Report No.:

Indian Register of Shipping

REPORT OF RIVER SEA VESSEL SURVEY

Type of Periodical Survey: Annual (A)/Intermediate (Int)/Renewal (R)/Genex (G)/Initial (I)*

Name of River Sea Vessel: …… I.R. Number: ……

Type of RSV: ……..……. 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	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.

Sr. No.	Item	Y/N/NO/ NA/P
1	**Documentation**	
1.1	Confirming that the vessel Registration document is available. (Note: RSVs are required to be registered under Merchant Shipping Act, 1958 (as amended))	…..
1.2	Documentation as mentioned in "Record of Equipment and Ship Information" available on board. (Note: Ship and crew documents are to be available onboard in original.)	…..
1.3	Confirming that an approved Fire Control Plan is available onboard.	…..
1.4	Confirming that approved LSA & LSS Plan is available onboard.	…..
1.5	Confirming that valid Ship Station License is available onboard.	…..
1.6	Confirming that approved intact and damage stability document is available onboard. (Note: Damage stability document is required only for RSV tankers)	…..
1.7	Confirming that approved Shipboard oil pollution emergency plan is available onboard (Note: Applicable for RSV tankers of 150 GT and above)	…..
1.8	Confirming that vessel has access to computerized shore-based damage stability and residual structural strength calculation programs. (Note: Applicable for RSV tankers of 5000 tons deadweight and above)	…..
1.9	Confirming that insurance cover or other financial security in respect of Civil liability for oil pollution damage is available onboard. (Note: 1. RSV tankers carrying more than 2000 tons of oil in bulk as cargo are required to maintain appropriate insurance cover or other financial security available in Indian insurance market as on date conforming to the relevant provisions of M.S. Act, 1958. 2. RSV tankers carrying less than 2000 tons of oil in bulk as cargo are to be covered by the Fund, established under Fund, 1992 Convention.)	…..
1.10	Confirming that insurance cover or other financial security against oil/HNS pollution damage/ damage to property and wreck removal confirming to provisions of M.S. Act, 1958 is available onboard. (Note: Applicable for cargo ships other than RSV tankers.)	…..
1.11	Confirming that ship specific training manual and fire safety operational booklet is available onboard (Note: Fire safety operational booklet is required for all RSVs while training manual is required for RSVs of 3000 GT and above)	…..
1.12	Records of following verified:	
1.12.1	Entries made in the ship's official log book for departure steering checks and emergency steering drills.	…..
1.12.2	Record of maintenance of wires used in launching appliances.	…..

