Indian Register of Shipping

Report No.:

REPORT OF SAFETY EQUIPMENT SURVEY

Type of Survey: Initial Survey/Annual Survey/Periodical Survey/Intermediate Survey/Renewal Survey/ Change of Flag Survey/General Examination*

Name of Ship: …… **I. R. No.: ……..……**

IMO No.: ……..…… **Port of Survey: ……**

NOTES:	
1	Use "Y" for Yes/Satisfactory, "N" for Not Satisfactory, 'NO' for No, "NA" for Not Applicable, "P" for Remains outstanding.
2	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.
3	Each lifeboat is required to be launched and manoeuvred at least once every 3 months.
4	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.
5	For Sr. No 2.14, 2.15, 2.16 and 2.17: 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. For lifeboats built after 01 July 2010, the mass of an average person is to be taken as 75 kg for a lifeboat intended for passenger ship and 82.5 for a lifeboat intended for a cargo ship.
6	Please refer relevant Flag State Instructions for maintenance, inspection and pressure testing of LSA and FFA equipment.
7	Where a ship is fitted with equipment over and above the requirement, same are to be examined and reported.

Sr. No.		Y/N/NO/ NA/P
1	**GENERAL**	
1.1	Had any changes been made or new equipment been installed which would affect 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 & Continuous Synopsis Record (CSR) is provided. *Note: During change of flag survey, verify that all CSR documents issued by previous and new flag Administrations are available onboard. However, where original CSR document from new flag Administration is yet to be received on board, verify that all CSR documents issued by the previous flag Administration/s is/are available and that Company/master has applied to the new flag Administration for issuance of new CSR. For this CSR Form 2 & CSR Form 3 are completed by Company/master and attached to the last CSR.*	…..
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" provide details in section-"Special Features/Observations")	…..
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 equipment & 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. (Note: In case of electronic publications, the publications are required to be issued officially by an Administration, authorized hydrographical organization or another relevant approved organization and required backup system is provided)	…..
2.4.1	Confirmation that International Code of Signals Latest Edition is available onboard. Edition: …….	…..
2.4.2	Confirmation that IAMSAR Manual Volume III Latest Edition is available onboard. Edition: ……	…..
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	Confirmation that new crew member with assigned emergency duties had been familiarised with these duties before the voyage began.	…..
2.5.3	Confirmation 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	Confirmation that whenever new passengers had embarked, a passenger safety briefing had been given immediately before departure.	…..
2.5.5	Confirmation that Passenger ships have on board a plan for cooperation with appropriate search and rescue services (SAR Plan) in event of an emergency.	…..
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.) (An abandon ship drill and fire drill shall take place weekly. The entire crew need not be involved in every drill, but each crew member must participate in an abandon ship drill and a fire drill each month). Fire drill ……. Boat drill ……. Note: Applicable for - 1. Passenger ships 2. Special Purpose Ships certified as per Res. A.534 (13) as amended carrying more than 50 special personnel 3. Special Purpose Ships certified as per SPS Code 2008 as amended carrying more than 60 persons	
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) …….	

2.6.5	Damage Control Drill Note: Applicable for - 1. Passenger ships 2. Special Purpose Ships certified as per Res. A.534 (13) as amended carrying more than 50 special personnel 3. Special Purpose Ships certified as per SPS Code 2008 as amended carrying more than 60 persons			
2.6.5.1	Date of last Damage Control 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	Boat's 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 ……. Note: Applicable for - 1. Passenger ships above 500 GT. 2. Special Purpose Ships above 500 GT certified as per Res. A.534 (13) as amended carrying more than 50 special personnel 3. Special Purpose Ships above 500 GT certified as per SPS Code 2008 as amended carrying more than 60 persons			
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 was launched and manoeuvred …… Note: Applicable for - 1. Passenger ships above 500 GT 2. Special Purpose Ships above 500 GT certified as per Res. A.534 (13) as amended carrying more than 50 special personnel 3. Special Purpose Ships above 500 GT certified as per SPS Code 2008 as amended carrying more than 60 persons

2.12	Marine Evacuation System (if provided on ro-ro passenger ships/ passenger ships/ SPS 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. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	.....	.....
2.14.2	Thorough examination and operational test of on load release gear for davit launched lifeboat. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	.....	.....
2.14.3	Date of last Annual thorough examination and operational test of lifeboats ……. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____		
2.14.4	Thorough examination of launching appliances, and dynamic test of the winch brake at maximum lowering speed for davit launched liferafts Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	.....	.....
2.14.5	Thorough examination and operational test of automatic release hooks for davit launched liferaft. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	.....	.....

