LOGISTICS DEPTT.
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6100/DGNCC/Policy/Lgs(Navy) Jul 09

All NCC Dte and Naval NCC Units

GUIDELINES FOR SURVEY AND DISPOSAL OF BER BOATS

1. Consequent to cancellation of Navy Order 19/88, on above subject and to obviate the delay in Survey of Boats, the procedure to be followed for disposal of NCC boats is enumerated in succeeding paragraphs. Final approval for declaring of NCC boats BER (Beyond Economical Repair) will be accorded by Director General NCC, based on professional recommendations of DNA, NHQ.

2. Annual Survey Board comprising the members mentioned below is to be constituted by Group/Unit Commander in Mar/Apr every year to assess the life of each boat (Hull, Engine and Fitting) and assess its residual life at the time of rendering the Boat History Return. Equivalent Army/Air Force officer may be included but at least one of them should be a Naval Officer.

(a) Lieutenant Commander or above – President
(b) Lieutenant Commander /Lieutenant /Sub Lieutenant – Member
(c) Petty Officer (preferably Shipwright/Seaman)- Member

3. When the board constituted in accordance to para graph 2 above, considers a boat to be BER (Beyond Economical Repair), the Group Commander is to request the State DDG to constitute another board. The board should comprise of a minimum of two officers, at least one of them being Naval Officer. The board is to list the defects on the boat(s) in detail and submit the recommendations in triplicate to DGNCC through their respective Group Headquarters. The board proceedings should clearly bring out the following :-

(a) Boat is economically repairable or not. If considered repairable then indicate case of repairs.

(b) If the boat is economically not repairable, a brief assessment on scrap value of the boat is to be made.

(c) Estimate of cost of transportation to nearest Survey Depot for disposal.

(d) Whether the boat to be disposed off as either un-seaworthy or as fit only for fire wood (Scrap value as NIL.).

(e) Fittings / fixtures / equipment / machinery which are considered usable with or without repairs.

4. On approval of DGNCC for BER, depending on the estimated scrap value of the boat as recommended by the board and after removal of usable / repairable equipment, machinery and fittings, following action is to be taken :-

(a) The usable equipment, machinery and fittings be removed from the BER boat and merged into the inventory of the unit for future use.

(b) In case boat's scrap value after removal of usable equipment / machinery and fittings is considered lower than that of transportation to the nearest Survey Depot then the boat may be disposed off locally by the unit concerned in "as is where is" basis.

(c) In case of estimated scrap value of the boat after removal of usable equipment / machinery and fittings is higher than the transportation cost, the boats be transported to nearest Survey Depot for disposal.

(d) In case the boats are being disposed off locally obtaining the recommendations of the connected Local Audit Authorities on such local disposal is necessary. A certificate that the boat has physically been removed and usable parts have been merged with inventory is to be signed by the Commanding Officer and be forwarded to GP HQ / State Dtes / HQ DGNCC.

(e) Guiding reserve price of salvage/ scrap will fixed by the units in consultation with LAO, keeping in view the price realized for similar categories of stores during the last auction held and trend of local market.

5. The guide lines quoted above are only for the boats acquired through central funds and not from the State Govt. Since the local treasury caters for State Govt funds and not for Central Govt, the sale proceed of the local auction is to be deposited in State bank of India, who maintain separate account for Central Govt registry, through a Military Receivable Order under the code head of Regional CDA (the code No. is to be ascertained from local audit authority) and the original receipt is to be deposited to regional CDA office.

6. This policy letter is issued in consultation with Directorate of naval Architecture, naval Headquarters.

7. It is requested that contents of this letter be dismissed to all units under your command.

APPENDIX 'A'
(Refer to para 12 & 13 od NO 04/05)

BOAT LOG BOOK

Regn. No. of Boat _____
Type of Boat _____
Manufacturer _____
Date of Supply _____

INSTRUCTION FOR USE

1. The log book is to be maintained separately for each powered and non-powered boat.

2. It is to have boat details and is to be issued along with the boat.

3. The registration number, type/ name of boat and name of the manufacturer are to be written in indelible ink.

4. The log book is divided into four sections:-

Section I – History of hull and record of transfers
Section II – Record of BHS rendered to DTE and HQ DG NCC for planning replacement.
Section III – Record of repairs carried out to hull and engine.
Section IV - Engine Log Book

5. Whenever a boat is transferred from one ship / establishment to another, its Log Book and Equipment Schedule are to accompany the boat.