1.12.3	Record of weekly and monthly inspection for rescue boats of vessel $LL_L \geq 85$ m.	…..
1.12.4	Abandon ship drill carried out every month.	…..
1.12.5	Fire drill carried out every month.	…..
1.12.6	In case of vessel fitted with fixed CO_2 system: (Note 1: For RSVs, below 500GT, fixed fire extinguishing system for machinery space is not mandatory)	
1.12.6.1	Records in respect of weighment of CO_2 bottles verified. (Note: All high-pressure cylinders and pilot cylinders to be weighed or have their contents verified by other reliable means every two year to confirm that the available charge in each cylinder is above 90% of the nominal charge)	…..
1.12.6.2	CO_2 bottles pressure tested and records for same is available onboard. (Note: At the 10-year inspection, at least 10% of the total number of cylinders provided are to be subjected to an internal inspection and hydrostatic test If one or more cylinders fail, a total of 50% of the onboard cylinders to be tested. If further cylinders fail, all cylinders to be tested. Before the 20-year anniversary and every 10-year anniversary thereafter, all cylinders to be subjected to a hydrostatic test)	…..
1.12.6.3	CO2 discharge piping and nozzles tested every two years to verify that they are not blocked. (Note: The test is to be performed by isolating the discharge piping from the system and blowing dry air or nitrogen from test cylinders or suitable means through the piping)	…..
1.12.7	In case of vessel fitted with fixed Foam system, Foam samples have been tested annually (Except for non-alcohol resistant foam, the first test need not be conducted until 3 years after being supplied to the ship) (Note 1: For RSVs, below 500GT, fixed fire extinguishing system for machinery space is not mandatory)	…..
1.12.8	Pollution Prevention Record Book duly filled in and receipts for items landed ashore available. (Note: Every RSV, irrespective of size, are to be provided with a Pollution Prevention Record Book for recording the transfer/discharge of oil/oily water, sewage and garbage. Alternatively, the RSV may be provided with a separate Oil Record Book, Garbage Record Book and Sewage Record Book)	…..
1.12.9	Annual examination of portable fire extinguishers (other than CO_2 type) carried out and records maintained.	…..
1.12.10	Annual examination of CO_2 type portable fire extinguishers carried out satisfactorily and records maintained.	…..
1.12.11	Portable fire extinguishers (other than CO_2 type) are tested by hydraulic pressure once every four years and the date of such test are legibly marked on the extinguisher.	…..
1.12.12	Portable carbon dioxide extinguishers are hydraulic pressure tested and records for same are available. (Note: 1. New carbon dioxide extinguishers, which do not require to be recharged, are to be tested by hydraulic pressure 10 and 20 years after manufacture and thereafter every five years. 2. Carbon dioxide extinguishers, which require recharging, are to be pressure tested before being recharged if four years have elapsed since the last hydraulic test was carried out.)	…..
1.12.13	Hydrostatic testing of SCBA bottles carried out and records maintained. (Note: Required every five yearly)	…..
1.12.14	Pressure cylinders of all type of Semi-Portable/Mobile extinguisher containers except CO2 are tested by hydraulic pressure once in every three and records maintained.	…..
1.12.15	Pressure cylinders of all type of Semi-Portable/Mobile CO2 extinguisher containers are tested by hydraulic pressure once in every three years and records maintained.	…..
2	**Manning**	
2.1	The vessel is manned as per the Safe Manning Certificate issued by the administration to the RSV. (Note: 1. Crew to be in possession of valid applicable COC/ STCW Certificates. 2. All crew serving onboard RSV tankers to have a valid Level 1 DC endorsement. 3. Officers serving in the capacity of Master, Chief Officer, Chief Engineer and Second Engineer on board RSV Tankers to have a valid Level 2 DC endorsement. 4. All crew to be in possession of a valid Medical Fitness Certificate issued by a medical examiner approved by the Administration.)	…..

3	**Accommodation**	
3.1	The accommodation, including galley, provision room (dry and cold) and mess rooms found clean and hygienic.	…..
3.2	Lighting and ventilation arrangements checked for satisfactory condition. (Note: RSVs above 3000 GT, the accommodation spaces shall be air conditioned)	…..
3.3	Fresh water and drinking water available in accommodation.	…..
3.4	Medical cabinet, instruction book for use, first aid box and stretcher available. (Note: 1 no. first aid box not less than that prescribed for a life boat and 1 no. stretcher of approved type for easy evacuation of casualties is to be provided)	…..
3.5	Screens (rust proof wire or other suitable material) fitted where required as means of protection from mosquitoes.	…..
4	**Construction**	
4.1	Verified operation of fire doors. (no holding back arrangements exists)	…..
4.2	Anchoring and mooring equipment maintained in good condition and operational.	…..
4.3	Sounding pipes, including self closing devices on short sounding pipes checked and in good condition.	…..
4.4	Hatchways on freeboard and superstructure deck examined and tested including efficient condition of closing appliances.	…..
4.5	Confirming that weather decks, ships side plating above water line are in satisfactory condition.	…..
4.6	Freeboard marks verified and in good condition.	…..
4.7	Ventilators examined and tested including efficiency of their closing appliances	…..
4.8	Windows, side scuttles and dead lights and there connection to bulkhead/deck/hull in satisfactory condition.	…..
4.9	Scuppers and sanitary discharges and valves together with valves and their control gear examined.	…..
4.10	Skylights examined and/or tested including their closing appliances.	…..
4.11	Exposed casings, deck houses, companion ways and superstructure bulkheads including closing appliances in satisfactory condition.	…..
4.12	Condition and arrangement of Guard rails and/or bulwarks examined and found in good condition.	…..
4.13	Watertight bulkhead penetration examined as far as practicable for satisfactory condition.	…..
4.14	Mast, Derricks and crane columns including their standing riggings examined.	…..
4.15	Companionways and posting of appropriate notices verified.	…..
4.16	Air pipes including efficiency of their closing appliances in satisfactory condition.	…..
4.17	Wire meshes at end of oil fuel air pipes checked for satisfactory condition.	…..
4.18	Condition and arrangements of gangways and lifelines including portable fittings examined and found in satisfactory condition.	…..
4.19	Condition and arrangements of freeing ports including shutters and crew protection bars in satisfactory condition.	…..
4.20	Machinery, boilers and other pressure vessels, associated piping systems and fittings are so protected as to reduce to a minimum any dangers to persons on board, due regard being given to moving parts, hot surfaces and other hazards.	…..
4.21	Propulsion system and auxiliary machinery, boilers, all pressurized systems (steam, pneumatic, hydraulic) and their associated fittings were examined to see they are properly maintained with particular attention to fire and explosion hazards.	…..
4.22	All main and auxiliary steering arrangements and their associated equipment and control systems were examined and tested. Confirmation that various alarms required for hydraulic power operated, electric and electro-hydraulic steering gears are, operating satisfactorily and that the recharging arrangements for hydraulic power operated steering gears are being maintained satisfactorily.	…..
4.23	All means of communication between the navigating bridge and the machinery control positions including engine room telegraph, as well as the bridge and the main/ alternative steering position, if fitted, are tested satisfactorily.	…..
4.24	Periodical Surveys of steam boilers and other pressure vessels have been carried out as required by the Rules and the safety devices have been tested. External examination of boilers including test of safety & protective devices and test of safety valve using its relieving gear.	…..