[‡] The thorough examinations/overhauls and operational tests carried out at intervals of at least once every five years, is to be done in the presence of a surveyor

2.15	Free fall lifeboat:		
2.15.1	Thorough examination and operational test of release system for free fall lifeboat Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	.....	.....
2.15.2	Date of last Annual thorough examination and operational test of free fall lifeboat ……. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____		
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 Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	…….....	.....
2.16.2	Thorough examination and operational test of on load release gear for dedicated rescue boat. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	...….....	.....
2.16.3	Date of last Annual thorough examination and operational test of Rescue boat ……. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____		
2.17	Fast Rescue Boat:		
2.17.1	Thorough examination of launching appliances, and dynamic test of the winch brake at maximum lowering speed for fast rescue boats Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	…….....	…….....
2.17.2	Thorough examination and operational test of on load release gear for fast rescue boat. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	…….....	…….....
2.17.3	Date of last Annual thorough examination and operational test of fast rescue boat ……. Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____	…….....	…….....
2.17.4	Date of last service of inflated rescue boat …… Service Supplier: _____, Approved by:_____, Cert No.: _____, Valid upto: _____ Service Personnel: _____, Cert No.: _____, Valid upto: _____		

2.18	Where Annual thorough examination and operational test of lifeboats, rescue boat, fast rescue boat, launching appliances and release gear has not been carried out in presence of attending surveyor, confirmation that a visual examination and operational test of lifeboat(s), rescue boat, fast rescue boat, launching appliances and release gear is carried out satisfactorily.		…
2.19	Confirmation that rescue boat limit switch working in good order …….		…
2.20	Work boats (Indian ships on coast and having work boat in lieu of rescue boat)	Annual	5 yearly
2.20.1	Man Overboard drill and Operational test for Work boats and launching appliances	.....	.....
2.20.2	Load test of the work boat and launching appliances to Maximum Working Load		.....
2.21	Hydraulic pressure testing of cylinders of lifeboat air support system, where provided …….. (Required every 5 years)		
2.22	A table or curve of residual deviations for the magnetic compass provided and Compass Deviation Record Book being kept up-to-date.		…..
2.23	Diagram of Radar installation shadow sector is displayed.		…..
2.24	Instructions for on board maintenance of Life Saving appliances – easily understood and illustrated wherever possible		…..
2.25.1	Verification of compliance as per Safe Manning Document or equivalent issued by Administration (including STCW certificates of Crew, officers and with necessary endorsements)		…..
2.25.2	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		…..
2.25.3	Where the ship is fitted with a fast rescue boat, at least two crew for each fast rescue boat are trained in accordance with Resolution A. 771(18) and are holding STCW certificate of proficiency in fast rescue boat		…..
2.26.1	Maintenance plan for firefighting systems and appliances available on board		…..
2.26.2	Maintenance plan for low-location lighting and public address systems available on board Note: Applicable for - 1. Passenger ships carrying more than 36 passengers 2. Special Purpose Ships certified as per Res. A.534 (13) as amended carrying more than 200 special personnel 3. Special Purpose Ships certified as per SPS Code 2008 as amended carrying more than 240 persons		…..
2.26.3	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		…..
2.27	Fire safety operational booklets have been provided		…..
2.28	Record of navigational activities		…..
2.28.1	Record of daily reporting		…..
2.29.1	SOLAS Training Manual (for L.S.A. & F. F. A.)		…..
2.29.2	Where the ship is fitted with a marine evacuation system, an on-board training aid in the use of the system has been provided.		…..
2.30.1	Procedures required to save the data to the VDR / S-VDR are in accordance with the manufacturer's instructions and posted near the VDR/ S-VDR panel.		…..
2.30.2	Procedures for data retrieval from VDR / S-VDR included in the ship's safety management system and navigating officers are familiar with the procedure.		…..
2.31	Decision support system for master on the navigation bridge Note: Applicable for - 1. Passenger ships 2. Special Purpose Ships certified as per Res. A.534 (13) as amended carrying more than 50 special personnel 3. Special Purpose Ships certified as per SPS Code 2008 as amended carrying more than 60 persons		…..
2.32	Operational and, where appropriate, maintenance manuals for all navigational equipment provided		…..
2.33	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/ Multi-system shipborne radio navigation receiver*	…..
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)	…..
3.14.2	Records for operations of AIS and LRIT verified and found to be in order.	…..
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 instructions)	…..
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** *(Note: For initial surveys during new construction or in case of repair/ renewal of any navigational light fixture and during Change of Flag, Rpt. COLREG is also to be filled up)*					
5.1	LSS Plan (Indian flagged vessels) Approved by ..... on					
5.2	Type approval certificate of navigational lights verified for meeting the applicable IMO performance standard (MSC. 253 (83)) and that luminous intensity/ range of visibility, colour (chromacity) are as per Colreg					…..
5.3	Sidelight inboard screens painted matt black					…..
5.4	Navigation lights in good condition and operating satisfactorily					…..
5.5	Navigation light failure warning device: Visual/Audible on bridge operating efficiently					…..
6	**BRIDGE DISTRESS SIGNALS**					
	Indicate expiry date 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					…..
6.5	An illustrated table describing the life-saving signals to be used by ships, aircraft or persons in distress is available					…..
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, (circle number as appropriate). Recovery of lifeboat verified satisfactorily. OR	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) Note: Wef 01 January 2024 or earlier as required by vessel's flag Administration, free fall lifeboats are exempted from the above requirements.					…..
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.					…..
7.14.4	Details of Launching appliances equipped with stored mechanical power (if any): Make:……. Type of stored mechanical power:…….					…..
7.14.4.1	Verification that examination, testing including maintenance in accordance with maker's instructions taking into account Flag specific requirements carried out and records maintained.					…..

