Indian Register of Shipping

Report of Safety Equipment Survey

Type of Survey: Initial/ Annual/ Periodical/ Renewal/ Change of Flag for Cargo Ships (including Oil, Chemical Tankers & Gas Carriers)/ Passenger Ships*

Name of ship: …….. I. R. No.: …….

Port of Survey: …… Report No.: …….

Use "Y" for yes /satisfactory, "NO" for no, "N" for not satisfactory/ see recommendation in continuation sheet and "–" for not applicable.	
NOTES:	
1	Requirements for a Periodical Survey are the same as that of a Renewal Survey except examination of the deck water seal internally and checking the condition of non-return valve on board oil tankers.
2	Each lifeboat is required to be launched and manoeuvred at least once every 3 months.
3	Falls used in launching appliances/ accommodation ladders/ gangways shall be inspected periodically with special regard for areas passing through sheaves, and renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years, whichever is earlier.
4	For Sr. No 2.14, 2.15, and 2.16: Examination and operational tests to be done by competent person approved by the Administration in presence of surveyor. Records and approval of competent person along with its validity to be sighted. Weight of persons 82.5 kg except for passenger ships lifeboats (75 kg) built after 1 July 2010.
5	Please refer relevant Flag State Instructions for maintenance, inspection and pressure testing of LSA and FFA equipments.
6	Ships may be fitted with equipment over and above her requirement. Same to be maintained and included in report

1. GENERAL

1.1	Had any changes been made or new equipment been installed which would effect the validity of the Cargo Ship Safety Equipment Certificate?	...
1.2	Copy of the documentation where alternative design and arrangements have been approved by the administration is available on board including re-evaluation due to change of conditions.	...
1.3	All instructions and/or notices including the Emergency Station Muster List and Training Manual were posted in the appropriate language as required and to the Master's satisfaction.	…
1.4	All other Statutory Certificates and the Class Certificate were valid at the time of survey	…
1.5	Was there a report of any fire necessitating the operation of the fixed fire extinguishing systems or the portable fire extinguishers, since the last Safety Equipment Survey? (If "YES" give details in section 35)	...
1.6	LSA items are marked with the name of ship, call sign, port of registry etc., as required	...
1.7	Confirmation that LSA which are required to be float free, have been installed in location not obstructed by other structure/s in the vicinity and it can float free in case the vessel sinks.	...
1.8	For a passenger ship, confirmation that a list of all limitations on the operation of the ship including exemptions from any of these regulations, restrictions in operating areas, weather restrictions, sea state restrictions, restrictions in permissible loads, trim, speed and any other limitations, whether imposed by the Administration or established during the design or the building stages, has been compiled, documented and readily available to the Master. The list has been kept up to date.	...
1.9	Confirmation that emergency source of electrical power is available for equipments & systems which are equipped to be supplied by emergency power as per convention requirements (Eg. emergency lighting, navigation light and other lights as per COL REGS, communication equipment, navigational equipment, fire pumps, fire detection and fire alarm system, steering gear, etc., as applicable).	...

2. DOCUMENTATION

2.1	Fire control Plans (including duplicate set permanently stored in a prominently marked weathertight enclosure outside the deck house) properly posted	…
2.2	Muster List	…
2.3	Adequate and up-to-date nautical charts/ ECDIS, sailing directions, lists of lights, Notices to Mariners, tide tables and all other nautical publications necessary for the intended voyage	…
2.4	International Code of Signals and IAMSAR Manual Volume III.	…
2.5.1	Practice Musters and Drills. (It is also confirmed that arrangement for mustering crew/passengers are in order and the person in charge of survival craft and in the case of lifeboats the second in-command have a list of the survival craft crew) FCP Plan Approved by on LSA Plan Approved by on	…
2.5.2	Confirmed that new crew member with assigned emergency duties had been familiarised with these duties before the voyage began.	…
2.5.3	Confirmed that where the ship was engaged on a voyage where passengers were scheduled to be on board for more than 24 h, musters of the newly embarked passengers had taken place prior to departure.	…
2.5.4	Confirmed that whenever new passengers had embarked, a passenger safety briefing had been given immediately before departure.	…
2.6.1	Date of last fire and boat drills (which should include inspection of those items of operating equipment included in the check list as contained in the instructions, or on-board maintenance) (Every crew member shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place within 24 h of the ship leaving a port if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. When a ship enters service for the first time, after modification of a major character or when a new crew is engaged, these drills shall be held before sailing.) Fire drill …… Boat drill ….....	
2.6.2	Date of visual inspection of survival craft, rescue boats/ work boat, launching appliances, testing of lifeboat and rescue boats/ work boat engine, and testing of the general alarm system (Required weekly) ……	
2.6.3	Enclosed Space entry	
2.6.3.1	Date of last enclosed space entry and rescue drill carried out (required at least once every two months) ……	
2.6.3.2	Confirmation that procedures for entering enclosed spaces for the key ship board operations concerning the safety of the personnel are available onboard.	…
2.6.3.3	Confirmation that crew is familiarized with enclosed space entry & rescue drill and record of training available.	…
2.6.4	Date of last emergency steering drill carried out (required at least once every three months) ….....	
2.7	Log book entries as required by Chapter III and the Master aware of the intent of chapter II-2. "In all new and existing ships fire extinguishing appliances shall be kept in good order and available for immediate use at all times during the voyage"	…
2.8	Boats equipment examined at that time and found to be complete. (It is further confirmed that monthly inspections of all survival craft and rescue boats/ work boat including engines and launching appliances plus the general alarm system are being carried out and logged)	…