4.25	Means for the operation of the main and auxiliary machinery essential for propulsion and the safety of the ship, including when applicable, the means of remotely controlling the propulsion machinery from the navigating bridge and the arrangements to operate the main and other machinery from a machinery control room.	…..
4.26	Examination of the bilge pumping systems and bilge wells including operation of each bilge pump (including hand pumps and eductors), extended spindles and level alarms, where fitted. Operational confirmation of the bilge-pumping system for each watertight compartment and drainage from enclosed cargo spaces situated on freeboard deck.	…..
4.27	Operational confirmation of the means provided to bring the machinery into operation from the dead ship condition without external aid.	…..
4.28	Schedule of batteries for essential and emergency services available on board and maintenance being done as per this schedule.	…..
4.29	General examination visually and in operation, as feasible, of the main electrical machinery, the emergency sources of electrical power, the switch gear, other electrical equipment including the lighting system. The precautions provided against shock, fire and other hazards of electrical origin for proper maintenance.	…..
4.30	The operation of the emergency source(s) of electrical power, including their starting arrangement, the systems supplied, and when appropriate, their automatic operation as far as practicable.	…..
4.31	Verification that an approved "work permit" system is in place where oxygen and acetylene cylinders are carried for use onboard.	…..
4.32	RSV tankers provided with pump room, verification of following: (Note: Pump room is not a mandatory requirement.)	…..
4.32.1	Renewable flame screens are provided in ventilation duct of pump room.	…..
4.32.2	Operation of bilge level monitoring devices together with audio-visual alarms.	…..
4.33	RSV tankers carrying vegetable oil, confirmation that cargo tanks visual and audible high level alarms verified for satisfactory operation.	…..
5	**Prevention of Collision**	
5.1	Navigational lights (including alarms) and shapes found in good condition	…..
6	**Life Saving Appliances**	
6.1	Life boat including launching arrangements is in good condition and serviced in time. (Note: Applicable for RSVs of length 85 m and above and RSV tankers of length 35 m and above)	…..
6.2	All Liferafts, including HRUs where required, stowed properly as per Record of Equipment, in good condition and serviced in time. (Note: Vessel to carry at least one inflatable life raft (SOLAS Pack B) of such aggregate capacity as will accommodate he total number of persons the vessel is certified to carry. If such life raft is not capable of being launched from either side, then one such life raft is to be carried on each side of the vessel)	…..
6.3.1	Rescue boat and davit (For vessel whose $LL_L < 85m$): operational test carried out during annual/intermediate survey.	…..
6.3.2	Rescue boat and davit (For vessel whose $LL_L < 85m$): Load test with the person capacity of rescue boat x 75 kg/person or 3 x 75 kg, whichever is higher, carried out during renewal survey.	…..
6.3.3	Rescue boat and davit (For vessel whose $LL_L \geq 85m$): thorough examination and dynamic test of winch brake at maximum lowering speed with load equal to mass of rescue boat (without persons on board), carried out during annual/ intermediate survey.	…..
6.3.4	Rescue boat and davit (For vessel whose $LL_L \geq 85m$): thorough examination and dynamic test of winch brake with load equal to 1.1 times weight of rescue boat with its full complement of persons and equipment, carried out during renewal survey.	…..
6.3.5	Wire of launching appliances renewed during last 5 years and found to be in order.	…..
6.4	Life jackets found in appropriate number as per Record of Equipment and in good condition – including light, whistle and retro reflective tape.	…..
6.5	Lifebuoys in appropriate number and location as per record of equipment and in good condition- including S.I. light and buoyant line.	…..
6.6.1	Distress signals- 6 numbers Rocket Parachutes available and valid	…..
6.6.2	Distress signals- 4 numbers Red hand flares available and valid	…..
6.6.3	Distress signals- 1 number Buoyant Smoke available and valid	…..