7.14.4.2	Date of last annual examination and operational test of stored power system by authorized service provider: …… Service Provider: _____ , Approved by:_____, Cert No.: _____ , Valid upto: _____ Service Personnel: _____ , Cert No.: _____, Valid upto: _____	…..
7.14.4.3	Verification that in case of stored mechanical power system (using Nitrogen gas or any other pressure system), hydrostatic testing of gas bottles carried out at specified intervals as required by Manufacturer/Flag Administration. Specified Interval of testing (no. of years)……Last done on ……	…..
7.14.4.4	Confirmation that stored mechanical power system was visually inspected, operationally tested and found in good condition. (Note: Nitrogen bottles or any other pressure vessels are to be inspected for corrosion especially at the base under the foot ring and around securing clamps or damage)	…..
7.14.4.5	Verification that the stored power system is maintained at the required pressure as per maker's instruction. Pressure ……	…..
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* OR FAST RESCUE 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.	…..
7.18.2.4	Details of Launching appliances equipped with stored mechanical power (if any): Make:……. Type of stored mechanical power:…….	…..
7.18.2.4.1	Verification that examination, testing including maintenance in accordance with maker's instructions taking into account Flag specific requirements carried out and records maintained.	…..
7.18.2.4.2	Date of last annual examination and operational test of stored power system by authorized service provider: …… Service Provider: _____ , Approved by:_____, Cert No.: _____ , Valid upto: _____ Service Personnel: _____ , Cert No.: _____, Valid upto: _____	…..
7.18.2.4.3	Verification that in case of stored mechanical power system (using Nitrogen gas or any other pressure system), hydrostatic testing of gas bottles carried out at specified intervals as required by Manufacturer/Flag Administration. Specified Interval of testing (no. of years)……Last done on ……	…..
7.18.2.4.4	Confirmation that stored mechanical power system was visually inspected, operationally tested and found in good condition. (Note: Nitrogen bottles or any other pressure vessels are to be inspected for corrosion especially at the base under the foot ring and around securing clamps or damage)	…..
7.18.2.4.5	Verification that the stored power system is maintained at the required pressure as per maker's instruction. Pressure ……	…..
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. (required for new installations/modification)	…..
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 (Note: Escape route signs and equipment location markings are required to be as per IMO Resolution A.1116(30) for ships constructed on or after 1 January 2019 or existing ships which undergo repairs, alterations, modifications and outfitting with the scope of SOLAS Chapter II-2 and/or III, as applicable, on or after 1 January 2019.)								…..
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 Equipment 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 Equipment 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. (Note: It is to be ensured that where immersion suits onboard a ship are NOT provided with separate gloves and are to be worn in conjunction with life jackets, the life jackets provided onboard are with quick and positive means of closure that do not require tying of knots).	…..
14.2.2	Monthly Inspection and testing of Immersion suits carried out in accordance with makers instructions	…..
14.2.3	Immersion suits zippers are fully operational, not deteriorated, and open and close without binding	…..
14.2.4	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	Confirmation that steps of the ladder are • of non-slip surface, • not painted, • hardwood or of equivalent material, • equally spaced (not less than 310 mm or more than 350 mm apart) • chocks under the steps are tightly secured and securing arrangement is in such a manner that the steps will remain horizontal. • the last four steps made of rubber of sufficient strength.	…..
15.3	Verification to confirm that the ladder does not have more than two replacement steps.	…..
15.4	Confirmation that spreader steps, where provided (pilot ladders with more than five steps), are in satisfactory condition. The lowest spreader step is the fifth step from the bottom of the ladder and the interval between any spreader step and the next step does not exceed nine steps.	…..
15.5	The side ropes are spaced equally and consists of continuous manila ropes with no joints, no loop/tripping lines at the end.	…..
15.6	The arrangements (breaks, safety device for locking) for preventing accidental operation of pilot ladder winch reel are in satisfactory condition	…..
15.7	The condition and illumination of the ladder(s) and boarding position in good order and lighting is adequate where pilot embarks and disembarks.	…..

