



Indian Register of Shipping

REPORT OF SAFETY EQUIPMENT SURVEY

Type of 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	Please refer relevant Flag State Instructions for maintenance, inspection and pressure testing of LSA and FFA equipment.
6	Where a ship is fitted with equipment over and above the requirement, same are to be examined and reported.
7	In general ships certified under SPS Code (IMO Res.A.534 (13)), intending to carry not more than 50 special personnel are to comply with requirements as applicable for cargo ships.
8	In general ships certified under 2008 SPS Code/IP Code, intending to carry not more than 60 persons onboard are to comply with requirements as applicable for cargo ships.
9	Appropriate details of the approval (Certificate No, Date, issuing Authority) are to be filled in remarks column at the time of Change of Flag, installation of equipment or Change of Certification as relevant, alternatively page of document reflecting the approval details is to be uploaded as supporting document.
10	Ships & Crew certificates/Documents are to be available on board in original.

Sr. No.	Item	Y/N/NO/NA/P
A. General		
1	Verification that all statutory certificates and class certificate are available and valid.	....
2	Checking that ship's complement complies with the Minimum Safe Manning Document.	....
3	Checking that master, officers and ratings are certificated as required by the STCW Convention.	....
4	Checking whether any new equipment has been fitted and, if so, confirming that it has been approved before installation and that any changes are reflected in the appropriate certificate.	....
5	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.	....
6	Confirming, when appropriate, that confirmation(s) of compliance for the SEEMP is(are) provided to and retained on board the ship.	....
7	Confirming, when appropriate, the validity of the Statements of Compliance related to fuel oil consumption reporting and operational carbon intensity rating.	....
8	LSA items are marked with the name of ship, call sign, port of registry etc., as required.	....
9	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.	....
10	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)	....
11	Checking, when appropriate, the provision of an appropriate instrument for measuring the concentration of gas or oxygen in the air together with detailed instructions for its use.	....
B. Documentation		
1	Confirming that the fire control plans are permanently exhibited or, alternatively, emergency booklets have been provided and that a duplicate of the plans or the emergency booklet are available in a prominently marked enclosure external to the ship's deckhouse.	....
2	Confirming that maintenance plans have been provided.	....

3	Confirming that the training manuals and the fire safety operational booklets have been provided.	.....
4	Confirming, where appropriate, that the ship is provided with a document indicating compliance with the special requirement for carrying dangerous goods.	.....
5	Confirming that ship-specific plans and procedures for recovery of persons from the water have been provided.	.....
6	Confirming that the training manual and training aids for the life-saving appliances have been provided and are available in the working language of the ship.	.....
7	Confirming that the checklist and instructions for onboard maintenance of the life-saving appliances are on board.	.....
8	Confirming that a table or curve of residual deviations for the magnetic compass has been provided, the compass deviation book has been properly maintained and a diagram of the radar installations shadow sectors is displayed.	.....
9	Checking that operational and, where appropriate, maintenance manuals for all navigational equipment are provided.	.....
10	Checking that records are maintained identifying any pilot ladders placed into service and any repair effected.	.....
11	Checking that nautical charts and nautical publications necessary for the intended voyage are available and have been updated, and, where electronic systems are used, the required backup system is provided.	.....
12	Checking that the International Code of Signals and an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual have been provided.	.....
13	Checking that arrangements are provided to maintain records of navigational activities and daily reporting have been maintained.	.....
14	Checking that an illustrated table describing the life-saving signals to be used by ships, aircraft or persons in distress is available.	.....
15	Checking whether any fire has occurred on board necessitating the operation of the fixed fire-extinguishing systems or the portable fire extinguishers since the last survey.	.....
16	Confirming, when appropriate, that there is a special list, manifest or stowage plan for the carriage of dangerous goods.	.....
17	Confirming that, where applicable, a factual statement has been provided on board by the lifeboat release and retrieval system manufacturer or one of their representatives that confirms the successful completion of the overhaul examination of an existing lifeboat release and retrieval system found to be compliant with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the LSA Code, or, alternatively, that a statement of acceptance of the installation of a replacement release and retrieval system to an existing lifeboat is available.	.....
18	Checking that logbook entries are being made and in particular:	.....
18.1	The date when the last full muster of the crew for boat and fire drill took place, and the date when the last enclosed space entry and rescue drills took place;	.....
18.2	The records indicating that the lifeboat equipment was examined at that time and found to be complete;	.....
18.3	The last occasion when the lifeboats were swung out and when each one was lowered into the water;	.....
18.4	The records indicating that crew members have received the appropriate onboard training;	.....
19	Checking the manning and supervision of survival craft.	.....
20	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.	.....
C. Fire Fighting Appliances		
1	Examining the fire pumps, fire main, hydrants, hoses and nozzles and the international shore connection and checking that each fire pump, including the emergency fire pump, can be operated separately so that two jets of water are produced simultaneously from different hydrants at any part of the ship while the required pressure is maintained in the fire main.	.....
2	For ships designed to carry containers on or above the weather deck, as applicable, examining the water mist lance and, as appropriate, the mobile water monitors and all necessary hoses, fittings and required fixing hardware.	.....
3	Checking the provision and randomly examining the condition of the portable and non-portable fire extinguishers.	.....