6.7	Two way VHF radiotelephone in good working condition. (Note: 1. At least one (1) two-way radio telephone is required on RSVs less than 3000 GT. 2. RSVs of 3000 GT and above are to be provided with atleast three (3) two-way radio telephones along with three spare batteries in sealed condition.)	…..
6.8	Search and Rescue Radio Transponders (SART) in good working condition and record of annual testing is available onboard. (Note: RSVs of 3000 GT and above are to be provided with atleast two (2) SARTs.)	…..
6.9	General Emergency alarm working satisfactorily from navigational bridge or control station and audible everywhere in accommodation and normal working spaces.	…..
6.10	Emergency instructions to be followed in case of emergency, including muster list displayed throughout conspicuously, including the navigation bridge, machinery spaces and accommodation spaces.	…..
6.11	Ship specific training manual covering atleast the following is available: a. Identification of the Muster Area b. Survival craft / rescue boat embarkation, launching and recovery arrangements c. Emergency training and drills d. Operational readiness, maintenance and inspection of lifeboats e. Instructions for onboard maintenance (Note: Applicable for RSVs of 3000 GT and above)	…..
6.12	Line throwing Appliances in good condition. (Note: Applicable for RSVs of 3000 GT and above)	…..
7	**Fire Fighting Appliances**	
7.1	Firefighting arrangements onboard are in accordance with approved plan.	…..
7.2	Confirming that fire control plans, in English language are permanently exhibited.	…..
7.3	Main fire pumps in good condition, capable of developing sufficient pressure.	…..
7.4	Emergency fire pump in good condition, capable of producing a jet of 6 metres using a single nozzle (12mm) connected to hose and ship's hydrant. (Note 1: For RSVs of below 500 GT, portable emergency fire pump may be accepted Note 2: For RSVs of 500 GT and above, Emergency fire pump is to be fixed type and self-priming type.)	…..
7.5	Fire mains, including non return valve, relief valve (if fitted), isolating valves, hydrants and spanners are in good condition.	…..
7.6	Fire Hoses (of oil resistant material) and Nozzles in good condition.	…..
7.7	Portable Fire Extinguishers are in place as per fire control plan and in good condition. (Note: 1. The condition of the charges of extinguishers other than carbon dioxide extinguishers are to be checked annually and renewed if there is any indication of deterioration. In any case, charges are to be renewed every four years. 2. Carbon dioxide extinguishers and gas propellant cartridges of other extinguishers are to be examined externally for corrosion and for loss of content annually and are to be recharged or renewed if the loss of gas by weight exceeds 10% of the original charge as stamped on the bottles or cartridge, or have corroded excessively externally.) Each extinguisher is to be clearly marked with name of manufacturer, type of fire for which the extinguisher is suitable, type and quantity of extinguishing medium, approval details, operating instructions supplemented by diagrams, intervals for recharging, temperature range over which the extinguisher will operate satisfactorily and test pressure; and stamped with the year of manufacture, test pressure and serial number on outside of container.	…..
7.8	Spare charges for portable fire extinguishers are available - 100% spare charges and an additional fire extinguishers of same type or equivalent where the extinguisher cannot be charged out at sea.	
7.9	Fire buckets of material which is not readily flammable, painted red, clearly marked with the word "FIRE", provided with lanyard of sufficient length, and of capacity not less than 9 litres in good condition.	…..
7.10	Fixed fire-extinguishing system in machinery space (gas system/high expansion foam system/pressure water spraying system*) in good condition. (Note 1: For RSVs, below 500GT, fixed fire extinguishing system for machinery space is not mandatory)	…..