15.8	Where applicable, confirmation that stanchions and bulwarks ladders (step ladder) provided are in satisfactory condition.	…..
15.9	A heaving line and one of the lifebuoys with self-igniting light readily available	…..
15.10	Pilot ladder(s) and accommodation ladder(s) found to be in good condition	…..
15.11	Pilot ladder(s) and accommodation ladder(s) raised and examined in position	…..
15.12	Where accommodation ladder in conjunction with the pilot ladder is used, following items to be checked for satisfactory condition: • Wire (if oiled and greased) • Sheaves and rollers (free and moving) • Permanent and attachments to deck/deck head, davit (as applicable, to be free and moving) • Bridle chain gear (suspension arrangement of the ladder) • the siderails are clean and free of grease	…..
15.13	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). Prime movers including starting arrangements, charging arrangements and the condition & maintenance record of battery, where provided, verified satisfactorily.	…..
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. Note: Fire hoses to be of at least 10 m in length, but not more than: a. 15 m in machinery spaces; b. 20 m in other spaces and open decks; and c. 25 m for open decks on ships with a maximum breadth in excess of 30 m.	…..
19	**EXTINGUISHERS AND FOAM APPLICATORS**	
19.1	Fire Extinguishers are checked for proper location, charging pressure and condition. (Note: The surveyor should use his discretion based on the state of maintenance, upkeep/physical condition of the extinguishers including storage arrangement, location etc. to confirm that the extinguishers are in satisfactory condition, fully charged and ready for use. Flag Instructions, D-13 is to be referred for individual flag requirements.)	…..
19.2	Foam applicator unit was checked for stowed position and condition.	…..
19.3	Date when charged: Extinguishers …… Applicator Units (if not sealed type) ……	
19.4	Date extinguishers pressure tested: ……..	
19.5	In each boiler firing space an approved portable extinguisher OR sand in box with scoop provided	…..
19.6	Spare charge for each extinguisher other than for gas cylinder was provided.	…..

19.7	Spare gas cylinders provided (spare cylinders 100%)	…..
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/SPS ships.	…..
19.10	Fire extinguishers in machinery spaces containing oil fired boilers or oil fuel units. Note: With effect from 1 January 2020 or on voluntary early implementation by a Flag State as communicated to IMO through GISIS, in the case of domestic boilers of less than 175 kW, or boilers protected by fixed water-based local application fire-extinguishing systems, an approved foam-type extinguisher of135 L capacity is not required.	…..
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 Note: Two spare charges to be carried for each required breathing apparatus. However passenger ships carrying not more than 36 passengers, Special Purpose Ships certified as per Res. A.534 (13) as amended carrying up to 200 special personnel, Special Purpose Ships certified as per Res. SPS Code 2008 as amended carrying up to 240 persons, 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, Special Purpose Ships certified as per Res. A.534 (13) as amended carrying more than 200 special personnel, Special Purpose Ships certified as per Res. SPS Code 2008 as amended carrying more than 240 persons are required to carry at least two spare charges for each breathing apparatus.	…..
20.2.3	A suitably located means for fully recharging breathing air cylinders, free from contamination is provided as follows and found to be in satisfactory condition. Note: Applicable for following vessels constructed on or after 1 July 2010: 1. Passenger ships carrying more than 36 passengers. 2. Special Purpose Ships certified as per SPS Code 2008 as amended carrying more than 240 persons.	…..
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.)	…..
20.2.4.3	Where an onboard means of recharging breathing apparatus cylinder is fitted as per 20.2.4.1 above, verification that annual air quality test for same is carried out. (Date last done……).	…..
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	Examining and checking the operation of 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 …… Service Provider: _____, Approved by:_____, Cert No.: _____, Valid upto: _____	
23.3.1	5y'ly …… 10y'ly …… 20y'ly …… (Dates as applicable)	
23.3.2	At least once every 5 years, internal inspection of all control valves performed.	…..
23.3.3	All flexible hoses have been replaced at intervals recommended by the manufacturer but not exceeding 10 years. Date of last replacement……	…..
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.	…..
23.7	Verification that CO_2 piping leading to cargo hold are in good condition.	…..
24	**HALON SYSTEMS**	
24.1	Date container(s) content verified ……..	
24.2	Date container(s) pressure tested ……..	
24.3	Date system last serviced …… Service Provider: _____, Approved by:_____, Cert No.: _____, Valid upto: _____	
24.4	Systems examined and tested as far as practicable and found satisfactory	…..

24.A	**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	Foam sample tested at an accredited laboratory and test result found satisfactory	…..
25.3	System(s) examined and tested as far as possible and found satisfactory	…..
25.4	Five yearly testing of foam system carried out and test report for same available onboard	…..
26	**FIXED WATER SPRAYING SYSTEMS**	
26.1	System(s) examined and tested as far as practicable and found satisfactory	…..
26.A	**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)	…..
27.3	Water quality in the header tank and pump unit is assessed against the manufacturer's water quality guidelines every quarter as per MSC.1/Circ.1516	…..
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 ships constructed after 01/07/2010 system is capable of remotely and individually identifying each detector and manually operated call point. Note: Applicable for; 1. Passenger ships 2. Special Purpose Ships certified as per Res. SPS Code 2008 as amended carrying more than 60 persons	…..
29.4	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 on/after 01 July 2010) Note: Applicable for – 1. Passenger ships 2. Special Purpose Ships certified as per Res. A.534 (13) as amended carrying more than 50 special personnel. 3. Special Purpose Ships certified as per Res. SPS Code 2008 as amended carrying more than 60 persons	…..
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	Installation and arrangement including testing of fire alarm signaling system (for new installations/modification) Note: Applicable for – 1. Passenger ships 2. Special Purpose Ships certified as per Res. A.534 (13) as amended carrying more than 50 special personnel. 3. Special Purpose Ships certified as per Res. SPS Code 2008 as amended carrying more than 60 persons.	…..