4	Confirming that the fire-fighters' outfits including their self-contained compressed air breathing apparatus and emergency escape breathing devices (EEBDs) are complete and in good condition, that the cylinders, including the spare cylinders, of any required self-contained breathing apparatus are suitably charged, and that onboard means of recharging breathing apparatus cylinders used during drills or a suitable number of spare cylinders to replace those used are provided, and provision of two-way portable radiotelephone apparatus of an explosion-proof type or intrinsically safe.	.....
5	Checking the operational readiness and maintenance of fire-fighting systems.	.....
6	Examining the fixed fire-fighting system for the machinery, cargo, vehicle, special category and ro-ro spaces, as appropriate, and confirming that the installation tests have been satisfactorily completed and that its means of operation is clearly marked.	.....
7.1	Checking that fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump-rooms, where applicable, 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.	.....
7.2	Verification with regard to correct positioning (for in service condition) of safety pins, where used on cylinder head discharge valves for fixed firefighting CO2 system are in accordance with manufacture's instruction manual.	.....
8	Examining the fire-extinguishing and special arrangements in the machinery spaces and confirming, as far as practicable and as appropriate, the operation of the remote means of control provided for the opening and closing of the skylights, the release of smoke, the closure of the funnel and ventilation openings, the closure of power-operated and other doors, the stopping of ventilation and boiler forced and induced draught fans and the stopping of oil fuel and other pumps that discharge flammable liquids.	.....
9	Examining, as far as possible, and testing, as feasible, any fire detection and alarm system and any sample extraction smoke detection system.	.....
10	Examining the fire-extinguishing system for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces.	.....
11	Examining the arrangements for oil fuel, lubricating oil and other flammable oils and testing the remote closing of valves for oil fuel, lubricating oil and other flammable oils and the operation of the remote means of closing the valves on the tanks that contain oil fuel, lubricating oil and other flammable oils.	.....
12	Examining the fire protection arrangements in cargo vehicle and ro-ro spaces, including the fire safety arrangements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo, as applicable, and confirming, as far as practicable and as appropriate, the operation of the means for closing the various openings.	.....
13	Examining and testing the portable gas detectors suitable for the detection of the gas fuel, for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo.	.....
14	Examining, where applicable, the alternative design and arrangements for fire safety or life-saving appliances and arrangements, in accordance with the test and inspection requirements, if any, specified in the approved documentation.	.....
15	Examining the helicopter facilities, including foam firefighting appliances when appropriate.	.....
16	Examining, when appropriate, the special arrangements for carrying dangerous goods, including checking the electrical equipment and wiring, the ventilation, the provision of protective clothing and portable appliances and the testing of the water supply, bilge pumping and any water spray system.	.....
17	Examining and testing of the general emergency alarm system.	.....
18	Confirming, as far as practicable, that no changes have been made in the structural fire protection,	.....
D. Life Saving Appliances		
1	Checking that the life-saving appliances are of international or vivid reddish orange, or a comparably highly visible colour on all parts where this will assist detection at sea.	.....
2	Checking the rotational deployment of the marine evacuation system.	.....
3	Checking that emergency instructions are available for each person on board, that copies of the suitably updated muster list are posted in conspicuous places, and that they are in a language understood by all persons on board, and confirming that there are posters or signs in the vicinity of survival craft and their launching stations.	.....
4	Examining each survival craft, including its equipment and, when fitted, the on-load release mechanism and hydrostatic lock and, for inflatable liferafts, the hydrostatic release unit and float-free arrangements; checking that the hand-held flares are not out of date.	.....