7.11	Fixed fire detection and fire alarm system checked and found in satisfactory condition. (Note: Applicable for RSVs other than tankers of 3000 GT and above and RSV Tankers of 1600 GT and above.)	…..
7.12	Fire man's outfit in good condition.	…..
7.13	Breathing apparatus in good condition.	…..
7.14	SCBA bottles (including spares) are pressure tested and records for same maintained.	…..
7.15	Air pump for bellow type breathing apparatus in good condition.	…..
7.16	Fire man's axe in good condition.	…..
7.17	Verification of closing arrangements of ventilators, funnel annular spaces, skylights, doorways and tunnel where applicable, including condition of operating mechanism e.g.: wire ropes, hydraulic piping etc.	…..
7.18	Examination of fire doors and proving their operations.	…..
7.19	Confirmation that the means of escape from accommodation, machinery and other spaces are satisfactory.	…..
8	**Radio requirements**	
8.1	All radio equipment found in accordance with Record of Equipment and Ship Information, and in proper condition and duly maintained.	…..
8.2	GOC operator able to send and receive distress calls and to cancel false distress alert.	…..
9	**Safety of Navigation**	
9.1	All navigational equipment found in accordance with Record of Equipment and Ship Information, and in proper condition and duly maintained.	…..
10	**Means of Embarkation**	
10.1	Embarkation ladder in good condition. Note: Applicable for Type 3 & Type 4 RSVs of 3000 GT and above)	…..
11	**Pollution Prevention**	
11.1	Piping along with pumping arrangements and standard discharge connection for discharge of oily bilge water ashore in good condition.	…..
11.2	Oil filtering equipment (only if provided) (Note: 1. Vessels of 400 GT and above but less than 3000 GT not provided with Oil filtering equipment may be provided with a holding tank of sufficient capacity, for oily bilge water with suitable permanent arrangement with a standard discharge connection. The minimum capacity of the holding tank is to be 1 cub meter. 2. Vessel less than 400 GT and not provided with Oil filtering equipment may be provided with suitable fixed or portable holding tank(s) with compatible pumping arrangement for discharging to shore facilities.)	
11.2.1	Oil filtering equipment type approval certificate verified.	…..
11.2.2	Oil filtering equipment operational manual on board.	…..
11.2.3	Confirmation that machinery space bilge piping and oil-filtering equipment piping are separated and that no by-pass arrangements to oil filtering equipment exist.	…..
11.2.4	Sufficient replacement elements (filters and/ or coalescers) of proper size and model as considered necessary by the manufacturer available on board.	…..
11.2.5	External examination including absence of any sign of wastage, leakage to piping connection, unauthorized changes to piping/ equipment and cleanliness.	…..
11.2.6	Operational test of system carried out.	…..
11.3	Sewage Treatment Plant/comminuting and disinfecting system/holding tank* along with standard discharge connection in good condition.	…..
11.4	Does Regulation 13 (MARPOL Annex VI) apply to any diesel engine on the ship? (if no, this section of the checklist may not be filled)	…..
11.5	There are Engine International Air Pollution Prevention (EIAPP) Certificates for each engine, required to be certified, as described in Regulation 13 of MARPOL 73/78, Annex VI.	…..
11.6	There is on board an approved technical file for each engine which has been certified. (Note: Details of approved technical file are to be filled in remarks column at the time of initial Survey, 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)	

11.7	There is a record book of engine parameters for each engine required to be certified in the case where the engine parameter check method is used as a mean of onboard NOx verification. (NOx Technical Code paragraph 6.2.3)	…..
11.8	If engine parameter check method is used:	
11.8.1	Review of Documentation	
11.8.1.1	Result of review of engine documentation contained in the technical file and the record book of engine parameters to check, as far as practicable, engine rating, duty and limitation/restrictions as given in the technical file have been maintained. (Note: Check that the followings have been included in the Technical File: • Identification of Nox emission influencing engine components; • Identification of Nox emission related adjustable engine settings)	…..
11.8.1.2	Confirmation from the Engine record book that the engine has not undergone any component/part replacement, modifications or adjustments outside the options and ranges permitted in the technical file since the last survey. (Engine record books must contain details in chronological order of all changes/adjustments made relative to engines' components, settings or operating values, part replacement, part modification)	…..
11.8.2	Actual inspection of NOx influencing engine components	
11.8.2.1	Confirmation that each NOx influencing component carries the required component identification number cross-referenced in the Engine Technical File.	…..
11.8.3	Verification of NOx influencing engine adjustable features	
11.8.3.1	Confirmation that engine adjustable features are within the limits specified in the engine technical file (e.g. fuel cam position, injection valve opening, compression ratio etc.) (Note the following extracts from NOx Technical Code 2.3.10 The Administration may, at its own discretion, abbreviate or reduce all parts of the survey on board, in accordance with this Code, to an engine which has been issued an EIAPP Certificate. However, the entire survey on board must be completed for at least one cylinder and/or one engine in an Engine Family or Engine Group, if applicable, and the abbreviation may be made only if all the other cylinders and/or engines are expected to perform in the same manner as the surveyed engine and/or cylinder. As an alternative to the examination of fitted components, the Administration may conduct that part of the survey on spare parts carried on board provided they are representative of the components fitted. 6.2.3.2 The surveyor shall have the option of checking one or all of the identified components, settings or operating values to ensure that the engine with no, or minor, adjustments or modifications complies with the applicable NOx emission limit and that only components of the approved specification, as given by 2.4.1.7 of Nox technical code, are being used. Where adjustments and/or modifications in a specification are referenced in the Technical File, they must fall within the range recommended by the applicant for engine certification and approved by the Administration.)	…..
11.8.4	If the simplified method is used:	
11.8.4.1	Review of engine documentation contained in the approved technical file.	…..
11.8.4.2	Has the test procedure been approved by the Administration or its R.O.?	…..
11.8.4.3	Confirmation that the analyzers, engine performance sensors, ambient condition measurement equipment, span check gases and other test equipment are of the correct type and have been calibrated in accordance with the NOx Technical Code.	…..
11.8.4.4	Confirmation that the correct test cycle, as defined in the engine's technical file, is used for this on- board confirmation test measurements.	…..
11.8.4.5	Ensuring that a fuel sample is taken during the test and submitted for analysis.	…..
11.8.4.6	Witnessing the test and confirmation that a copy of the test report has been submitted for approval on completion of the test.	…..
11.8.5	If the direct measurement and monitoring method is used:	
11.8.5.1	Review of technical file of engine to verify that the direct measurement and monitoring method is approved by the Administration.	…..
11.8.5.2	Documentation/Approval of the installed measuring equipment available/maintained onboard.	…..
11.8.5.3	Confirmation that the procedures to be checked in the direct measurement and monitoring method and the data obtained as given in the approved onboard monitoring manual has been followed.	…..

11.8.5.4	Verification of logged measurement results in order to ensure that the engine comply with the NOx Technical Code and Reg. 13.	…..
11.8.5.5	Confirmation that EEDI technical file (if applicable) and EEXI Technical file (if applicable), in accordance with DGS MS Notice is available onboard.	…..
11.8.5.6	Confirmation that annual fuel oil consumption data is reported in accordance with DGS MS Notice.	…..
12	**Additional requirements for vessels using bio-fuel blend as fuel oil onboard**	
12.1	Confirmation that use of bio-fuel blend as fuel onboard is permitted by Flag Administration and documented (Permission to use is available onboard).	…..
12.2	Confirmation that vessel is in possession of required documents issued by the bunker suppliers to show that the bio-fuel blend meets the relevant specification requirements. (e.g. Test analysis report as per ISO 8217:2017, BDN, Safety Data Sheet, Proof of Sustainability (PoS) for Biofuels, etc)	…..
12.3	Confirmation that the percentage of bio-fuel in the fuel oil blend supplied to the ship is clearly reflected in the bunker delivery note and that the blend proportion conforms to the limit permitted by Flag Administration.	…..
12.4	Confirmation that measures are in place in respect of shelf life of the bio-fuel blend used onboard as declared by the bunker supplier.	…..
12.5	Confirmation that ship specific risk analysis for use of bio-fuel blend is available. Any redundancy requirements onboard as per risk analysis is taken care for the operational safety and emergency contingency measures. (Note: Bio-fuel blend is not to be used for emergency equipment e.g. lifeboat engine, emergency generator, emergency fire pump, etc.)	…..
12.6	Verification of confirmation by manufacturers of engines and equipment (e.g. purifiers, Oily Water Separators & Oil Content Meters, etc) on suitability of use of bio-fuel blend used onboard.	…..
12.7	Confirmation that shipboard operational procedures for use/ handling of bio-fuel blend including procedures for procurement, availability test result, storage of biofuel blend, frequency of cleaning of fuel filters, inspection of storage tanks, monitoring of transfer lines and associated piping & fittings and any other requirements specified by the manufacturers of engines/equipment is available.	…..
12.8	Confirmation that crew members onboard are familiarized with the shipboard procedures regarding the handling and use of bio-fuel blend including contingency measures and records for same are maintained.	…..
12.9	Confirmation that maintenance and inspection of fuel oil system including storage tanks, filters, fuel transfer hoses and connectors is undertaken as specified in the shipboard operational procedure and records maintained.	…..
12.10	Confirmation that logging/ monitoring of all relevant engine parameters, maintenance and checks as specified by the manufacturer is undertaken satisfactorily and records maintained.	…..
12.11	Confirmation that any incident pertaining to use of bio-fuel blend onboard is reported to the Administration and records maintained.	…..
13	**Safety Management System: (For RSVs having GT ≥ 500)** (NC to be raised for any negative answer)	
13.1	**Safety and Environmental Protection Policy**	
13.1.1	Has a Policy for safety and environment protection been provided?	…..
13.1.2	Has the policy been implemented?	…..
13.1.3	Is there implementation assurance from Ship/Shore?	…..
13.2	**Company Responsibility and Authority**	
13.2.1	Has responsible Operator been identified?	…..
13.2.2	Have SMS Task and responsible personnel been defined?	…..
13.2.3	Have tasks including operation of SMS Identified by DP?	…..
13.3	**Master's responsibilities and authorities**	
13.3.1	Have tasks been defined?	…..
13.3.2	Have these tasks been implemented?	…..
13.3.3	Are periodic reviews of SMS being reported to the Company?	…..
13.3.4	Has master's overriding authority been stated and master aware of it?	…..

13.4	**Resources and Personnel**	
13.4.1	Is master qualified?	…..
13.4.2	Is crew qualified in accordance with the manning requirements as specified in the River sea vessel code?	…..
13.4.3	Are the new personnel being familiarized in accordance with the documented procedures before being assigned with their duties?	…..
13.4.4	Are training needs identified for persons on board and being provided?	…..
13.4.5	Is the crew able to undertake onboard procedures?	…..
13.5	**Shipboard Operations**	
13.5.1	Are key shipboard operations identified?	…..
13.5.2	Are Procedures/ plans/checklists available to govern identified shipboard operations?	…..
13.5.3	Are tasks identified and assigned?	…..
13.6	**Emergency Preparedness**	
13.6.1	Are emergency shipboard situation identified and procedures to respond to them established?	…..
13.6.2	Are emergency drills programs for ship/ shore being implemented satisfactorily?	…..
13.6.3	Are company response measures stated?	…..
13.7	Reports and analysis of Non Conformities/Hazardous Occurrences	
13.7.1	Is there procedure for reporting?	…..
13.7.2	Are reports investigated and analyzed?	…..
13.7.3	Are there procedures for corrective actions?	…..
13.8	Are SMS Maintenance procedures followed and records maintained?	…..
13.9	Is Copy of the ship specific SMS manual taking into account operational peculiarities of the RSVs, such as inland navigation, frequent port calls, rest hours, other local regulations, available on board?	…..
13.10	Is flag state inspection carried out in accordance with M.S. Notice 04 of 2017?	…..
13.11	Whether all waste disposal to reception facilities in Indian ports is only after assigning a Contractor through the DGS Swachh Sagar portal and Advance Notification Form (ANF) are being raised on Portal? Are records for same maintained and that these requirements incorporated in ship's SMS.	…..
13.12	**Certification and review**	
13.12.1	Company is in possession of a valid DOC/DDOC.	…..
13.12.2	Intermediate audit of the company conducted.	…..
13.12.3	SMS review carried out by company. (Note: Required at least every 5 years)	…..
13.12.4	No. of Major NCs: …… No. of NCs: …… No. of Observations: …… (Note: Attach copies of findings; if any, to this report.)	
13.13	Verify SMS includes operating procedure for handling the intended biofuel blends (Note: Applicable for Conventional Bunker Ships carrying biofuel blends.)	…..
14. Ship Security		
14.1	Is SSP approved by DGS available on board?	…..
14.2	Ship Security Plan Dated ……. Approved by……..on……	
14.3	Is suitably trained and certificated SSO available on board?**	…..
14.4	Is SSAS provided on board, as applicable? (required for Type 4 vessels above 500GT)	…..
14.5	For vessels fitted with SSAS, is an operational test of SSAS now carried out and checked with the official recipient?	…..
14.6	Has the Company provided Master with information regarding who is responsible for:	
14.6.1	appointing crew?	…..
14.6.2	deciding employment of ship?	…..
14.6.3	if the ship is employed under charter party, who are parties to such charter party?	…..