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 or low water-flow rate 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	…..
	(oil Tanker keel laid on or after 1 January 2016)	
31.34	The deck water seal for automatic filling and draining, and the arrangement for protection the system against freezing.	…..
31.35	Checking the automatic operation of block and bleed valve upon loss of power, where double block and bleed valve is installed.	…..
31.36	The automatic operation of the venting valve and the alarm for faulty operation of the valves, where two shut off valves in series with a venting valve in between are used for non- return device.	…..
31.37	Checking the means of isolation of cargo tanks where not inert from inert gas main.	…..
31.38	Checking the alarms of the two oxygen sensor positioned in the space containing inert gas system.	…..
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.	…..
32.2.2.1	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 ……..	…..
32.2.2.2	In addition, for tankers fitted with inert gas systems, at least two portable gas detectors are to be capable of measuring concentrations of flammable vapours in inerted atmosphere (% gas by volume).(Applicable for ships contracted for construction on or after 01 July 2021)	…..
32.2.2.3	Where the atmosphere in double hull spaces and double bottom spaces cannot be reliably measured using flexible gas sampling hoses, such spaces are fitted with permanent gas sampling lines.	…..
32.2.3	Ship is in possession of portable atmospheric testing instrument/s capable of measuring concentrations of oxygen, flammable gases or vapors, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Suitable means are also provided for the calibration of all such instruments (Instrument/s to be calibrated either on board or ashore in accordance with the manufacturer's instruction. Pre-operational accuracy tests will not suffice the calibration requirement).	…..
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	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. Note: Applicable for - 1. Passenger ships 2. Special Purpose Ships certified as per Res. A.534 (13) as amended carrying more than 50 special personnel. 3. Special Purpose Ships certified as per Res. SPS Code 2008 as amended carrying more than 60 persons,	…..
32.11	Confirmation that means of escape from the machinery spaces are satisfactory.	…..
32.12	Exhaust Ducts from galley ranges:	
32.12.1	Verification that grease traps are clean and grease free.	…..
32.12.2	Remote control arrangements for shutting off the exhaust fans and supply fans, for operating the fire dampers are satisfactory and operational condition.	…..
32.13	Verification that machinery/equipment are free from oil leakages and potential source of ignition such as accumulation of oil does not exist in the machinery spaces.	…..
32.14	Examination of emergency light fittings including marking identifying its purpose, adequate illumination for safe evacuation in emergency.	…..
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)	…..
34.2.4	Where an air quality control system has been provided based on Regulation SOLAS II- 2/20, for the protection of vehicle, special category and ro-ro spaces:	
a	Examination of air quality control system including verification of satisfactory operation. Confirmation that air quality test is carried out and test result verifying the adequacy of the ventilation system is documented and kept with the ship's records.	…..
b	Confirmation that manufacturer's instruction manual is provided and that calibration, maintenance and testing of the system (including sensors) is carried out as per instruction manual.	…..

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	
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	Examining the plans for the helicopter facilities including foam firefighting appliances when appropriate (Initial survey)	
34.4.2	Operational Manual & Checklist provided	….
34.4.3	Examining the helicopter facilities, including foam firefighting appliances when appropriate	….
34.4.4	Confirmation that fire-fighting personnel, consisting of at least two persons trained for rescue and fire-fighting duties, and fire-fighting equipment are immediately available at all times during helicopter operations and during refueling operations.	….
34.4.5	Verification of records for on-board refresher training.	….
34.4.6	Confirmation that additional supplies of fire-fighting media are provided for training and testing of the equipment.	….
34.4.7	Testing, as feasible, the helicopter facilities, including foam firefighting appliances when appropriate (Periodical survey)	
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.	…..
35.3	Medical Oxygen Cylinder:	
35.3.1	Confirmation that arrangements for medical oxygen cylinder/s provided are as per the flag State requirements	…..
35.3.2	Confirmation that oxygen cylinder/s are hydrostatically tested as per manufacturer's instructions / flag State requirements	…..
35.3.3	Confirmation that oxygen cylinder/s contents are checked and changed as required in accordance with the manufacturer's instructions/flag State requirements	…..
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).	…..
36.3	Testing that mobile water monitor are capable to be securely fixed to the ship structure for safe and effective operation, testing that mobile water monitor jets reaches the top tier of containers with all required monitors and water jets from fire hoses operated simultaneously. (Initial & Renewal survey)	…..