	(Note: Lifeboats equipped with two independent propulsion systems, where the arrangement consists of two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries, and for a free fall lifeboat, buoyant oars need not be provided as lifeboat equipment.)	
5	For liferafts provided for easy side-to-side transfer, verifying that they are less than 185 kg.	.....
6	Checking that the falls used in launching appliances have been periodically inspected and have been renewed as necessary in the past five years.	.....
7	Examining the embarkation arrangements and launching appliances for each survival craft; each lifeboat should be lowered to the embarkation position or, if the stowage position is the embarkation position, lowered a short distance and, if practicable, one of the survival craft should be lowered to the water; the operation of the launching appliances for davit-launched liferafts should be demonstrated.	.....
8	Checking that a thorough examination of launching appliances, including the dynamic testing of the winch brake, and servicing of lifeboat and rescue boat on-load release gear, including fast rescue boat release gear, free-fall lifeboat release systems and davit-launched liferaft automatic release hooks, and that a thorough examination and operational test of lifeboats and rescue boats (including inflated rescue boats and fast rescue boats), has been carried out in accordance with the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear,. The operational testing of free-fall lifeboat release systems shall be performed either by free-fall launch with only the operating crew on board or by a test without launching the lifeboat carried out in accordance with the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear. (Note: MSC.1/Circ. 1682 has clarified that SOLAS Reg. III/20.11 regarding Maintenance, thorough examination, operational testing, overhaul and repair and Resolution MSC. 402 (96) also to be applied to inflated rescue boats)	.....
9	Examining each rescue boat, including its equipment; for inflatable rescue boats, confirming that they are stowed in a fully inflated condition.	.....
10	Confirming that there are posters or signs in the vicinity of the survival craft, their launching stations and containers, brackets, racks and other similar stowage locations for life-saving equipment.	.....
11	Examining the embarkation and recovery arrangements for each rescue boat; if practicable, the rescue boat(s) should be lowered to the water and its recovery demonstrated.	.....
12	Testing that the engine of the rescue boat(s) and of each lifeboat, when so fitted, start satisfactorily and operate both ahead and astern.	.....
13	Examining the line-throwing appliance and checking that its rockets and the ship's distress signals are not out of date, and examining and checking the operation of onboard communications equipment and the general emergency alarm system.	.....
14	Examining the provision, disposition, stowage and condition of the lifebuoys, including those fitted with self-igniting lights, self-activating smoke signals and buoyant lines, lifejacket and their whistles and lights, immersion suits and anti-exposure suits and checking that their associated batteries are not out of date.	.....
15	Checking that immersion suits designed to be worn in conjunction with a lifejacket are suitably marked.	.....
16	Checking the lighting of the muster and embarkation stations and the alleyways, stairways and exits giving access to the muster and embarkation stations, including when supplied from the emergency source of power.	.....
E. Launching appliances equipped with Stored Mechanical Power		
1	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.	.....
2	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)	.....
3	Verification that the stored power system is maintained at the required pressure as per maker's instruction.	.....
F. Safety of Navigation		
1	Checking that the required navigation lights, shapes and sound signalling equipment are in order.	.....

2	Checking that the following items of navigation equipment are in working order, as appropriate: daylight signalling lamp, magnetic compass, transmitting heading device, gyro compass, gyro compass repeaters, radar installation(s), electronic plotting aid, automatic tracking aid(s) or automatic radar plotting aid(s), echo-sounding device, speed and distance measuring device(s), rudder angle indicator, propeller rate of revolution indicator, variable-pitch propeller pitch and operational mode indicator, rate-of-turn indicator, heading or track control system, Global Navigation Satellite System (GNSS) receiver, terrestrial radio navigation system and sound reception system, means of communication with emergency steering position, a pelorus or compass bearing device, means for correcting heading and bearings, BNWAS as applicable and ECDIS including backup arrangements, as applicable; items that cannot be checked with the ship in port should be verified from records.	.....
3	Checking that the International Code of Signals is available.	.....
4	Checking the provision, specification, operation and annual performance test of the voyage data recorder, where fitted.	.....
5	Checking the provision and operation of the automatic identification system, where fitted, and whether the annual test has been carried out and a copy of the test report is on board.	.....
6	Checking that a valid conformance test report of the long-range identification and tracking system is available on board, where fitted.	.....
G. 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)		
1	Confirmation that LSS Plan is approved. (for Indian flagged vessels)	.....
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.	.....
3	Sidelight inboard screens painted matt black.	.....
4	Navigation lights in good condition and operating satisfactorily.	.....
5	Navigation light failure warning device: Visual/Audible on bridge operating efficiently.	.....
H. Pilot Transfer Arrangements and means of embarkation on and disembarkation from ships		
1	Checking the provision and specification of the pilot ladders and pilot transfer arrangements.	.....
2	Checking that the means of embarkation and disembarkation from ships for use in port and in port-related operations, such as gangways and accommodation ladders, are in satisfactory condition, as applicable.	.....
3	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.	.....
4	Confirmation that steps of the ladder are <ul style="list-style-type: none"> • 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.	.....
5	Verification to confirm that the ladder does not have more than two replacement steps.	.....
6	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.	.....
7	The side ropes are spaced equally and consists of continuous manila ropes with no joints, no loop/tripping lines at the end.	.....
I. Additional requirements for Tankers		
1	Confirming, when appropriate, that the instruction manuals for the inert gas system have been provided and checking from the records of the pressure and oxygen content that the inert gas system is being operated correctly.	.....
2	Checking the deck foam system, including the supplies of foam concentrate, and testing that the minimum number of jets of water at the required pressure in the fire main is obtained when the system is in operation.	.....

