propellers, azimuth thrusters, side thrusters, vertical axis propellers and water jet units are to be examined for satisfactory condition. Confirm that manufacture recommended routines, if any have been carried out satisfactorily. (Note: If the underwater housing/shaft is not made of corrosion resistant material & exposed, checking of sealing's and shaft to be carried out as per manufacture instructions).	
SEA CHESTS & GRATINGS	
i) Sea chests and their gratings, sea connections and overboard discharge valves and cocks and their fastening to the hull and sea chests examined to confirm that these are in satisfactory condition. ii) Confirmation that the corrosion protection system in way of sea chest (Anodes etc.) is in satisfactory condition. iii) Confirm that the gauging of sea chest plating carried out (for vessels from SS No. IV). (Valves and cocks need not be opened up more than once in a special survey period unless considered necessary by the surveyor)	
INSPECTION OF SHIP'S SIDE VALVES	
i) All ship side valves (suction and discharge valves) opened up and examined	
ii) Upon re-assembly valves tested to confirm satisfactory operation of the valves and their actuating mechanisms including testing of any remote controls (e.g. extended spindles, rod gearing etc); Full closing of the valves; tightness of the valves when fully seated (Note: All ship side valves i.e. all suction and discharge valves are to be opened up and examined at least once in special survey period)	

Condition to be reported using number code as follows:
1. When examined found to be satisfactory and/or examined/tested satisfactory and/or confirmed arrangements exist in satisfactory condition. No repairs considered necessary this time.
2. Repairs now recommended and were carried out satisfactorily. After repairs found to be satisfactory and/or examined / tested satisfactorily and/or confirmed arrangements exist in satisfactory condition.
3. Repairs now recommended and remain outstanding.
4. Opportunity to examine/test was not provided this time. Remains outstanding.
N.A. – Not Applicable.

CONDITION OF OIL GLAND/S	
Oil gland/s (approved type) found tight when examined under a head of oil	
STERN BUSH CLEARANCE / POKER GAUGE READINGS	
Confirmation that stern bush clearance / poker gauge readings recorded below are considered to be satisfactory. {Attach the additional notes mentioning stern bush clearance / poker gauge readings here. Recommended to mention the values in the below prescribed format Previous readings (date:----): ---------- Present readings (date:----): ----------}	
GENERAL CONDITION	
Examination of the ship as far as practicable in order to confirm her general condition is satisfactory.	
CHAIN CABLES	
The chain cables are ranged and the anchors and the chain cables are to be examined (At special survey no. II and subsequent special surveys, the chain cables are to be gauged)	
DREDGERS	
Where the docking survey is part of the special survey, examination of hopper bottom doors and accessories such as hinges, actuating rods, hydraulic systems to confirm these are in efficient condition.	
HOSE TEST OF HATCH COVERS FOR CONTAINER SHIPS	
Checking the effectiveness of sealing arrangements of all hatch covers by hose testing or equivalent.	
DOCKING SURVEY AS A PART OF THE INTERMEDIATE OR SPECIAL SURVEY	
When survey in dry dock is part of an intermediate or special survey, confirmation that, overall and close up surveys, thickness measurements and repairs applicable to the lower portion of cargo spaces and ballast tanks (i.e. parts below light ballast water line) has been completed in the dry dock.	
MAJOR REPAIRS TO MAIN /STEERING GEAR & CONTROLS	
Trial of relevant machinery item (proplusion and steering) including sea trial as considered necessary by the surveyor to verify proper operation of the machinery.	
RECOMMENDATION	
Docking survey has been completed satisfactorily and the date may now be assigned.	
ENDORSEMENT OF SAFCON CERTIFICATE	
On satisfactory completion, SAFCON certificate has been endorsed as applicable towards bottom survey.	
CHECKS TOWARDS IN-WATER SURVEY NOTATION	
UNDER WATER COATING	
Confirmation that underwater portion of the hull applied with a suitable coating of adequate thickness to last more than the scheduled intervals between consecutive dry dockings and applied in accordance with manufacturer's recommendations . {Attach the additional notes mentioning underwater coating, valid for how many months here}	
HULL MARKING	
Confirmation that hull marking including marking on the propeller blades for identification are clear and visible. No modification done to the initial arrangement concerning underwater portion of the hull and its attachments.	
CHECKS FOR TAILSHAFT CONDITION MONITORING (TCM)	
TAILSHAFT CONDITION MONITORING RECORDS	
1) Verification of on board records and confirmation that following monitoring has been carried out and results are satisfactory: a) Lubricating oil analysis at intervals not exceeding 6 months, including the following parameters as a minimum: - water contents; - chloride contents; - contents of bearing metal particles; - oil ageing (resistance to oxidation).	

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b) Lubricating oil consumption. c) Bearing temperature. d) Low level alarm on stern tube lubricating oil gravity tank (For vessels with SYJ notation).	
FOR SHAFTS WITH KEYED PROPELLERS AT EVERY 5 YEARLY PERIOD	
For shafts with keyed propellers, examination of tailshaft cone, key and keyway, including examination by an efficient crack detection method of the after end of the cylindrical part of the shaft and one-third of the length of the taper from the big end to confirm these are in satisfactory condition;	
FOR SHAFTS WITH PROPELLERS MOUNTED KEYLESS AT EVERY 5 YEARLY PERIOD	
For shafts with propellers mounted keyless, verification of the tightness of the propeller hub (propeller hood, fore gland) to confirm satisfactory condition.	
FOR SHAFTS WITH CONTROLLABLE PITCH PROPELLER MOUNTED ON SOLID FLANGE COUPLING AT EVERY 5 YEARLY PERIOD	
i) Verification of tightness in way of blade glands and distribution box to confirm these are in efficient condition. ii) Verification of hydraulic oil analysis report of the sample drawn immediately prior (not more than three months) to confirm satisfactory condition. iii) Working test of the propeller blade movement, as far as possible to confirm satisfactory condition.	
ADDITIONAL DOCKING SURVEY REQUIREMENTS TOWARDS POSTPONEMENT	
SEA WATER LINES	
Visual examination of the seawater main line and any other seawater line having a direct connection to the shell plating.	
STEERING GEAR	
Functional test and visual examination of the steering gear and rudder trunk space (if fitted).	
STERN TUBE LOG BOOK ENTRIES	
Verification of logbooks for stern tube bearing operating parameters and oil consumption (for oil lubricated stern bearings).	
BILGE PUMPING ARRANGEMENT	
Examination and verification of bilge pumping arrangement.	
SOUNDING RECORDS	
Verification of bilge and tank sounding records.	
MASTERS DECLARATION	
Confirmation from Master that the vessel did not sustain any damage due to grounding, contact, weather. If any damage occurred, verify examine and record same.	

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