

# MACHINERY SPACES CAMPAIGN

S.NO	Item	YES	NO	N/A
1	<b>Is cleanliness of the Engine Room, including bilges satisfactory</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	<b>Fire doors not lashed with ropes or kept open using hooks or door jammers</b> <ul style="list-style-type: none"> <li>• Fire door is meant to contain the spread of fire and smoke.</li> <li>• Check all fire doors for proper closing and sealing</li> <li>• Do not fix any hooks , ropes or wedges</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<b>Gauge glass self-closing devices not lashed</b> <ul style="list-style-type: none"> <li>• The gauge glass closing devices on oil tanks of a self-closing, fail-safe type are not to be inhibited.</li> <li>• The purpose of these valves is to isolate the tank gauge glass from the tank.</li> <li>• In normal operation they should be shut and only opened to check the tank contents after which they should shut automatically.</li> <li>• Should the gauge glass fail then the contents of the tank will be free to leak out due to self-closing valve lashed in open position. In a fire situation, the oil would help feed the fire but, unlike the Quick Closing Valves, would be impossible to stop remotely.</li> <li>• Even with no fire, the uncontrolled leakage of oil is clearly undesirable in any situation and might even lead to an accident.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<b>Fuel oil quick closing valves not bolted/tampered with</b> <ul style="list-style-type: none"> <li>• Quick Closing Valves are fitted to the outlets of lubricating and fuel oil storage, settling and service tanks within the machinery space, boiler room and the emergency generator room.</li> <li>• These valve may be operated locally or remotely by pull wires, hydraulics or compressed air.</li> <li>• The majority of serious engine room fires are fueled by oil. In the event of fire it is essential that the primary source of the fuel is rapidly isolated either by closing the valve locally or remotely.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<b>Lagging not missing and not coated with oil</b> <ul style="list-style-type: none"> <li>• Lagging and insulation should be in good condition and free from oil. The oil soaked lagging is to be renewed.</li> <li>• Insulation material that has been soaked in oil from leaking pipes, valves etc may contribute to lagging fire by self-heating to the point at which they can ignite.</li> <li>• The oil circulating at liquid temperatures as low as about 130 degrees Celsius and which is able to leak into surrounding insulation may reach ignition temperature through oxidation.</li> <li>• Ensure the proper maintenance of valve glands and pipe joints to prevent the leakage oil to lagging.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<b>Deck plating/gratings are bolted in position</b> <ul style="list-style-type: none"> <li>• The loose plating/gratings may move out from its housing in heavy weather and may hit and cause damage to fittings</li> <li>• Loose deck plates and gratings may also move unexpectedly when stood on resulting in serious injuries.</li> <li>• It is essential that these are kept bolted/secured.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<b>Paint and thinner containers not kept in engine room when not in use.</b> (Paints must be stowed only in the designated paint lockers provided with fixed fire-fighting system and in not in other spaces like engine room, steering gear room, accommodation, store rooms etc. Storing paint drums in undesignated spaces can result in fire hazards. After completion of work, all paints are kept back in the designated paint store)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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8	<b>Emergency steering drills carried out at least once every three months</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	<b>No blank line left between consecutive entries in ORB</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<b>Technical file for Main engine and for each auxiliary engine maintained on board.</b> All vessels shall also have "RECORD BOOK OF ENGINE PARAMETERS" (as part of technical file ) for main engine and for each auxiliary marine diesel engine.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<b>No overwriting or white ink/correction tape used for correction in log books</b> <ul style="list-style-type: none"> <li>• Use of overwriting or white ink/correction tape in official documents is considered by officials as concealing facts.</li> <li>• Any correction is to be deleted by drawing a single line through the entry and writing the correct entry next to it. Such corrections must be initialed by the person making the changes.</li> <li>• The method of correcting an entry in the ORB is described in the Intertanko guidelines to ORB entries.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<b>MSDS available for all hazardous substances on board</b> (Recent MSDS's must be available for ALL hazardous substances on board the vessel (hotel stores, paint locker, chemical locker, sample locker (bunker), span gases, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<b>Ship/shore safety checklist and bunker safety checklist properly completed</b> <ul style="list-style-type: none"> <li>• All checklists must be properly completed.</li> <li>• Responsible persons are to read the relevant instructions associated with these checklists.</li> <li>• Checklists are never to be treated as just a 'paper exercise'.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<b>Savealls not containing liquid, dirt and stowage of items</b> <ul style="list-style-type: none"> <li>• Check and drain savealls regularly, and ensure plugs are properly replaced upon completion of draining.</li> <li>• Clean all savealls and ensure they are not used for stowage of items.</li> <li>• Properly maintain savealls and assorted pipes, valves and vent heads.</li> <li>• Capacity of savealls to be clearly and neatly stenciled.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<b>Self-closing sounding devices to double bottom tanks in good order and closed:</b> <ul style="list-style-type: none"> <li>• Ensure self-closing devices are working properly and well maintained.</li> <li>• Before placing the cap on the sounding pipe, self-closing device must be in closed position.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16	<b>Emergency escape routes clearly marked with IMO signs, unobstructed and adequately lit.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17	<b>Hyper mist fresh water tank valve is always kept in OPEN POSITION. Please stencil near the valve " VALVE TO BE KEPT ALWAYS OPEN"</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18	<b>Maintenance of engine room items updated in Bassnet and pending jobs postponed with approval of ship manager</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Verified by CEO:**