2.9.1	Dates when lifeboat falls renewed (See Note 3 on Page 1)	BOAT	RENEWED
		1	
		2	
		3	
		4	
2.9.2	Date Rescue boat/ work boat falls last renewed ……		
2.9.2.1	Date falls renewed for 2nd Rescue boat (required for passenger ships above 500 GT) ….....…		
2.9.3	Dates when liferaft davit falls renewed (See Note 3 on Page 1)	RAFT	DATE RENEWED
		1	
		2	
		3	

		4		
2.9.4	Record of periodical inspection of lifeboat falls maintained.			…
2.10.1	Last occasion davit launched lifeboats moved from stowed position/ turned out/ launched and manoeuvred (See note 2)			
	Boat	Moved from stowed position (Weekly) (Only for cargo ships)	Turned out (Monthly)	Launched and manoeuvred in water (3 monthly)
	1			
	2			
	3			
	4			
2.10.2	Last occasion free fall lifeboat lowered/ launched and manoeuvred			
	Boat	Free fall launched/ lowered by secondary means* and manoeuvred in water (3 monthly)	Free fall launched/ simulated launching carried out* and boat manoeuvred in water (6 monthly)	
	1			
	2			
2.11.1	Last occasion rescue boat was launched and manoeuvred. (Required monthly where practicable; but interval not to exceed 3 months) …….			
2.11.2	Date 2nd Rescue boat (required for passenger ships above 500 GT) was launched and manoeuvred ……..			
2.12	Marine Evacuation System (if provided on ro-ro passenger ships/ passenger ships) last deployed			
	MES	Test deployment (at least 50% after installation and remaining within 12 months)	Each every 6 years	
	1			
	2			
2.13	Servicing of Inflatable Liferafts, Hydrostatic release unit, inflatable life jackets and marine evacuation system:			
2.13.1	**Liferafts and HRU** (Include in the table details of any liferaft stowed forward or aft)			

Sr. no	Makers Name & Serial Number of Liferaft	No. of Persons	Date Serviced	Date Service Due	Location on board	Servicing Agent	Date HRU Serviced	HRU Expiry / Next Servicing Due
i								
ii								
iii								
iv								
v								

Liferafts for easy side to side transfer are less than 185 kg	...

2.13.2	Servicing of inflatable lifejackets carried out on ……		
2.13.3	Servicing of Marine Evacuation System carried out on ……/……. Provide different dates if required.		
2.14	Davit launched lifeboat/ liferaft*	Annual	5 yearly
2.14.1	Thorough examination of launching appliances, and dynamic test of the winch brake at maximum lowering speed for davit launched lifeboats.	....	....
2.14.2	Thorough examination and operational test of on load release gear for davit launched lifeboat.	....	....
2.14.3	Thorough examination of launching appliances, and dynamic test of the winch brake at maximum lowering speed for davit launched liferafts	....	....
2.14.4	Thorough examination and operational test of automatic release hooks for davit launched liferaft.	....	....
2.15	Free fall lifeboat:		

2.15.1	Thorough examination and operational test of release system for free fall lifeboat	.....	.....
2.16	Dedicated Rescue boat:		
2.16.1	Thorough examination of launching appliances, and dynamic test of the winch brake at maximum lowering speed for dedicated rescue boats	.....	.....
2.16.2	Thorough examination and operational test of on load release gear for dedicated rescue boat.	.....	.....
2.16.3	Date of last service of inflated rescue boat ……		
2.16.4	Confirmation that rescue boat limit switch working in good order …….		…
2.16.5	Work boats (Indian ships on coast and having work boat in lieu of rescue boat)	Annual	5 yearly
2.16.6	Man Overboard drill and Operational test for Work boats and launching appliances	.....	.....
2.16.7	Load test of the work boat and launching appliances to Maximum Working Load		.....
2.17	Hydraulic pressure testing of cylinders of lifeboat air support system, where provided …….. (Required every 5 years)		
2.18.1	Compass Deviation Record Book being kept up-to-date.		…
2.18.2	Diagram of Radar installation shadow sector is displayed.		...
2.19	Instructions for on board maintenance of Life Saving appliances – easily understood and illustrated wherever possible		…
2.20.1	Verification of compliance as per Safe Manning Document or equivalent issued by Administration (including STCW certificates of Crew, officers and with necessary endorsements)		…
2.20.2	Verification with respect to availability of sufficient number of trained persons for mustering and manning the survival crafts including availability of sufficient crew member (deck officers or certificated persons) for operating the survival crafts and launching arrangements		…
2.21.1	Maintenance plan for fire fighting systems and appliances available on board		…
2.21.2	For ships carrying more than 36 passengers, maintenance plan for low-location lighting and public address systems available on board		…
2.21.3	For tankers, maintenance plan for inert gas system, deck foam system, fire safety arrangement in cargo pump room and flammable gas detectors available on board		…
2.22	Fire safety operational booklets have been provided		…
2.23	Record of navigational activities		…
2.23.1	Record of daily reporting		…
2.24.1	SOLAS Training Manual (for L.S.A. & F. F. A.)		…
2.24.2	Where the ship is fitted with a marine evacuation system, on-board training aids in the use of the system has been provided.		…
2.25	Procedures required for data retrieval from VDR / S-VDR included in the ship's safety management system.		…
2.26	On passenger ships: Decision support system for master on the navigation bridge		…
2.27	Operational and, where appropriate, maintenance manuals for all navigational equipment provided		...
2.28	Ship specific plans and procedures for recovery of persons from water available on board. (Applicable to ships built on or after 1 July 2014 when they are put into operation, For existing ships applicable from first periodical/ renewal survey carried out on or after 1 July 2014)		...