3	Examining the inert gas system and in particular:	.....
3.1	Examining externally for any sign of gas or effluent leakage;	.....
3.2	Confirming the proper operation of both inert gas blowers;	.....
3.3	Observing the operation of the scrubber-room ventilation system;	.....
3.4	checking the deck water seal for automatic filling and draining, and the arrangements for protecting the system against freezing;	.....
3.5	Where a double block and bleed valve is installed, checking the automatic operations of the block and the bleed valves upon loss of power;	.....
3.6	Where two shut-off valves in series with a venting valve in between are used as non-return devices, checking the automatic operation of the venting valve, and the alarm for faulty operation of the valves;	.....
3.7	Examining the operation of all remotely operated or automatically controlled valves and, in particular, the flue gas isolating valves;	.....
3.8	Observing a test of the interlocking feature of soot blowers;	.....
3.9	Observing that the gas pressure-regulating valve automatically closes when the inert gas blowers are secured;	.....
3.10	Checking the means for separating the cargo tank not being inerted from the inert gas main;	.....
3.11	Checking the alarms of the two oxygen sensors positioned in the space or spaces containing the inert gas system;	.....
3.12	Checking, as far as practicable, the following alarms and safety devices of the inert gas system using simulated conditions where necessary:	.....
3.12.1	High oxygen content of gas in the inert gas main;	.....
3.12.2	Low gas pressure in the inert gas main;	.....
3.12.3	Low pressure in the supply to the deck water seal;	.....
3.12.4	High temperature of gas in the inert gas main;	.....
3.12.5	Low water pressure or low water-flow rate;	.....
3.12.6	Accuracy of portable and fixed oxygen-measuring equipment by means of calibration gas;	.....
3.12.7	High water level in the scrubber;	.....
3.12.8	Failure of the inert gas blowers;	.....
3.12.9	Failure of the power supply to the automatic control system for the gas regulating valve and to the instrumentation for continuous indication and permanent recording of pressure and oxygen content in the inert gas main;	.....
3.12.10	High pressure of gas in the inert gas main;	.....
3.13	Checking the proper operation of the inert gas system on completion of the checks listed above;	.....
4	Examining the fixed fire-fighting system for the cargo pump-room, confirming that the installation tests have been satisfactorily completed and that its means of operation are clearly marked and, when appropriate, checking the operation of the remote means for closing the various openings.	.....
5	Checking, for all tankers, the provision of at least one portable instrument for measuring oxygen and one for measuring flammable vapour concentrations, together with a sufficient set of spares, and suitable means for the calibration of these instruments.	.....
6	Examining the arrangements for gas measurement in double hull spaces and double bottom spaces, including the fitting of permanent gas sampling lines, where appropriate.	.....
7	Examining, as far as possible, and testing the fixed hydrocarbon gas detection system.	.....
8	Checking the protection of the cargo pump-room, and in particular:	.....
8.1	Checking temperature sensing devices for bulkhead glands and alarms;	.....
8.2	Checking the interlock between lighting and ventilation;	.....
8.3	Checking the gas detection system; and	.....
8.4	Checking bilge level monitoring devices and alarms.	.....
9	Checking the condition and operation of water spray and air supply systems that are in totally enclosed lifeboats and have self-contained air support systems.	.....
10	Verification that the pump room ventilation system is operational, ducting intact, dampers operational and screens clean.	.....
11	Examine for satisfactory condition of piping and cut out valves of cargo tank and cargo pump room fixed firefighting systems.	.....