**DATE:**



VESSEL :

DATE : Click or tap to enter a date.

AREA / LOCATION :

HOSE WHIP ARRESTING DEVICE



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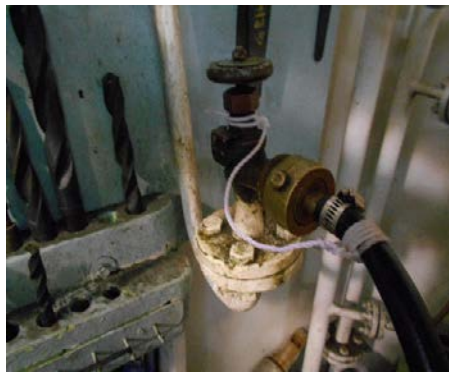
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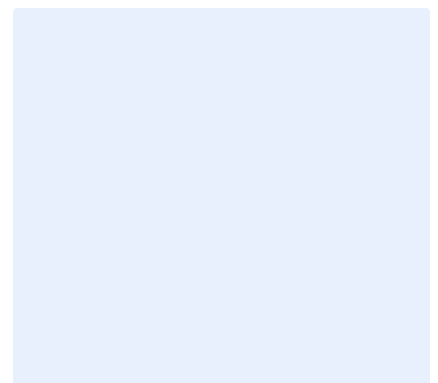
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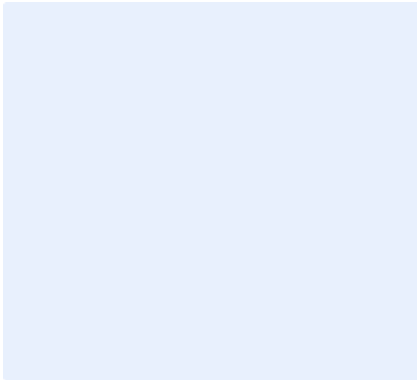


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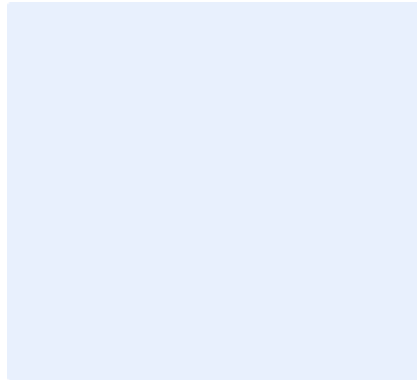


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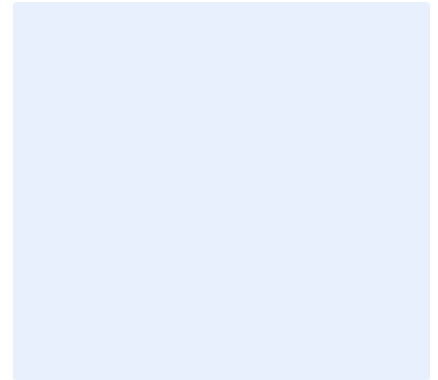
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