3. SAFETY OF NAVIGATION

3.1	Standard Magnetic Compass	...
3.1.1	Spare Magnetic Compass	…
3.2	Gyro Compass at main steering position	…
3.2.1	Gyro Compass heading repeaters	…

3.2.2	Gyro Compass bearing repeaters	…
3.3	Heading or Track Control System	…
3.4	Pelorus or compass bearing device	…
3.5	Transmitting Heading Device	…
3.6	Means of correcting heading and bearings	…
3.7	Electronic Chart Display and information system (ECDIS)/Nautical charts* Performance Standard of ECDIS: MSC.232(82)/ A.871(19) as amended*[**] [**] *ECDIS installed on or after 1 January 2009 to comply with MSC.232(82), prior to date may comply with A.871(19) as amended*	…
3.7.1	Back up arrangements for ECDIS: 2nd ECDIS/ Nautical charts*	…
3.8	Nautical publications	…
3.9	Receiver for a Global Navigation Satellite System / a Terrestrial Radio Navigation System	…
3.10.1	Radar $9GH_Z$ (3 cm)	…
3.10.2	Second Radar {3 cm (9 GHz)/ 10 cm(3 GHz)*}	…
3.11	Automatic Radar Plotting Aids (ARPA) for (3.10.1/ 3.10.2/ both*)	…
3.12.1	Auto Tracking Aid (ATA)	…
3.12.2	Second automatic tracking aid	…
3.13	Electronic Plotting Aid (EPA)	…
3.14	Automatic Identification System (AIS); Annual test carried out on	…
3.14.1	Long Range Identification & Tracking System (Valid Conformance Test report available)	…
3.15.1	Voyage Data Recorder (VDR) Annual performance Test carried out on	…
3.15.1.1	If float free type or arrangements provided (Mandatory for VDR type approved as per MSC.333(90), this provision is also mandatory for some flag – refer flag state instruction)	…
3.15.2	Simplified voyage data recorder (SVDR) Annual Performance Test carried out on	…
3.15.2.1	If float free type or arrangements provided (This provision is mandatory for some flag – refer flag state instruction)	…
3.16.1	Speed and Distance measuring device(through water)	…
3.16.2	Speed and Distance measuring device (Over ground in fwd and athwart ship direction)	…
3.17	Echo Sounding Device	…
3.18	Rudder Angle Indicator, RPM Indicator and Pitch Indicator	…
3.19	Rate of turn indicator	…
3.20	Sound reception System for totally enclosed navigation bridge	…
3.21	Telephone to Emergency Steering Position	…
3.22	Bridge Navigation Watch Alarm System (BNWAS) Performance Standard: MSC.128(75) [††] [††]*For BNWAS installed after 1 July 2003, However BNWAS installed prior to 1 July 2011 may be exempted by administration*	…

4. SIGNALLING APPARATUS:

	The following found in satisfactory condition:	
4.1	Daylight signaling lamp and source of power	…
4.2	Forecastle bell	…
4.3	Gong	…
4.4	Ship's Whistle	…
4.5	Three black ball shapes	…
4.6	One black diamond shape	…
4.7	Cylindrical shape	…
4.8	Radar reflectors (applicable for vessels with GT<150)	…

5. NAVIGATION LIGHTS

5.1	LSS Plan (Indian flagged vessels) Approved by ..... on	
5.2	Sidelight inboard screens painted matt black	…
5.3	Navigation lights in good condition and operating satisfactorily	…
5.4	Navigation light failure warning device: Visual/Audible on bridges operating efficiently	…

6. BRIDGE DISTRESS SIGNALS

	Indicate expiry date (E) or manufacture date (M) of the following			
		E/M	DATE	
6.1	12 red parachute signals			
6.2	Line throwing rockets, and			
6.3	Igniter cartridges (if applicable)			
6.4	Line throwing rockets and ship's distress flares in good condition			…