37	ADDITIONAL REQUIREMENTS FOR SHIPS OPERATING IN POLAR WATERS	
37.1	For ships intended to operate in low air temperature, checking the certificates or equivalent documents of the systems and equipment required by this Code for the consistence of the polar service temperature specified for the ship (Polar Code part I-A/Ch. 1.4.2) (for Initial Survey)	…..
37.2	For ships operating in low air temperature, checking the certificates or equivalent documents of the survival systems and equipment for the consistence of the maximum expected rescue time at polar service temperature (Polar Code part I-A/Ch. 1.4.3) (for Initial Survey)	…..
37.3	Examining that all components of fire safety systems and appliances are designed to ensure availability and effectiveness under the polar service temperature (Polar Code part I-A/Ch. 7.2.2.1) (for Initial Survey)	…..
37.4	For ships constructed on or after 1 January 2017, confirming the exposed escape routes arranged as a passage by persons wearing suitable polar clothing (Polar Code part I-A/Ch. 8.3.1.2) (for Initial Survey)	…..
37.5	For ships intended to operate in low air temperatures, confirming the embarkation arrangements, with full regard for persons wearing additional polar clothing (Polar Code part I-A/Ch. 8.3.1.3) (for Initial Survey)	…..
37.6	Confirming that the instructions to passengers on the use of the personal survival equipment and the action to take in an emergency are provided on board (Polar Code part I-A/Ch. 8.3.3.3.3.6) (for Initial Survey)	…..
37.7	For passenger ship examining that a proper sized immersion suit of the insulated type or a thermal protective aid is provided for each person on board according to the operational assessment (Polar code Part I-A/Ch. 8.3.3.1.1 and 8.3.3.1.2 (for Initial & Renewal Survey)	…..
37.8	Examining the means of receiving and displaying the information on ice conditions in the area of operation (Polar Code part I-A/Ch. 9.3.1) (for Initial Survey)	…..
37.9	For ice strengthened ships, examining that sensors for navigational equipment, required either by SOLAS or the Code, projecting below the hull are protected against ice (Polar Code part I-A/Ch. 9.3.2.1.4.1) (for Initial & Renewal Survey)	…..
37.10	Checking that the Polar Water Operational Manual (PWOM) with the hazards identified in the operational assessment being addressed properly is placed on board (Polar Code part I-A/Ch. 2.3, 4.3.1.3 and 4.3.1.4) (for Initial Survey)	…..
37.11	Confirming as applicable that the crew training records or other equivalent documents for the use of the personal survival equipment and group survival equipment are placed on board (Polar Code part I-A/Ch. 8.3.3.3.3.7) (for Initial Survey)	…..
37.12	Confirming that, where applicable, the approved documentation for the alternative design and arrangement is on board, with the relevant contents being entered in PWOM (SOLAS 74/00/14 regulation XIV/4) (for Initial Survey)	…..
37.13	Confirming the provision of the operational assessment and reviewing any changes thereof (Polar Code part I-A/Ch. 1.5)	…..
37.14	Confirming that the PWOM is on board, and checking it if any changes occurred since last survey (Polar Code part I-A/Ch. 2.3, 4.3.1.3 and 4.3.1.4)	…..
37.15	Confirming as applicable that the crew training records or other equivalent documents for the use of the personal survival equipment and group survival equipment are placed on board (Polar Code part I-A/Ch. 8.3.3.3.3.7)	…..
37.16	Confirming that the Voyage Plan has been provided on board for the voyages in polar waters since last survey, otherwise if no trading in polar waters, random checking to the historical plans may be considered (Polar Code part I-A/Ch. 11.3)	…..
37.17	Where applicable, checking the qualifications of the masters, chief mates, officers and/or other persons in charge of a navigational watch on board ships operating in polar waters in accordance with chapter V of the STCW Convention and the STCW Code (Polar Code part I-A/Ch. 12.3.1 and 12.3.2)	…..
37.18	Checking the qualification certificates (if required by the Administration) and/or familiarization records of all the crew members for their assigned duties referenced in the PWOM (Polar Code part I-A/Ch. 12.3.4)	…..
37.19	Confirming that, where applicable, the approved documentation for the alternative design and arrangements is on board, with the relevant contents being entered in PWOM (SOLAS 74/00/14 regulation XIV/4)	…..