6. when an engine is removed from a power boat and a new one fitted, only an entry to this effect is to be made in Section I and IV. Subsequent to this change, all entries on repair and maintenance of engine will be for the changed engine.

7. The log book is to accompany the boat to the dockyard at the time of repairs for completion of Section III.

8. This book will be sent with the boat when the boat is returned to the NSD.

9. In case of accident, Boat Log Book is to be presented to BOI.

10. The log book is to be presented to Assessment or Survey Boards appointed.

SECTION – 1

(a) Type of Boat

(b) Registration No of Hull

(c) Where Built

(d) Year Built

(e) Type of construction

(f) LOA

(g) Beam

(h) Draught

(j) Weight

(k) Speed (Eco / Max)

(l) Capacity

(m) Life Saving Capacity

(n) Serial No. of engine / s Stbd :

Port :

(p) Type of engine /s

(q) Make

(r) Power (at RPM) Eco/Max

(s) Fuel Capacity

(t) Lube Oil to be used.

(u) Boat Originally supplied to

(v) Boat transferred to _____ on _____ vide Authority _____.

SECTION – II

Record of Boat History Sheet (BHS) Return Rendered Boat Regn. No. _____ _____.

Date of Return	Reference no/date of Return	Reported remaining life of Hull	Engine
I	II	III	IV

APPENDIX 'B'
(Refers to Para 14 of NO 04/05)

BOAT HISTORY SHEET

1. Occasion for rendering – Annual / On receipt of boat.
2. Type of Boat _____ Where Borne _____
3. Boat Reg. Number _____
4. Original Date of Supply _____
5. Type, Sl. Number and make of Engine.

   Stbd _____
   Port _____
6. Reference No. and date of last return rendered _____
7. Condition of Hull _____
8. Condition of Fittings _____
9. Condition of Engine

   Stbd _____

   Port _____

   Auxiliaries _____
10. Condition of davit lifting arrangement fitted on boat _____
11. Total No. of Engine Hrs runs since last return.

    Stbd _____

    Port _____
12. Major repairs undertaken since last return, on Hull _____
13. Major routines under taken since last return, on Engine.

    STBD _____

    PORT _____
14. Assessed remaining life of hull _____
15. Assessed remaining life of engine _____
16. Assessed remaining life of Inflatable Collar _____
17. Remarks of Assessment Board _____

Name	Name	Name
Rank, No.	Rank, No.	Rank, No.
Designation	Designation	Designation
Member	Member	President

SECTION – III

Record of Repairs on Hull

Boat Regn No. _____ Sheet No. _____

Sl. No.	DART / DL Assesment No. & Date of repairing agency of residual life	Date h/o to Repair Agency By SS	Date h/o to SS by repair agency	Details of defect projected	Details of repairs carried out	Date repair completed	Signature or authority of boat
(I)	(II)	(III)	(IV)	(V)	(VI)	(VII)	(VIII) (IX)

NOTE :- (i) Columns (VI) to (IX) are to be filled by respective production managers in refitting authority.

(ii) Columns (I) to (V) are to be filled by SS.

Record of Lifting Arrangement Examination

Boat Regn No. _____

DART/DL No. & Date	Date of examination by Yard	Conditions Lifting arrangement	Corrective Action taken in case of deterioration	Signature of repairing authority
(I)	(II)	(III)	(IV)	(V)

SECTION IV

Engine Log Book

Boat Regn No. _____
Engine Serial No. Stbd _____ Port _____
Type / Make of Engine _____

Routine Maintenance Undertaken on Engine
(to be maintained separately for each engine)

Sl.No.	Date Sign of AEO (Boat)	Current running Hrs of engine	Details of Undertaken	Next Routine Due	Remarks (any point of Interest)
(I)	(II) (VII)	(III)	(IV)	(V)	(VI)

Note : - Routines to be undertaken as per engine manual provided along with the boat.

Record of Repairs on Engine

(To be maintained separately for each engine)

Boat Regn No. _____ Sheet No. _____

Engine Serial No. STBD _____ PORT _____

Sl No.	DART/DL No & Date	Date h/o to repair Agency by SS	Date h/o to SS by repair agency	Details of defect projected	Details of repairs carried out	Date repair completed	Assessment of repair of repairing agency of residual life	Signature of authority Of engine
(I)	(II)	(III)	(IV)	(V)	(VI)	(VII)	(VIII)	(IX)

Note:- (i) Column (VI) to (IX) are to be filled by respective production managers in refitting authority.
(ii) Column (I) to (V) are to be filled by SS.