7. SURVIVAL CRAFT, RESCUE BOAT AND ASSOCIATED LAUNCHING, AND RECOVERY APPLIANCES

7.1	Lifeboats turned out and lowered to Embarkation Deck, at time of Survey, OR (circle number as appropriate). Recovery of lifeboat verified satisfactorily.	1	2	3	4
7.2	Life boats turned out, lowered and manoeuvred in water (Circle number as appropriate). Recovery of lifeboat verified satisfactorily.	1	2	3	4
7.3	Each motor lifeboat engine readily started and operated satisfactorily, ahead and astern				…
7.4	Lifeboats capable of being launched, where necessary utilizing painter, with ship making headway at speeds up to 5 knots in calm water (required for new installations/modification)				…
7.5	Each lifeboat self contained air support system generally examined and found satisfactory				…
7.6	Each lifeboat water spray system generally examined and found efficient				…
7.7	Each lifeboat water spray system/self-contained air support system satisfactorily tested				…
7.8	Each motor lifeboat provided with sufficient fuel for 24 hours continuous operation				…
7.9	Air cases removed, found or placed in good condition, replaced and secured, OR				…
7.10	Built-in buoyancy found in good condition as far as seen				…
7.11	Each lifeboat found in good condition and fully equipped				…
7.12	All sheaves, blocks, falls, lifting hooks, hook foundations and securing arrangements, release arrangements and all moving parts found free and well lubricated or made good at time of survey				…
7.13	Freefall lifeboats: Launch track, release and recovery arrangements in satisfactory condition				…
7.14.1	All survival craft launching and recovery appliances found satisfactory when examined as far as practicable[⌗] [⌗] *Survival craft/ rescue boat davit's SWL is not less than boat's weight including equipment and personnel.* *Check specially for life rafts replaced by life rafts of 82.5 kg/ person specification*				…
7.14.2	Confirmation that hand gear handles or wheels are not rotated by moving parts of the winch when the survival craft is being lowered or when it is being hoisted by power.				…
7.14.3	Confirmation that davit arms are fitted with safety devices which will automatically cut off the power before the davit arms reach the stops.				…
7.15	Each lifeboat fitted with retro-reflective material				…
7.16	For Self Contained Air System in totally enclosed life boats: The provision of refilling air bottles if the air pressure of bottle drops by 20%				…
7.17	In case of Fire Protected Life Boats, the arrangements for flushing the water spray fire-protection system with fresh water and allowing complete drainage				…
7.18	RESCUE BOAT (DEDICATED RESCUE BOAT * OR PORT*/ STBD* LIFE BOAT*)				
7.18.1	Rescue boat examined, found in good condition and fully equipped				…

7.18.2.1	Launching and recovery appliance found satisfactory when examined as far as practicable	…
7.18.2.2	Confirmation that hand gear handles or wheels are not rotated by moving parts of the winch when the rescue boat is being lowered or when it is being hoisted by power.	…
7.18.2.3	Confirmation that davit arms are fitted with safety devices which will automatically cut off the power before the davit arms reach the stops.	…
7.18.3	Release hook, falls and associated moving parts (blocks, sheaves, etc.) were found free and well lubricated or made good at time of survey.	…
7.18.4	The rescue boat was fitted with retro reflective material	…
7.18.5	Launching and recovery appliance test including overload test carried out to establish lowering and recovery speed and to establish lowering and recovery possible at lightest sea-going draught.	…
7.18.6	Rescue boat engine readily started and operated satisfactorily, ahead and astern	…
7.18.7	Rescue boat lowered and recovery demonstrated while underway at 5knots. (required for new installations/modification)	…

8. LIFEBOAT DISTRESS SIGNALS

	Indicate expiry date (E) or manufacture date (M) of the following								
		E/M	BOAT 1	E/M	BOAT 2	E/M	BOAT 3	E/M	BOAT 4
8.1	Two orange smoke signals								
8.2	Four parachute signals								
8.3	Six red hand-held flares								
8.4	Lifeboat distress flares found in satisfactory condition								…

9. SURVIVAL CRAFT LAUNCHING AND EMBARKATION ARRANGMENTS

9.1	Emergency power, lighting of muster and embarkation stations, alleyways, stairways and exits giving access to the muster and embarkation stations; onboard communication and alarm operating satisfactorily	…
9.2	Means of preventing discharge of water into boats found satisfactory	…
9.3	Illumination of stowage and launching positions found in working order	…
9.4	Lifelines on davit spans and bowsing tackles were found or placed in good condition (if applicable)	…
9.5	Embarkation ladders found or placed in good condition	…
9.6	Abandon ship audible signals operating satisfactorily	…
9.7	Operative test of all emergency power supplies, emergency lighting and general alarm systems satisfactorily carried out	…
9.8	All embarkation arrangements and launching gear found to be satisfactory when examined as far as practicable	…
9.9	IMO recommended symbols as required posted throughout the vessel	…
9.10	Lifeboat launching instructions posted	…

10. LIFE RAFTS

10.1.1	Life raft stowage will facilitate proper release including float free facility where required	…
10.1.2	Confirmation that life raft transportation straps which are used for the purpose of securing life rafts while transportation (from service center to onboard vessel) are removed.	…
10.2	Launching instructions posted	…
10.3	The embarkation arrangements of inflatable liferafts and, where provided, the launching arrangements of davit launched liferafts found satisfactory.	…

11. RIGID LIFERAFTS

11.1	Each liferaft examined, found in a good condition, stowed to facilitate rapid launching and fitted with retro reflective material						…
11.2	Raft and equipment complete and in good condition and raft with retro reflective material						…
	Indicate expiry date (E) or manufacture date (M)						
		E/M	R/L/RAFT. 1	E/M	R/L/RAFT 2	E/M	R/L/RAFT.3
11.3	Two orange smoke signals						
11.4	Four parachute signals						
11.5	Six red hand-held flares						

12. STOWAGE OF SURVIVAL CRAFT AND RESCUE BOATS

12.1	Provision, disposition including stowage of Survival craft and rescue boat satisfactory and do not interfere with operation of other survival crafts and rescue boats.	…
12.2	Survival crafts are fully equipped and in a state of continuous readiness	…