37.20	Examining that all components of fire safety systems and appliances if installed in exposed positions are protected from ice accretion and snow accumulation according to the operational assessment (Polar Code part I-A/Ch. 7.2.1.1)	…..
37.21	Examining the fire safety systems and appliances for operation by persons wearing bulky and cumbersome cold weather gear including gloves, where appropriate (Polar Code part I-A/Ch. 7.2.1.3)	…..
37.22	Examining the means to remove or prevent ice and snow accretion from accesses of fire safety systems and appliances, escape routes, muster stations, embarkation areas, survival craft, its launching appliances and access to survival craft according to the PWOM (Polar Code part I-A/Ch. 7.2.1.4 and 8.3.1.1)	…..
37.23	Confirming that the extinguishing media is suitable for the intended operation (Polar Code part I-A/Ch. 7.2.1.5)	…..
37.24	Examining that the isolating and pressure/vacuum valves in exposed locations are protected from ice accretion and remain accessible at all time (Polar Code part I-A/Ch. 7.3.1.1)	…..
37.25	Examining that all two-way portable radio communication equipment capable to operate at the polar service temperature (Polar Code part I-A/Ch. 7.3.1.2)	…..
37.26	Examining that the fire pumps including emergency fire pumps, water mist and water spray pumps are located in compartments maintained above freezing (Polar Code part I-A/Ch. 7.3.2.1 and 7.3.2.2)	…..
37.27	Examining the arrangement of the fire main if the exposed sections could be isolated and means of draining of exposed sections are provided, and, where fixed water-based fire extinguishing systems are located in a space separate from the main fire pumps and use an own sea suction, confirming that this sea suction is capable of being cleared of ice accumulation (Polar Code part I-A/Ch. 7.3.2.2 and 7.3.2.4)	…..
37.28	Examining that the fire fighter's outfits are stored in warm locations on the ship (Polar Code part I-A/Ch. 7.3.2.3)	…..
37.29	Examining that portable and semi-portable extinguishers are protected from freezing temperatures, and confirming that locations subject to freezing are provided with extinguishers capable of operation under the polar service temperature (Polar Code part I-A/Ch. 7.3.3.1)	…..
37.30	Examining the exposed fire safety systems in accordance with the polar service temperature and ice strengthening standards (Polar Code part I-A/Ch. 7.3.3.2)	…..
37.31	Examining the means to ensure safe evacuation of persons, including safe deployment of survival equipment, when operating in ice-covered waters, or directly onto the ice, as applicable (Polar Code part I-A/Ch. 8.3.2.1)	…..
37.32	Examining and testing that lifesaving appliances and arrangements as required by Polar Code , if using devices requiring a source of power are able to operate independently of the ship's main source of power (Polar Code part I-A/Ch. 8.3.2.2)	…..
37.33	For cargo ships, examining that all the immersion suits equipped on board are of the insulated type (Polar Code part I-A/Ch. 8.3.3.1.2)	…..
37.34	For ships intended to operate in extended periods of darkness, examining and testing the search lights provided for each lifeboat, suitable for continuous use to facilitate identification of ice (Polar Code part I-A/Ch. 8.3.3.2)	…..
37.35	Confirming that the lifeboats are of the partially or totally enclosed type, as appropriate (Polar Code part I-A/Ch. 8.3.3.3.1)	…..
37.36	Confirming that, when personal or group survival equipment is required according to the operational assessment, personal and group survival equipment sufficient for 110% of the persons on board is stowed in easily accessible locations; containers for group survival equipment are designed to be easily movable over the ice and floatable, and that means of ensuring that personal and group survival equipment is accessible following abandonment is provided (Polar Code part I-A/Ch. 8.3.3.3.2, 8.3.3.3.3.1 to 8.3.3.3.3.4)	…..
37.37	Confirming that the survival craft and launching appliances have sufficient capacity to accommodate the additional personal and group survival equipment if required and carried in addition to persons and that adequate emergency rations are provided for the maximum expected time of rescue (Polar Code part I-A/Ch. 8.3.3.3.3.5 and 8.3.3.3.4)	…..
37.38	Confirming that the instructions to passengers on the use of the personal survival equipment and the action to take in an emergency are provided on board (Polar Code part I-A/Ch. 8.3.3.3.3.6)	…..

37.39	Examining the means of receiving and displaying the information on ice conditions in the area of operation, with a demonstration by the crew on using the equipment and receiving the relevant information (Polar Code part I-A/Ch. 9.3.1)	…..
37.40	For ships constructed on or after 1 January 2017 and ice strengthened, confirming that either two independent echo-sounding devices or one echo-sounding device with two separate independent transducers are provided (Polar Code part I-A/Ch. 9.3.2.1.1)	…..
37.41	Confirming that clear view astern is achieved, and for ships built before 1 July 1998 and with a length of less than 55 m, confirming that, clear-view navigation bridge front windows are provided (SOLAS 74/00 regulation V/22.1.9.4, Polar Code part I-A/Ch. 9.3.2.1.2)	…..
37.42	Where ice accretion is likely to occur, examining the means to prevent the accumulation of ice on antennas required for navigation and communication (Polar Code part I-A/Ch. 9.3.2.1.3)	…..
37.43	Examining the arrangements of the bridge wings for protections of navigational equipment and operating personnel, in category A and B ships constructed on or after 1 January 2017 (Polar Code part I-A/Ch. 9.3.2.1.4.2)	…..
37.44	Examining the two independent non-magnetic means for heading information, and at least one GNSS compass or equivalent for ships intended to proceed to latitudes over 80 degrees, connected to the ship's main and emergency source of power (Polar Code part I-A/Ch. 9.3.2.2.1 and 9.3.2.2.2)	…..
37.45	Examining and testing the two remotely rotatable, narrow-beam search lights controllable from the bridge to provide lighting over an arc of 360 degrees, or other means to visually detect ice, for ships not operating solely in 24h daylight, and examining and testing the manually initiated flashing red light visible from astern to indicate when the ship is stopped, for ships might be involved in operations with an icebreaker escort (Polar Code part I-A/Ch. 9.3.3.1 and 9.3.3.2)	…..
37.46	Examining, where applicable, the alternative design and arrangements for fire safety/protection or life-saving appliances and arrangements, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation and PWOM (SOLAS 74/00/14 regulation XIV/4);	…..
37.47	Confirmation that Polar Ship Certificate has been issued/ endorsed* based on satisfactory survey	…..
38	**ADDITIONAL REQUIREMENTS FOR SHIPS USING GASES OR OTHER LOW-FLASH POINT FUELS (IGF CODE)**	
38.1	Confirming that fire pump producing the pressure sufficient for operation of both the required number of hydrant and hoses and the water spray system simultaneously, where the water spray system is part of the fire main system,.	…..
38.2	Examining the isolating valves of the fire main, when the fuel storage tank(s) is located on the open deck	…..
38.3	Examining the water spray system arrangement for fuel storage tanks(s) on open deck including remote operation	…..
38.4	Confirmation that water spray system provided for coverage for boundaries of the superstructures, compressor rooms, pump-rooms, cargo control rooms, bunkering control stations and any other normally occupied deck houses that face the storage tank on open deck is in satisfactory condition. Note – water spray is not applicable if the tank is located 10 metres or more from the boundaries.	…..
38.5	Confirmation that capacity of water spray system fitted on board is as per approved drawing. (for Initial survey)	…..
38.6	Confirmation that control of stop valves are fitted in the water spray application main supply line(s), are located in a readily accessible position not likely to be inaccessible in case of fire in the areas protected.	…..
38.7	In cases where the water spray system is not part of the fire main system, confirmation that a connection to the ship’s fire main through a stop valve is provided.	…..
38.8	Confirmation that Remote operation of pumps supplying the water spray system and remote operation of any normally closed valves are located in a readily accessible position which is not likely to be inaccessible in case of fire in the areas protected. Remote operation of pumps and valves tested and found satisfactory.	…..
38.9	Confirmation that the nozzles fitted in the water spray system are of an approved full bore type and are providing effective distribution of water throughout the space being protected.	…..