J. Additional requirements for ships using gases or other low-flash point fuels (IGF code)		
1	Examining the arrangements for fire protection and fire extinction.	.....
2	Examining the fire pump capacity and working pressure in relation to water spray system, if the water spray system is part of the fire main system.	.....
3	Examining the isolating valves of the fire main, when the fuel storage tank(s) is located on the open deck.	.....
4	Examining the water spray system arrangement for fuel storage tanks(s) on open deck including remote operation.	.....
5	Examining the fixed dry chemical powder fire-extinguishing system for the bunkering station area.	.....
6	Examining the portable dry powder extinguisher.	.....
7	Examining the fixed fire detection and alarm system.	.....
8	Examining the water spray system for cooling, fire protection and crew protection.	.....
9	Examining the fixed fire-extinguishing system of the fuel preparation rooms containing pumps, compressors or other potential ignition sources. (Note: Applicable for ships constructed on or after 1 January 2024)	.....
K. Additional requirements for ships operating in Polar Waters		
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.	.....
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.	.....
3	Examining that all components of fire safety systems and appliances are designed to ensure availability and effectiveness under the polar service temperature.	.....
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.	.....
5	For ships intended to operate in low air temperatures, confirming the embarkation arrangements, with full regard for persons wearing additional polar clothing.	.....
6	Examining the means of receiving and displaying the information on ice conditions in the area of operation.	.....
7	For ice strengthened ships, examining that sensor for navigational equipment, required either by SOLAS or the Code, projecting below the hull are protected against ice. (Renewal Survey)	.....
8	Checking that the Polar Water Operational Manual (PWOM) with the hazards identified in the operational assessment being addressed properly is placed on board.	.....
9	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.	.....
10	Confirming that, where applicable, the approved documentation for the alternative design and arrangement is on board, with the relevant contents being entered in PWOM.	.....
11	Confirming the provision of the operational assessment and reviewing any changes thereof.	.....
12	Confirming that the PWOM is on board, and checking it if any changes occurred since last survey.	.....
13	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.	.....
14	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.	.....
15	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.	.....
16	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.	.....
17	Confirming that, where applicable, the approved documentation for the alternative design and arrangements is on board, with the relevant contents being entered in PWOM.	.....
18	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.	.....

19	Examining the fire safety systems and appliances for operation by persons wearing bulky and cumbersome cold weather gear including gloves, where appropriate.	.....
20	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.	.....
21	Confirming that the extinguishing media is suitable for the intended operation.	.....
22	Examining that the isolating and pressure/vacuum valves in exposed locations are protected from ice accretion and remain accessible at all time.	.....
23	Examining that all two-way portable radio communication equipment capable to operate at the polar service temperature.	.....
24	Examining that the fire pumps including emergency fire pumps, water mist and water spray pumps are located in compartments maintained above freezing.	.....
25	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.	.....
26	Examining that the fire fighter's outfits are stored in warm locations on the ship.	.....
27	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.	.....
28	Examining the exposed fire safety systems in accordance with the polar service temperature and ice strengthening standards.	.....
29	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.	.....
30	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.	.....
31	For cargo ships, examining that all the immersion suits equipped on board are of the insulated type.	.....
32	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.	.....
33	Confirming that the lifeboats are of the partially or totally enclosed type, as appropriate.	.....
34	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.	.....
35	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.	.....
36	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.	.....
37	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.	.....
38	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.	.....
39	Where ice accretion is likely to occur, examining the means to prevent the accumulation of ice on antennas required for navigation and communication.	.....
40	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.	.....
41	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.	.....