13. LIFEJACKETS

13.1	Complete number of approved lifejackets, as shown on Record of Equipments for SEQ Certificate each with whistle and light	…
13.2	Each lifejacket found in good condition,	…
13.3	Lifejackets stowed in accessible and clearly marked places	…
13.4	Each lifejacket fitted with retro reflective material	…
13.5	Life Jacket Lights as per LSA Code Chapter II/2.2.3 (Manual switch provided if of flashing type)	…
13.6	Validity of life jacket lights. ……	
13.7	For ships constructed before 1 July 2010, adequate number of lifejackets provided to fit persons weighing up to 140 kgs and chest girth up to 1750 mm/ suitable accessories provided to lifejackets which do not fit to persons weighing up to 140 kgs and chest girth up to 1750 mm.*	…
13.8	For passenger ships on voyages less than 24h, number of infant lifejackets provided equals to at least 2.5% of the number of passengers on board and as per LSA plan	…
13.9	For passenger ships on voyages 24h or greater, number of infant lifejackets provided for each infant on board	…

14. LIFEBUOYS, IMMERSION SUITS/ANTI-EXPOSURE SUITS AND THERMAL PROTECTIVE AIDS

14.1	Lifebuoys:	…
14.1.1	Complete in number as shown on Record of Equipments for SEQ Certificate and in good condition	…
14.1.2	Of highly visible colour, fitted with brackets and readily accessible	…
14.1.3	Marked in block letters with name and port of registry of ship	…
14.1.4	Fitted with lines, lights or light and smoke as on Record of Equipment for SEQ Certificates	…
14.1.5	Capable of being rapidly cast loose	…
14.1.6	Fitted with retro reflective material	…
14.1.7	MOB marker expiry date: 1 ……. 2 ……..	
14.2	Immersion suits/Anti-exposure suits and thermal protective aids complete as on Record of Equipment for SEQ Certificate and in good condition, including that, stowed in survival craft as equipment.	…
14.2.1	Immersion suits designed to be worn in conjunction with a lifejacket are suitably marked to indicate that it must be worn in conjunction with a compatible lifejacket.	…
14.2.2	Monthly Inspection and testing of Immersion suits carried out	…
14.2.3	All Immersion suits/ anti exposure suits seams tested every 3 years (more frequently after 10 years). Last testing done ……..	…

15. PILOT TRANSFER ARRANGEMENTS

15.1	Side ropes, man ropes and steps of pilot ladder in good condition; Certificate available on board for pilot ladders supplied on or after 1 July 2012	…
15.2	The condition and illumination of the ladder(s) and boarding position in good order	…
15.3	A heaving line and one of the lifebuoys with self-igniting light readily available	…
15.4	Pilot ladder(s) and accommodation ladder(s) found to be in good condition	…
15.5	Pilot ladder(s) and accommodation ladder(s) raised and examined in position	…
15.6	Records maintained on board for pilot ladder in use and repairs effected to it.	...

16. MEANS OF EMBARKATION ON AND DISEMBARKATION FROM SHIPS

16.1	Accommodation ladder and/or gangway examined and found to be in satisfactory condition	…
16.2	5 yearly operation tests carried out. Last carried out on. ……	…
16.3	Maximum operational load……	
16.4	Dates when wires for means of embarkation / disembarkation renewed (See Note 3 on Page 1)	
	Acc. Ladder / gangway	DATE RENEWED
	Port	
	Starboard	

17. COMMUNICATION

	Was the following communication equipment verified and satisfactory	
17.1	Two way VHF radio telephone Apparatus	…
17.2	Search and rescue Locating Device: SART and/or AIS-SART:	…
17.2.1	SART	…
17.2.2	AIS-SART	…
17.3	Two way communication System between emergency control station and embarkation station	…
17.4	General Alarm, Crew Alarm and Public Address System as appropriate	…

18. FIRE PUMPS, FIREMAIN, HYDRANTS, HOSES ETC.

18.1	Fire pumps (including emergency fire pump) capable of producing the required two jets of water (whilst also permitting the simultaneous operation of foam system on tankers)	…
18.2	All pumps, firemain, hydrants, hoses, nozzles, applicators, spanners, relief valves and international shore connection are in good condition	…
18.3	Each hose complete with couplings, nozzle and tools kept ready for use.	…

19. EXTINGUISHERS AND FOAM APPLICATORS

19.1	All extinguishers and foam applicator unit was fully charged and in their stowed position	…
19.2	Date when charged: Extinguishers …… Applicator Units (if not sealed type) ……	
19.3	Date extinguishers pressure tested: ……..	
19.4	In each boiler firing space an approved portable extinguisher OR sand in box with scoop provided	…
19.5	Spare charge for each extinguisher other than for gas cylinder was provided.	…
19.6	Spare gas cylinders provided (spare cylinders 100%)	…
19.7	All extinguishers in their stowed positions and a random check revealed no discharged containers	…
19.8	Fire extinguishers in machinery spaces of category A containing Internal combustion machineries	…
19.9	Fire extinguishers in machinery spaces of category A in passenger ships.	…
19.10	Fire extinguishers in machinery spaces containing oil fired boilers or oil fuel units.	…
19.11	Fire extinguishers in spaces containing steam turbines.	…
19.12	Fire extinguishing appliances in other machinery spaces.	…

19.13	Vessel does not carry chemical foam fire extinguishers and / or soda acid extinguishers. (Indian flagged vessels are not permitted to carry these extinguishers).	…