38.10	Examined the dry chemical powder fire-extinguishing system fitted as per approved plan and arranged for easy manual release from a safe location outside the protected area. One number additional 5 kg portable DCP is provided near bunkering station.	…..
38.11	Examined the fixed fire detection and fire alarm system complying with the Fire Safety Systems code provided as per approved plan for the fuel storage hold spaces and the ventilation trunk for fuel containment system below deck, and for all other rooms of the fuel gas system where fire cannot be excluded (Note- smoke detectors alone is not considered sufficient for rapid detection of fire).	…..
39	**ADDITIONAL REQUIREMENTS AS PER DGS ORDER 20 OF 2022 FOR CREW BOATS/UTILITY BOATS / WORK BOTAS CARRYING MORE THAN 12 PERSONS OTHER THAN MASTER AND CREW OF THE VESSEL, CERTIFIED UNDER SPS CODE OR HSC PASSENGER CODE AND OPERATING IN INDIAN EXCLUSIVE ECONOMIC ZONE**	
39.1	Confirmation that an approved search and rescue (SAR) plan for coordination with appropriate Indian search and rescue services (i.e.MRCC) is available.	…….
39.2	Confirmation that an emergency evacuation plan and plan for emergency demobilization and proceeding to an assigned safe location is available.	…….
39.3	Verification of compliance to IMO circular “MSC-MEPC .7/Circ.10” dated 14/07/2014 and international marine Contracts Association (IMCA) guidance on transfer of personnel to and from offshore vessels while transferring the persons from the vessel to offshore platforms or accommodation barges or offshore ships.	…….
39.4	Confirmation that maximum age of life rafts used onboard the vessel does not exceed 10 years of age.	…….
39.5	Availability of Aero VHF for two-way on scene radio communications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz.	…….
40	**ISSUANCE/ENDORSEMENT OF CERTIFICATE**	
40.1	Confirmation that the Initial Survey/Annual Survey/Periodical Survey/Intermediate Survey/Renewal Survey/Change of Flag Survey* completed satisfactorily.	…..
40.2	General examination of the vessel carried out satisfactorily towards ……..with the scope of Annual survey/Periodical survey/Intermediate Survey/Renewal Survey*. (Note: (i)Authorisation reference received from head office/flag Administration are to be provided under “Remarks” (ii)Further survey scope covered for postponement survey are to be confirmed by indicating under “Remarks”)	…..
40.3	On satisfactory completion of the survey/examination* Full-Term Cargo Ship Safety Equipment Certificate has been issued/endorsed/extended/interim certificate issued/short term certificate issued* (Note: Validity of the short term certificates and other conditions based on which the certificate is issued are to be included in the “Remarks” section)	…..
40.4	Confirmation that the Annual Survey/Periodical Survey/Intermediate Survey/Renewal Survey* carried out partly as reported. Extent of survey/examination* carried out/pending* is reflected in the survey status. (Note: Explanation for carrying out surveys partly may be included under “Remarks”)	…..
40.5	Annual Survey/Periodical Survey/Intermediate Survey* could not be completed within the survey window, details of reason and actions taken provided under ‘Remarks’. Note: Extent of survey/examination carried out /pending is to be reflected in the survey status.	…..
REMARKS:		

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Surveyor(s) to Indian Register of Shipping

Date: ……..

Place: ……..