Enclosure I to the DGNCC HQ letter

6155/DGNCC/Lgs (Navy) dated Jul 09

Additional Points to be included in Logistics Manual

Life of Boats

Life of GRP hull is generally assessed as 10 to 12 years, however this may depend upon usage. In places where boats are used more frequently the life of boat may be lesser. Life of Boat engine is based on recommendations of the engine manufacturer and its usage. Metal fittings of boat last for its life and may require replacement only in case of breakage. As boat fittings vary with type of boats and boat size, these fittings are not standardized/ patternised. However procurement source of fittings is stated in the equipment schedule supplied with the boat.

Boat Log Book

A Boat Log Book as per Appendix 'A' to this letter is to be maintained for each powered/Non powered boat giving its complete history. The Boat Log Book will be originally supplied by the boat builder and handed over to consignee when the boat is delivered. Boat Log Book is to be meticulously maintained by the Unit and is to record all maintenance routines undertaken' damage sustained, transfer of boat and BHS rendered. Repair agency is to be record type and extent of repairs carried out and any change in the life assessed after affecting repairs.

An Engine Log as part of the Boat Log book is to be maintained by unit for powered boat giving complete history. All major routines, repairs etc under gone on the engine are to be recorded in this book.

Boat History Sheet

Boat History Sheet (BHS) as per performa given in Appendix 'B' to this letter, is to be rendered by DTE to DGNCC Headquarters by 31st March every year. Apart from the information required as per the BHS Performa, first BHS is also to include information on receipt of all items listed in Equipment Schedule and deficiencies if any.

Annual Survey Board comprising of at least one Naval Officer is to examine the condition of each boat (hull, engine and fittings) and assess its residual life at the time of rendering the BHS along with board proceedings to this Headquarters.

DGNCC Headquarters initiates procurement action when the residual life indicated in BHS is two years or less. Therefore "Assessment Board" is to assess the residual life as two years, only when the board is of firm opinion that even after repairs, the boat can not be used effectively after two years. Where board is of the opinion that repairs can prolong boat life, boat is to be landed with repair agency, which is to assess the life after affecting repairs. In all other cases, the residual life is to be assessed as more that two years.

Accident/Loss of Boat

In case of a major accident / loss of boat, the State Dte is to appoint a Board of Inquiry. When a boat is damaged extensively as a result of accident, recommendations for the same, along with

BOI report is to be forwarded to DGNCC. In case of loss of the boat, a loss statement with approved BOI report for regularization of loss is to be forwarded to DGNCC.

Replacement Action

DGNCC carries out annual review of boats held in the service after receipt of BHS and Unit Data Card. The Replacement action for the boats having residual life of two years or less is initiated, considering these boats as Anticipated to BER (ABER). Obtaining financial sanction, raising indent , tendering, scrutinizing offers from boat builders holding negotiations, placement of order and receipt of first boat of the order takes about one and half year. By this time, DTE is to have constituted the survey board and forwarded recommendations for declaring boat BER to DGNCC.

Dispatch of Boat

The new boat is dispatched by the boat builder to Material Organization. DGNCC informs DTE under intimation to Material Organisation and unit concerned about dispatch of boat. Registration number of new boat and the boat being replaced is also intimated.

Receipt of Boat

On intimation about dispatch of the boat for unit, efforts are to be made to take its delivery from the Material Organisation at the earliest. All fittings, accessories, loose fittings, OBS and drawing/documents are to be mustered as per the approved Equipment Schedule (D-787) supplied with the boat. Any deficiencies noted are to be intimated to Material Organisation, with copy to HQ DGNCC, DTE & Boat builder. As a standard practice representatives of the boat builder are to at the machinery to work and demonstrate operation of the boat to unit staff. First Boat History Sheet is to be forwarded to DTE, with a copy to DGNCC, on receipt of boat.

Deficiency Report

Efforts are made by inspecting agency to ensure that boat builder supplies all items as per equipment schedule at the time of boat delivery. However, at times some deficiency may exist during delivery due to reasons beyond control. Deficiencies reported at the time of boat receipt will be made good by boat builder at the earliest. A report on deficiencies pending from the boat builder is to be rendered to DTE with copy to HQ DGNCC and inspecting agency every quarter, till all deficiencies are liquidated. A completion report is to be rendered on liquidation of all deficiencies.