20. FIRE FIGHTER'S OUTFITS

20.1	…….Nos of Fire Fighter Outfit provided on board. Each unit complete and in good condition	…
20.2.1	Each outfit fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 *l (*For ships constructed before 1 July 2014, the compliance date is first survey after 1 July 2019)) *Note: A pressure indicator, with which the user can read that the volume of remaining air in the cylinder has been reduced to no less than 200 l , regardless of the need for supplemental lighting, may be regarded as a visual device.*	...
20.2.2	Each outfit complete with air cylinders, including spare cylinders fully charged (Two spare charges to be carried for each required breathing apparatus. However passenger ships carrying not more than 36 passengers and cargo ships need only carry one spare charge for each required apparatus if provided with means for charging air cylinders. Passenger ships carrying more than 36 passengers are required to carry at least two spare charges for each breathing apparatus)	…
20.2.3	Where the vessel is a passenger ship carrying more than 36 passengers constructed on or after 1 July 2010, a suitably located means for fully recharging breathing air cylinders, free from contamination is provided as follows and found to be in satisfactory condition.	…
20.2.3.1	Breathing air compressors supplied from the main and emergency switchboard, or independently driven, with a minimum capacity of 60 l/min per required breathing apparatus, not to exceed 420 l/min, or	…
20.2.3.2	Self-contained high-pressure storage systems of suitable pressure to recharge the breathing apparatus used on board, with a capacity of at least 1,200 l per required breathing apparatus, not to exceed 50,000 l of free air.	…
20.2.4.1	Vessel fitted with an onboard means of recharging breathing apparatus cylinders used during drills which found to be in satisfactory condition, or	…
20.2.4.2	Vessel provided with …….. number of spare cylinders fully charged to replace those used during drills which found to be satisfactory condition. (Unless flag has provided some other interpretation, not less than two spare cylinders are to be carried on board to replace those used during drill. For ships that are required to carry more than two fire-fighter's outfits, a suitable number would be one per mandatory outfit.)	…
20.2.5	Hydraulic pressure testing of SCBA cylinders last carried out on (every 5 years) ----------	
20.3	Smoke mask, air pump and hose tested and found satisfactory	…
20.4	Two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication. (For ships constructed before 1 July 2014, the compliance date is first survey after 1 July 2018)	...

21. EMERGENCY ESCAPE BREATHING DEVICES

21.1	Are approved emergency escape breathing devices (EEBD) provided on board	…
21.2	No. of emergency escape breathing devices as per Approved Fire Control Plan.	…
21.3	Is the condition of emergency escape breathing devices satisfactory	…
21.4	Hydraulic pressure test of EEBD cylinders last carried out on ……. (As per manufacturers instruction)	

22. FIXED FIRE EXTINGUISHING AND PROTECTION SYSTEMS

	LOCATION	INDICATE TYPE OF SYSTEM FITTED
	Engine room	
	Boiler room	
	Pump room	
	Dry cargo spaces	
	Special category and vehicle spaces	

	Accommodation and service spaces	
	Control stations	
	Cabin balconies in passenger ships	
	Cargo tanks protection (on deck)	
	Galley exhaust ducts	
	Paint and/or flammable liquid locker	
	Other spaces as on record	

22.1	Verification of installation and installation test carried out satisfactorily (for new installation/modifications)	...
22.2	Each system examined as far as practicable, piping and nozzle found in a good condition and clear of obstructions; gas release alarm system operating satisfactorily.	...

23. CO_2 SYSTEM

23.1	Date container(s) content verified ……..	
23.2	Date container(s) pressure tested ……	
23.3	Date system last serviced ……	
23.3.1	5y'ly …… 10y'ly ……15y'ly …… (Dates as applicable)	
23.4	System examined and tested as far as practicable and found satisfactory	…
23.5	System for machinery space protection are provided with two separate controls, one for opening of the gas piping and one for discharging the gas from the storage container, each of them located in a release box clearly identified for the particular space.	…
23.6	Verification with regard to correct positioning(for in service condition) of safety pins where used on cylinder head discharge valves are in accordance with manufacture's instruction manual.	…

24. HALON SYSTEMS

24.1	Date container(s) content verified ……..	
24.2	Date container(s) pressure tested ……..	
24.3	Date system last serviced ……	
24.4	Systems examined and tested as far as practicable and found satisfactory	…

24A. STEAM/ GASEOUS PRODUCT OF FUEL COMBUSTION/ EQUIVALENT FIXED GAS* SYSTEMS

24.1	Where equivalent fixed gas system provided mention type……..	
24.2	Date system last serviced (as per manufacturer recommendation) ……..	
24.3	Date system last tested (as per manufacturer recommendation) ……	
24.4	Systems examined and tested as far as practicable and found satisfactory	…

25. FOAM SYSTEMS

25.1	Date foam: supplied to ship ……. sample tested …….. (Sample test required after 3 years of supply and subsequently every year)	
25.2	System(s) examined and tested as far as possible and found satisfactory	…

26. FIXED WATER SPRAYING SYSTEMS

26.1	System(s) examined and tested as far as practicable and found satisfactory	…

26A. FIXED LOCAL APPLICATION FIRE-EXTINGUISHING SYSTEMS

26.2	Fixed Local Application fire-extinguishing system in satisfactory condition	…

27. SPRINKLER SYSTEM(S)

27.1	System(s) examined and tested as far as practicable and found satisfactory (Note: Refer MSC.1/Circ.1432. Where extended testing carried out, details of such testing, sprinklers sampled, the test result including action taken are to be detailed in narrative report)	…
27.2	Visual and Audible alarm was automatically activated whenever system(s) operate(s)	…

28. DRY POWDER SYSTEM(S)

28.1	System(s) examined and tested as far as practicable and found satisfactory	…

29. FIXED FIRE DETECTION AND FIRE ALARM SYSTEMS

29.1	All systems found operable and in a satisfactory condition upon examination.	…
29.2	Detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient temperatures.(for new installations/modification)	…
29.3	For passenger ships constructed after 01/07/2010 system is capable of remotely and individually identifying each detector and manually operated call point.	…
29.4	For passenger ships, detectors fitted in cabins, when activated, are capable of emitting, or cause to be emitted, an audible alarm within the space where they are located. (for new installations/modification)	…
29.5	Manually operated call points are located at each exists and readily accessible in the corridors of each deck such that no part of the corridor is more than 20m from a manually operated call point (for new installations/modification)	…
29.6	For passenger ships, installation and arrangement including testing of fire alarm signaling system (for new installations/modification)	…
29.7	Installation tests have been completed satisfactorily (for new installations/modification)	…
29.8	Confirmation that periodic function testing of fixed fire detection and fire alarm systems has been carried out.	…
29.9	Confirmation of an efficient patrol system in passenger ships carrying more than 36passengers, their familiarization including provision of two-way portable radiotelephone apparatus for each member.	…
29.10	Confirmation of an efficient patrol system in special category spaces .	…
29.11	An audible alarm was activated automatically if visual and audible signal at fire control panel(s) not responded to within two minutes	…

30. SAMPLE EXTRACTION SMOKE DETECTION SYSTEMS

30.1	All systems found operable and in a satisfactory condition upon examination.	…
30.2	Installation tests have been completed satisfactorily (for new installations)	…

31. INERT GAS (I G) SYSTEM

31.1	CLASS NOTATION	…
31.2	Last survey date ……..	
31.3	Operation and service manual provided	…
	THE FOLLOWING OPENED UP AND EXAMINED AS NECESSESARY:	
31.4	Inert gas generator	…
31.5	Scrubbers and blowers	…
	THE FOLLOWING EXAMINED AS NECESSERY:	
31.6	Gas distribution line	…
31.7	Shut-off valves	…
31.8	Soot blower interlocking devices	…
	THE FOLLOWING EXAMINED:	

31.9	Deck seal	…
31.10	Non-return valve	…
31.11	Effluent piping	…
31.12	Overboard discharge for scrubbers	…
	THE FOLLOWING SATISFACTORILY TESTED	
31.13	Automatic shut-down devices	…
31.14	Alarms	…
31.15	Complete installation under working conditions	…
31.16	From external examination, all components and piping found free from signs of corrosion or gas/effluent leakage	…
31.17	Both inert gas blowers operational	…
31.18	The scrubber room ventilation system operational	…
31.19	The deck water seal filling and draining system operational and without evidence of water carry-over	…
31.20	The non-return valve operational	…
31.21	Operation of all remotely operated or automatically controlled valves, in particular the flue gas isolating valve(s), satisfactory	…
31.22	Interlocking features of soot blowers checked found satisfactory	…
31.23	Gas pressure regulating valve automatically closed when the inert gas blowers secured	…
	THE FOLLWING SAFETY DEVICES OF THE I G SYSTEM CHECKED AS FAR AS PRACTICABLE (USING SIMULATED CONDITIONS WHERE NECESSERY) AND FOUND SATISFACTORY	
31.24	High oxygen content of gas in inert gas main	…
31.25	Low pressure in inert gas main	…
31.26	Low pressure in the supply to the deck water seal	…
31.27	High temperature of gas in inert gas main	…
31.28	Low water pressure to scrubber	…
31.29	Accuracy of portable and fixed oxygen measuring equipment by means of calibration gas	…
31.30	High water level in scrubber	…
31.31	Failure of inert gas blowers	…
31.32	Failure of power supply to automatic control system for gas regulatory valve and instrumentation for continuous indication and permanent recording of pressure and oxygen content in I.G. main	…
31.33	High pressure of gas in the inert gas main	...

32. OTHER ITEMS

32.1	Mechanical ventilation in cargo areas (for tankers and gas carriers)	…
32.2.1	Gas measurement system in gas carrier and pump room of oil tankers.	…
32.2.2	Tankers equipped with minimum of two instruments, each capable of measuring both oxygen and flammable vapour concentration. Alternatively two portable instruments for measuring oxygen and two for measuring flammable vapour concentration. Instruments last calibrated on …… , ……	...
32.2.3	Ship is in possession of portable atmospheric testing instrument/s capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Suitable means are also provided for the calibration of all such instruments. *(Note: Requirement becomes mandatory for all ships on or after 01/07/2016 however to be voluntarily implemented as soon as practicable.)*	...
32.3	Fixed hydrocarbon gas detection in all ballast tanks and void spaces of double hull and double bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks (for oil tankers of DWT> 20,000 T constructed on or after 1 January 2012). [Pump room protected by SOLAS requirements of II-2/4.5.10 (i.e., temperature sensing devices and alarm, lighting and ventilation interlock, hydrocarbon gas monitoring, bilge level alarm etc.) need not comply]. Otherwise,	…

32.4	Constant operative inerting system for these spaces provided, except pump room having protection as per SOLAS regulation II-2/4.5.10 (for oil tankers of DWT> 20,000 T constructed on or after 1 January 2012)	…
32.5	Temperature sensing devices for bulkhead glands and alarms, interlock between lighting and ventilation and bilge level monitoring devices and alarm in cargo pump room found operable (as applicable).	…
32.6	All cut out valves and piping of the cargo tank and cargo pump room fixed fire fighting system found satisfactory when externally examined as far as practicable	…
32.7	Fire fighting arrangements for the protection of deep-fat cooking arrangement	…
32.8	Examination and testing of manual and automatic fire doors including the means of closing the openings in “A” and “B” class divisions.	…
32.9	Ships transporting solid bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air are provided together with detailed instructions for its use. Further crews of the ship have been trained in the use of such instruments. Instrument last calibrated on ……	…
32.10	In passenger ships, confirmation that the stairways and ladders, including the low-location lighting system, arranged to provide a means of escape to the lifeboat and liferaft embarkation deck from all passenger and crew spaces and from those spaces in which the crew is normally employed are being maintained. Escape route signs and fire equipment location markings of photo luminescent material or by lighting are in good order.	…
32.11	Confirmation that means of escape from the machinery spaces are satisfactory..	…

33. REMOTE STOPS AND CONTROL ARRANGEMENTS

	ARRANGEMENTS IN MACHINERY SPACES:	…
33.1	Remote controls for skylights, release of smoke, closure of funnel and ventilation openings, closure of power operated & other doors, stopping of ventilation, boiler forced/induced draft fans, stopping of oil fuel and other pumps that discharge flammable liquids tested and found satisfactory	…
33.2	All openings can be closed from outside	…
33.3	Remote means of closing the valves of the tanks that contain oil fuel, lubricating oil and other flammable oils examined, tested and found satisfactory.	…
	ARRANGEMENTS IN CARGO SPACES:	
33.4	All openings can be closed from outside the protected space	…

34. SPECIAL ARRANGEMENTS FOR CERTAIN SHIPS

34.1	SHIPS WITH U.M.S NOTATION:	…
34.1.1	Fire detection system and required audible and visual alarms found operable	…
34.1.2	Remote controls for sea inlets and discharges below the waterline or bilge injection system (if fitted) found operable	…
34.2	Ro-Ro CARGO SPACES AND OTHER SPACES INTENDED FOR THE CARRIAGE OF MOTOR VEHICLES WITH FUEL IN THEIR TANKS FOR THEIR OWN PROPLULSION:	…
34.2.1	The special requirements shown on the Record of Equipment for SEQ Certificates found Complied with and operating efficiently (where applicable)	…
34.2.2	Confirmation that means of escape from the special category spaces and ro-ro spaces are satisfactory.	…
34.2.3	In ro-ro passenger ships, confirmation that a helicopter pick-up area is provided (initial survey)	…
34.3	CARGO SHIPS OF 500GT AND ABOVE INTENDED FOR CARRYING MOTOR VEHICLES WITH COMPRESSED HYDROGEN OR COMPRESSED NATURAL GAS IN THEIR TANKS AS FUEL (With effect from 1/1/2016).	…
34.3.1	Confirmation that for ships constructed on or after 1 January, 2016 , all electrical equipment and wiring used in spaces intended to carry such vehicles, including fans and other electrical equipment used in the ventilation ducts are of certified safe type and no equipment fitted in such spaces that may constitute a fire/explosion risk.	…

34.3.2	Confirmation that at least two certified safe type portable gas detectors suitable for the detection of gas fuel emissions from the tanks of such vehicles are provided.	…
34.4	HELICOPTER LANDING FACILITIES	…
34.4.1	FFA and emergency equipment available and in satisfactory condition	…
34.4.2	Operational Manual & Checklist provided	…
34.5	SAFETY CENTER ON PASSENGER SHIPS (constructed on or after 1st July 2010)	…
34.5.1	Location, layout and arrangement including provision of a separate ventilation system (for initial survey)	…
34.5.2	Communication between the safety centre, the central control station, the navigation bridge, the engine control room, the storage room(s) for fire extinguishing system(s) and fire equipment lockers	…
34.5.3	Control and monitoring of safety systems including functionality (operation, control, monitoring or any combination thereof, as required) of the safety systems	…

35. SHIPS ENGAGED IN THE CARRIAGE OF DANGEROUS GOODS

35.1	The special arrangements and equipment as per the Record attached to the Document of Compliance (if applicable), in good condition and operating satisfactorily.	…
35.2	Confirmation that there is a special list. Manifest or stowage plan for the carriage of dangerous goods.	…

36. CARGO SHIPS OF 500GT AND ABOVE AND PASSENGER SHIPS , WHICH ARE CONSTRUCTED ON OR AFTER 1ST JANUARY, 2016 FOR THE CARRIAGE OF CONTAINERS ON OR ABOVE WEATHER DECK

36.1	Confirmation that ship is fitted with at least one water mist lance	…
36.2	Ship that are designed to carry five or more tiers of containers on or above the weather deck: Confirmation that mobile water monitors are provided in addition to the water mist lance mentioned at 36.1 and all other fire protection arrangement as per existing regulations (Ships with breadth up to 30m are provided with at least two mobile water monitors and those ships with breadth exceeding 30m or more are provided with at least four mobile water monitors).	…

37. SPECIAL FEATURES/OBSERVATIONS

Surveyor(s) to Indian Register of Shipping

Date: ……

Port: ……

Distribution: -

Original + 1st Copy – Classification Society/Flag requesting survey (through HO)

2nd copy- Head Office

3rd copy- Outport