** SSO training and certification required:
Type III below 500GT – Not required
Type III 500GT and above and Type IV below 500GT – Need not be certificated but trained by CSO
Type IV above 500GT – trained and certified in accordance with STCW Code form a DGS recognized training institute

14.7	Has the Master's overriding authority to make decisions with regard to ship safety and security been clearly stated?	…..
14.8	Has Ship Identification Number been provided as per regulation 3 of SOLAS Ch. XI-1?	…..
14.9	Is the system of ID Cards issue, retrieval and reconciliation in place and effective?	…..
14.10	Is the Master / SSO aware to whom to contact in an emergency related to security issues (eg., local contact, CSO, DG Commcentre etc.)	…..
14.11	Is appropriate security level maintained at all times?	…..
14.12	**Access Control Measures:**	
14.12.1	Is a 24-hour security watch maintained when in operation?	…..
14.12.2	Is identity of all persons seeking to board ship checked? Is the frequency and detail of searches of persons and their personnel effects, packages, supplies and stores identified and implemented?	…..
14.12.3	Is adequate lighting provided at access points of the vessel and to detect activities on and around the vessel?	…..
14.12.4	Are measures in place to limit physical access to the vessel and it's sensitive areas (eg., wheelhouse and engine room)?	…..
14.12.5	Are additional security measures identified for higher security levels?	…..
14.13	**Activity Security Measures:**	
14.13.1	Are access points identified / manned to prevent unauthorized access?	…..
14.13.2	Are all unused access doors secured?	…..
14.13.3	Is seaward side / quay side surveillance maintained?	…..
14.13.4	Are guards or patrols used to check for evidence of tampering regularly (eg., damaged locks, vandalism, open doors etc.)?	…..
14.14	**Security Measures while navigating:**	
14.14.1	Is a sharp security lookout maintained for small unlit crafts?	…..
14.14.2	Are security personnel briefed regarding threats, suspicious persons, objects or activities and need for vigilance?	…..
14.15	**Security measures for handling cargo/stores:**	
14.15.1	Is cargo/stores and their storage spaces routinely checked prior to and during operations?	…..
14.15.2	Is cargo/stores checked for match with documentation?	…..
14.15.3	Are anti-temper seals checked, where applicable?	…..
14.15.4	Is cargo/stores visually examined?	…..
14.15.5	Are enhanced security measures available for increased security level?	…..
14.16	**Communication & Contact Information:**	
14.16.1	Are communication equipment readily available for reporting of incidents or suspicious activity to relevant authorities?	…..
14.16.2	Has the ship been provided contact details of CSO, PFSO, MRCC and DG Commcentre, for reporting security incident and for seeking assistance.	…..
14.16.3	Are shipboard personnel aware of their security duties?	…..
14.16.4	Are shipboard personnel aware of existing security level?	…..
14.16.5	Have security training and drills been conducted?	…..
14.16.6	Are following records available on board:	
14.16.6.1	Training & Drills	…..
14.16.6.2	Security threats and security incidents	…..
14.16.6.3	Security measures taken at last 10 ports	…..
14.17	Are security equipment required as per Record of Equipment and Ship Information available on board, being maintained and working satisfactorily	…..
14.18	No. of Major NCs: …… No. of NCs: …… No. of Observations: …… (Note: Attach copies of findings; if any, to this report.)	
15	**Additionally for dredgers more than 3000 kW of propulsion power**	
15.1	International Shore Connection in good condition.	…..
15.2	Foam applicator unit fully charged and in stowed position.	…..
15.3	EEBD in place, found satisfactory and last hydro test of bottle done on …./……../……..	…..
15.4	Remote controls, stops and quick closing valves tested, can be closed from outside protected space and found satisfactory.	…..

15.5	Oil filtering equipment	
15.5.1	Oil filtering equipment type approval certificate verified.	…..
15.5.2	Oil filtering equipment operational manual on board.	…..
15.5.3	Confirmation that machinery space bilge piping and oil-filtering equipment piping are separated and that no by-pass arrangements to oil filtering equipment exist.	…..
15.5.4	Sufficient replacement elements (filters and/ or coalescers) of proper size and model as considered necessary by the manufacturer available on board.	…..
15.5.5	External examination including absence of any sign of wastage, leakage to piping connection, unauthorized changes to piping/equipment and cleanliness.	…..
15.5.6	Operational test of system carried out.	…..
15.5.7	Valid calibration certificate provided (for vessels with 15 ppm alarm and equipment approved in accordance with MEPC.107(49)	…..
16. Remarks:		

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Surveyor(s) to Indian Register of Shipping

Date: ……..

Place: ……..