42	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.	.....
43	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.	.....
44	Confirmation that Polar Ship Certificate has been issued/endorsed based on satisfactory survey.	.....
L. Additional requirements for ships certified under SPS code/IP code		
1	Fire Control Arrangement	
1.1	Confirming detectors and manually operated call points of a fixed fire detection and fire alarm system can be remotely and individually identified. (Note: Applicable for ships constructed on or after 1 July 2010 and carrying more than 60 persons on board)	.....
1.2	Checking the designation of safe areas. (Note: Applicable for ships constructed on or after 1 July 2010 and having a length of 120 m or more or having three or more main vertical zones, and carrying more than 240 persons on board)	.....
1.3	Checking the provision of a safety centre and its associated ventilation system. (Note: Applicable for ships constructed on or after 1 July 2010, and carrying more than 60 persons on board)	.....
1.4	For the carriage of dangerous goods in packaged form and in solid form in bulk, checking the provision of at least two self-contained breathing apparatuses and two spare charges suitable for use with the breathing apparatus for each required apparatus. (Note: 1. Applicable ONLY for ships certified under IP Code. 2. For ships carrying not more than 240 persons on board equipped with suitably located means for fully recharging the air cylinders free from contamination, need carry only one spare charge for each required apparatus.)	.....
2	Life Saving Appliances	
2.1	Checking the provision and disposition of the survival craft and rescue boats and the arrangements for mustering personnel onboard taking into account total persons carried onboard. (Note: For initial certification cases)	.....
2.2	Examining each survival craft, including its equipment, and that the required number of search and rescue locating devices are fitted in life rafts and those life rafts are clearly marked.	.....
2.3	Confirming the availability and satisfactory condition of personal life-saving appliances taking into account total persons carried onboard. (Note: The number of infant or child lifejackets is to be based on the number of passengers on board)	.....
2.4	Checking that a decision support system is provided for the master. (Note: Applicable for ships carrying more than 240 persons)	.....
2.5	Confirming satisfactory operation of public address system.	.....
2.6	Confirming that illustrations and instructions in appropriate languages are posted in public spaces and conspicuously displayed at assembly stations, at Industrial personnel/ special personnel area and near each seat to inform Industrial personnel/ special personnel of their assembly station, the essential actions they must take in an emergency and the method of donning lifejackets.	.....
2.7	Examining the embarkation arrangements for each survival craft and installation & testing of each launching appliance, including overload tests, tests to establish the lowering speed and the lowering of each survival craft to the water with the ship at its lightest seagoing draught, and, where applicable, launching underway at 5 knots, checking the recovery of each lifeboat. (Note: Applicable for new installations)	.....
2.8	Examining the embarkation and recovery arrangements for each rescue boat and installation & testing each launching and recovery appliance, including overload tests, tests to establish the lowering and recovery speeds and ensuring that each rescue boat can be lowered to the water and recovered with the ship at its lightest seagoing draught; the rescue boat(s) should be lowered to the water and its recovery demonstrated while underway at 5 knots. (Note: Applicable for new installations)	.....

M. Additional requirement for Periodical Surveys		
1	Confirming, during the examination of the fixed fire-fighting system for the machinery, cargo, vehicle, special category and ro-ro spaces, that, as appropriate, any foam compounds and the CO2 capacity have been checked and that the distribution pipework has been proved clear.	.....
2	Testing the operation of the remote means of control provided for the opening and closing of the skylights, the release of smoke, the closure of the funnel and ventilation openings, the closure of power-operated and other doors, the stopping of ventilation and boiler forced and induced draught fans and the stopping of oil fuel and other pumps that discharge flammable liquids.	.....
3	Testing any fire detection and alarm system and any sample extraction smoke detection system.	.....
4	Testing, as feasible, the fire-extinguishing system for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces.	.....
5	Testing the remote closing of valves for oil fuel, lubricating oil and other flammable oils and the operation of the remote means of closing the valves on the tanks that contain oil fuel, lubricating oil and other flammable oils.	.....
6	Testing the operation of the means of control provided for closing the various openings for the cargo, vehicle, special category and ro-ro spaces.	.....
7	Testing, as feasible, the helicopter facilities, including foam firefighting appliances when appropriate.	.....
8	Confirming during the examination of the fixed fire-fighting system for the cargo pump-rooms that, as appropriate, any foam compounds have been checked and that the distribution pipework has been proved clear and checking the operation of the remote means for closing the various openings. (for tankers only)	.....
N. Additional requirement for Renewal Surveys		
1	For ships designed to carry containers on or above the weather deck, as applicable, testing that the mobile water monitors can be securely fixed to the ship structure ensuring safe and effective operation, and testing that the mobile water monitor jets reach the top tier of containers with all required monitors and water jets from fire hoses operated simultaneously.	.....
2	Examining the deck water seal for the inert gas system internally and checking the condition of the non-return valve. (for tankers only)	.....
O. Issuance/Endorsement of Certificate		
1	Confirmation that the Annual Survey/Periodical Survey/Intermediate Survey/Renewal Survey/Change of Flag Survey* completed satisfactorily.	.....
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")	.....
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)	.....
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")	.....
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:		

Surveyor(s) to Indian Register of Shipping

Date:

Place: