



Indian Register of Shipping

REPORT OF HSC SAFETY SURVEY For Passenger Craft

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

Name of Craft/Yard No.: 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	"Code" in this report refers to "International Code of Safety for High-Speed Craft".
3	Please refer relevant administration instructions (D.13) for flag specific requirements.
4	Where a craft is fitted with equipment over and above the requirement, same are to be examined and reported.
5	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.
6	Ships & Crew certificates/Documents are to be available on board in original.

Sr. No.	Item	Y/N/NO/NA/P
1	General	
1.1	Checking that all Statutory Certificates (as applicable based on size/type of craft) and the Class Certificate are 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.)	.....
1.2	Checking that the Craft is in possession of valid permit to operate.	.....
1.3	Master and crew in possession of valid STCW certificates and type rating certificates?	.....
1.4	Checking that manning of the craft meets the minimum safe manning requirements.	.....
1.5	Checking that approved technical manuals (Route operating manual, Craft operating manual, Training Manual, Maintenance Manual and Servicing Schedule) are available on board.	.....
1.6	Confirming that following information is available in the Craft Operating Manual. (i) Evacuation procedure (ii) any limitation on the operation of the craft (as may be necessary to ensure that the redundancy or safeguards in the systems provide equivalent safety) (iii) max permissible speed at which the craft may be towed (iv) information on controllability and maneuverability (v) instructions regarding craft limitations and required actions subsequent to prescribed failures (vi) Critical speed range for engines	.....
1.7	Fire control Plans (including duplicate set permanently stored in a prominently marked weather tight enclosure outside the deck house) properly posted. FCP Plan Approved by.....on .....	.....
1.8	Practice Musters and Drills. (It is also confirmed that 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) LSA Plan Approved by.....on.....	.....
1.9	Confirming that information on change in craft behavior during transition from one type of operating surface or mode to another and craft operating limitations due to surface irregularities is available to the Master.	.....
1.10	Confirming that clear instructions to be followed in the event of an emergency is provided for each person on board.	.....

1.11	Confirming that illustrations and instructions in appropriate languages are posted in public spaces and conspicuously displayed at assembly stations, at other passenger spaces and near each seat to inform passengers of their assembly station, the essential actions they must take in an emergency and the method of donning lifejackets.	.....
1.12	Confirming that muster lists are exhibited in conspicuous places throughout the craft including the control compartment, engine-room and crew accommodation spaces	.....
2	Buoyancy, Stability and Subdivision	
2.1	Date of last inclining/lightweight survey.....	.....
2.2	Loadline permanently marked on craft sides verified?	.....
2.3	Draught-indicating system verified for correct functioning if fitted?	.....
2.4	Examining and testing of all watertight doors incl. local and remote operation, indicators for close/open position, audio/visual alarm during door operation, provision of power in case of main power failure.	.....
2.5	Examining the watertight integrity has been maintained at all bulkhead penetrations.	.....
2.6	Shell doors, loading doors, inner bow doors, vehicle ramps and other closing appliances where provided (for ro-ro crafts).	.....
2.6.1	Examining the shell doors, loading doors, inner bow doors, vehicle ramps and other closing appliances	.....
2.6.2	Examining the weather tightness of the shell doors, loading doors, inner bow doors, vehicle ramps and other closing appliances where provided.	.....
2.6.3	Examining and Testing the indicator and alarm system, power supply for the indicator/alarm system are independent of the power supply for the door operation.	.....
2.6.4	Examining the television surveillance and water leakage detection system.	.....
2.7	Examining the closing arrangement and weather tightness of all accesses leading below deck in the ro-ro spaces, all accesses and for vehicle ramps if installed. Provision of alarm indicator for these closing arrangements. Verification of television surveillance arrangement for special category spaces and ro-ro spaces if provided.	.....
2.8	Examining the doors, windows and other openings in boundaries of weather tight spaces/superstructures for weather tightness.	.....
2.9	Examining the means of securing weather tightness of cargo/other hatchways, machinery space openings, miscellaneous openings, air pipes and ventilators in exposed decks.	.....
2.10	Examining the scuppers, sanitary discharges together with valves and their control gear	.....
2.11	Examining the monitoring program for buoyancy medium (e.g. foam etc.), as applicable	.....
3	Structures	
3.1	Checking that no unauthorized alteration, modification done to original as-built arrangement	.....
4	Accommodation and Escape Measures	
4.1	Confirming that the general arrangement, fire control and evacuation arrangement incl. protection of the passengers and crew during normal and emergency conditions is on board	.....
4.2	Confirming that escape routes are satisfactory and with no obstructions. Notices/directions are posted to direct passengers to emergency exits (evacuation stations and safe areas). Closing, latching and locking of exit doors is readily apparent to crew.	.....
4.3	Examining the seating arrangement for crew and confirmation that the safety belts for as well as crew seats are in order.	.....
4.4	Examining the handholds at embarkation stations, anti-skid treatment of the embarkation deck, guardrails or bulwarks fitted on all exposed parts of decks to which crew have access	.....
4.5	Examining the spaces accessible to crew & passengers, that the arrangement of operating controls, electrical equipment, high-temperature parts and pipelines, rotating assemblies or other items if fitted are adequately shielded, isolated, or otherwise protected.	.....
4.6	Examining & testing the general emergency alarm and public address system to confirm that these are operational and audible in all passenger, crew areas, escape routes and embarkation station, as applicable.	.....
4.7	Examining the illuminated or luminous notices or video information system(s) visible to all sitting crew passengers, in order to notify them of safety measures are in satisfactory condition. Verification of any visual information system available to master is in order.	.....

4.8	Confirming that public spaces, evacuation routes, exits, lifejacket stowage, survival craft stowage, and the embarkation stations are clearly and permanently marked and illuminated. Clear markings, including the location of the fire control plan, is provided for the guidance of rescue personnel outside the craft.	.....
4.9	Examining the means of escape from main propulsion machinery spaces and ro-ro spaces.	.....
4.10	Examining that arrangement for storage of baggage, store and cargo including arrangement for preventing shifting during voyage and falling from the overhead shelves are in order. Loading limits are durably marked in the compartments and closures of exterior openings are weather tight.	.....
4.11	Confirming the noise level in public spaces, crew accommodation and operating compartments. {Noise level in public spaces and accommodation shall not exceed 75dB(A) and in operating compartments shall not exceed 65dB(A)}	.....
5	Directional Control System	
5.1	Examining and testing of direction control system to confirm it is in efficient condition especially with regard to the provision of back up electrical system, automatic operation in case of a power failure, provision of secondary means of actuation and single failure criteria. Confirming that directional control can be accomplished without undue physical effort	.....
5.2	Where directional control systems can also be operated from other positions, checking the two-way communication between the operating station and these other positions. Checking the indications at the operating station and other positions to provide the person controlling the craft with verification of the correct response of the directional control device to the demand, and indication for any abnormal responses or malfunction.	.....
6	Anchoring, Towing and Berthing	
6.1	Checking attachment of anchoring equipment, towing bits, mooring bollards, fairleads, cleats and eyebolts are satisfactory.	.....
6.2	Examination of enclosed space containing the anchor-recovery equipment to ensure that persons using the equipment are not put at risk with particular attention to the means of access to such spaces, the walkways, the illumination and protection from the cable and the recovery machinery.	.....
6.3	Examining and testing of two-way voice communication between the operating compartment and persons engaged in dropping, weighing or releasing the anchor.	.....
6.4	Checking that adequate mooring ropes are provided.	.....
6.5	Checking the operational test of anchoring equipment, as applicable	.....
7	Fire Safety	
7.1	Confirmation that notices/instructions available forbidding passengers to any special category spaces and open ro-ro spaces during the voyage.	
7.2	Checking the material for any thermal & acoustic insulation, deck finish material, exposed surfaces in corridors, stairway enclosures and bulkhead, ceilings/linings including furniture and furnishings etc. where repairs/renewals have been affected meet the requirement of the Code.	.....
7.3	For crafts using fuel oil with flash point below 43deg C (use of fuel with flash point below 35deg C is not allowed), examination and test of fixed vapour-detection system.	.....
7.4	For crafts using fuel oil with flash point below 43deg C, Confirming that electrical equipment in spaces where fuel leakage can occur are of "safe type".	.....
7.5	Examination and testing of manual and remote shutting of dampers and ventilation fans.	.....
7.6	Checking the weather tightness of ventilators. Confirming that ventilation system main inlet/outlets and ventilation fans are capable of being operated from outside the spaces being ventilated, controls of ventilators are prominently and permanently marked to indicate shut-off is open or closed. For areas of major fire hazard these are capable of being operated from a control station.	.....
7.7	Examination and Testing of main and emergency fire pumps.	.....
7.8	Where deep-fat cooking equipment is installed, verification of the arrangement to confirm same meets the requirements of the Code.	.....
7.9	Extinguishers and Foam Applicators (Note: With effect from 01 January 2026, use or storage of fire-extinguishing media (including firefighting foams) containing perfluorooctane sulfonic acid (PFOS) in concentrations above 10 mg/kg (0.001% by weight) is prohibited.)	
7.9.1	Examining that all extinguishers and foam applicator unit was fully charged and in their stowed position	.....

7.9.2	Date when charged: Extinguishers Applicator Units	
7.9.3	Date extinguishers pressure tested:	
7.9.4	Confirming that the spare charge for each extinguisher other than for gas cylinder was provided.	.....
7.9.5	Confirming that the spare gas cylinders provided (spare cylinders 100%)	.....
7.9.6	Checking all extinguishers in their stowed positions and a random check revealed no discharged containers	.....
7.10	Examining the exhaust ducts from galley ranges are provided with grease trap and fire dampers, a fixed means of extinguishing fire within the duct, remote control for shutting off the exhaust/supply fans and arrangement for inspection and cleaning.	.....
7.11	For ventilation ducts passing through a fire resisting division, Checking the failsafe automatic closing fire damper adjacent to the division.	.....
7.12	Fixed Fire/Smoke Detection and Fire Alarm Systems	
7.12.1	Examination and testing of fixed fire/smoke detection and alarm system	.....
7.12.2	Checking that an audible alarm was activated automatically if visual and audible signal at fire control panel(s) not responded to within two minutes	.....
7.12.3	Checking that two sources of power supply is available for these system and power supplies and electric circuits for the system is monitored for loss of power or fault condition and initiate visual and audible fault signals at the control panel.	.....
7.12.4	Checking that clear information is displayed on or adjacent to each indicating unit about the spaces covered and the location of the sections. Suitable instructions and component spares for testing and maintenance is provided.	.....
7.13	Fixed Fire Extinguishing System	
7.13.1	LOCATION	INDICATE TYPE OF SYSTEM FITTED
	Engine room	
	Boiler room	
	Pump room	
	Dry cargo spaces	
	Accommodation spaces	
	Cargo tanks	
	Galley exhaust ducts	
	Paint locker	
	Other spaces as on record	
7.13.2	CO₂ System	
	Date container(s) content verified	
	Date container(s) pressure tested	
	Date system last serviced	
	5y'ly 10y'ly 15y'ly	
	(Dates as applicable)	
	Examining the System and testing as far as practicable and found satisfactory	.....
7.13.3	Halon Systems	
	Date container(s) content verified	
	Date container(s) pressure tested	
	Date system last serviced	
	Systems examined and tested as far as practicable and found satisfactory	.....
7.13.4	Foam Systems	
	(Note: With effect from 01 January 2026, use or storage of fire-extinguishing media (including firefighting foams) containing perfluorooctane sulfonic acid (PFOS) in concentrations above 10 mg/kg (0.001% by weight) is prohibited.)	
	Date foam: supplied to craft sample tested	
	(Sample test required after 3 years of supply and subsequently every year)	
	Confirming that the foam sample tested at an accredited laboratory and test result found satisfactory	.....
	Examining the System(s) and testing as far as practicable and found satisfactory	.....
	Checking the five yearly testing of foam system carried out and test report for same available onboard	.....

7.13.5	Fixed Water Spraying Systems	
	Examining the System(s) and testing as far as practicable and found satisfactory	.....
7.13.6	Fixed Local Application Fire-Extinguishing Systems	
	Confirming that the Fixed Local Application fire-extinguishing system is in satisfactory condition	.....
7.13.7	Sprinkler System(S)	
	Examining the System(s) and testing as far as practicable and found satisfactory	.....
	Checking the Visual and Audible alarm was automatically activated whenever system(s) operate(s)	.....
7.13.8	Dry Powder System(S)	
	Examining the System(s) and testing as far as practicable and found satisfactory	.....
7.14	Examining each fire pump including the emergency fire pump (including starting and priming arrangements) can be operated separately and is capable of producing the required two jets of water simultaneously. Checking to ensure proper maintenance, inspection and testing has been done.	.....
7.15	Examining the fire main (no soft patches or doublers and no leaks on piping when operationally tested to working pressure) together with flanges and valves, hydrants, hoses, nozzles, applicators, spanners and relief valves are maintained in good working condition and situated at their respective locations. Confirming that the satisfactory operation of all isolation valves incl. identification.	.....
7.16	For vessels fitted with deep fat cooking equipment, Checking for evidence of proper maintenance, testing and inspection. Checking that instructions, notices and markings are posted. Checking that arrangements are in good order and maintained ready for use.	.....
7.17	Checking that control stations, lifesaving appliance stowage positions, escape routes and places of embarkation into the survival craft are in order. Examining that cargo spaces (except open deck areas or refrigerated holds) automatic smoke detection system and fixed quick acting fire extinguishing system are in satisfactory condition. For crew accommodation (more than 50m2 deck area), examining the fixed sprinkler system for satisfactory condition. Confirming that plan of the fixed sprinkler system is displayed at each operating station. Examining the drainage arrangement.	.....
7.18	Fire Fighter's Outfit	
7.18.1	Checking each unit complete and in good condition	.....
7.18.2	Checking each outfit complete with air cylinders, including spare cylinders fully charged (2Nos spare cylinders for each outfit set)	.....
7.18.3	Hydraulic pressure testing of SCBA cylinders last carried out on (every 5 years) -----	.....
7.18.4	Vessel fitted with a suitably located means for fully recharging breathing air cylinders free from contamination (mandatory for passenger ships carrying more than 36 passengers and constructed on or after 1 July 2010)	.....
7.18.5	Smoke mask, air pump and hose tested and found satisfactory	.....
7.19	Crafts Engaged in The Carriage of Dangerous Goods	
7.19.1	Examining the special arrangements and equipment as per the Record attached to the Document of Compliance (if applicable), in good condition and operating satisfactorily.	.....
8	Life-Saving Appliances and Arrangements	
8.1	Confirming that posters or signs are provided on or in the vicinity of survival craft and their launching controls illustrating purpose of controls and procedures for operating the appliance and give relevant instructions and warnings using recommended symbols.	.....
8.2	Confirming that containers, brackets, racks and other similar stowage locations for life-saving equipment, are marked with required symbols, indicating the devices stowed in that location for that purpose. If more than one device is stowed in that location, the number of devices also is indicated.	.....
8.3	Confirming that spares and repair equipment are provided for life-saving appliances and their components which are subject to excessive wear or consumption.	.....
8.4	Examining the designated helicopter pick-up area (required for voyages having duration of 2hrs or more)	.....
8.5	Date of last crew muster and 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) (Required monthly)	

8.6	Date of visual inspection of survival craft, rescue boats, launching appliances, testing of lifeboat and rescue boats engine, and testing of the general alarm system (Required weekly)							
8.7	Survival craft equipment examined and found to be complete. (It is to be further confirmed that monthly inspections of all survival craft and rescue boats including engines and launching appliances plus the general alarm system are being carried out and logged)							.....
8.8	Dates when lifeboat falls renewed or reversed		BOAT	RENEWED			REVERSED	
			1					
			2					
			3					
			4					
8.9	Date Rescue boat falls last renewed / reversed							
8.9.1	Date falls renewed for 2 nd Rescue boat (required for passenger ships above 500 GT) renewed/ reversed							
8.10	Date life raft davit falls renewed or reversed		RAFT	DATE RENEWED			DATE REVERSED	
			1					
			2					
			3					
			4					
8.11	Checking the Record of periodical inspection of lifeboat falls maintained.							.....
8.11.1	Last occasion davit launched lifeboats moved from stowed position/ turned out/ launched and manoeuvred							
	Boat	Moved from stowed position (Weekly) (Only for cargo crafts)		Turned out (Monthly)		Launched and maneuvered in water (3 monthly)		
	1							
	2							
	3							
8.11.2	Last occasion rescue boat was launched and manoeuvred. (Required monthly where practicable; but interval not to exceed 3 months)							
8.11.3	Date 2 nd Rescue boat was launched and manoeuvred							
8.12	Marine Evacuation System (if provided on ro-ro passenger ships/ passenger ships) last deployed							
	MES	Test Deployment (at least 50% after installation and remaining within 12 months)			Each every 6 years			
	1							
2								
8.13	Servicing of Inflatable Life rafts, Hydrostatic release unit, inflatable life jackets and marine evacuation system:							
8.13.1	Liferafts and HRU (Include in the table details of any life raft stowed forward or aft)							
Sr. no.	Makers Name & Serial Number of Liferaft	No. of Persons	Date Serviced	Date Service Due	Location	Servicing Agent	Date HRU Serviced	HRU Expiry/ Next Servicing Due
i								
ii								
iii								
iv								
8.13.2	Servicing of inflatable lifejackets carried out on							
8.13.3	Servicing of Marine Evacuation System carried out on/..... Provide different dates if required.							
8.14.1	Annual thorough examination of launching appliances carried out on							
8.14.2	Dynamic test of winch brake of launching appliances carried out: Annual on 5 yearly on							
8.14.3	Lifeboat on load release gear thorough examination and operational test carried out: Annual on 5 yearly on:							

8.14.4	Thorough examination and operational test of davit launched life rafts automatic release hooks carried out: Annual on, 5 yearly on					
8.15	Dedicated Rescue Boats					
8.15.1	Date of last service of rescue boat					
8.15.2	Dynamic Test of Launching Appliances winch brake last carried out on					
8.16	Hydraulic pressure testing of cylinders of lifeboat air support system, where provided (Required every 5 years)					
8.17	Instructions for on board maintenance of Life Saving appliances – easily understood and illustrated wherever possible			.....	
8.18	Navigation Lights <i>(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)</i>					
8.18.1	LSS Plan (Indian flagged vessels) Approved by .....on					
8.18.2	Checking that the Type approval certificate of navigational lights for meeting the applicable IMO performance standard (MSC. 253 (83)) and that luminous intensity/ range of visibility, colour (chromacity) are as per Colreg			.....	
8.18.3	Checking that the Sidelight inboard screens painted matt black			.....	
8.18.4	Checking that the Navigation lights in good condition and operating satisfactorily			.....	
8.18.5	Checking that the Navigation light failure warning device: Visual/Audible on bridges operating efficiently			.....	
8.19	Bridge Distress Signals					
	Indicate expiry date (E) or manufacture date (M) of the following					
		E/M	DATE			
8.19.1	12 Red parachute signals					
8.19.2	Line throwing rockets, and					
8.19.3	Igniter cartridges (if applicable)					
8.19.4	Line throwing rockets and craft's distress flares in good condition			.....	
8.20	Survival Craft, Rescue Boat and Associated Launching, and Recovery Appliances					
8.20.1	Lifeboats turned out and lowered to Embarkation Deck, at time of Survey, OR (circle number as appropriate)		1	2	3	4
8.20.2	Life boats turned out, lowered and maneuvered in water (Circle number as appropriate)		1	2	3	4
8.20.3	Examining each motor lifeboat engine readily started and operated satisfactorily, ahead and astern				
8.20.4	Examining each lifeboat self-contained air support system and found satisfactory				
8.20.5	Examining each lifeboat water spray system and found efficient				
8.20.6	Examining each lifeboat water spray system/self-contained air support system satisfactorily tested				
8.20.7	Examining each motor lifeboat provided with sufficient fuel				
8.20.8	Confirming that built-in buoyancy found in good condition as far as seen				
8.20.9	Examining each lifeboat found in good condition and fully equipped				
8.20.10	Examining that 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				
8.20.11	Examining that all survival craft launching and recovery appliances found satisfactory as far as practicable				
8.20.12	Confirming that each lifeboat fitted with retro-reflective material				
8.20.13	For Self-Contained Air System in totally enclosed life boats: Checking the provision of refilling air bottles if the air pressure of bottle drops by 20%				
8.20.14	Examining the arrangement, in case of Fire Protected Life Boats, the arrangements for flushing the water spray fire-protection system with fresh water and allowing complete drainage				
8.21	Rescue Boat (Dedicated Survival Craft * Or PORT*/ STBD* Life Boat)					
8.21.1	Examining that Rescue boat is found in good condition and fully equipped				
8.21.2	Examining that launching and recovery appliance are in satisfactory condition.				

8.21.3	Examining that Release hook, falls and associated moving parts (blocks, sheaves, etc.) were found free and well lubricated or made good at time of survey.									.....
8.21.4	Confirming that the rescue boat was fitted with retro reflective material									.....
8.22	Lifeboat Distress Signals									
	Checking 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	
8.22.1	Two orange smoke signals									
8.22.2	Four parachute signals									
8.22.3	Six red hand-held flares									
8.22.4	Lifeboat distress flares found in satisfactory condition									.....
8.23	Survival Craft Launching and Embarkation Arrangements									
8.23.1	Checking the emergency power, lighting and onboard communication and alarm all operating satisfactorily									.....
8.23.2	Checking the means of preventing discharge of water into boats and found satisfactory									.....
8.23.3	Illumination of stowage and launching positions found in working order									.....
8.23.4	Lifelines on davit spans and bowsing tackles were found or placed in good condition (if applicable)									.....
8.23.5	Checking that the Lifeboat embarkation ladders are in satisfactory condition.									.....
8.23.6	Checking that abandon craft audible signals operating satisfactorily									.....
8.23.7	Checking that operative test of all emergency power supplies, emergency lighting and general alarm systems are carried out satisfactorily.									.....
8.23.8	Checking that all embarkation arrangements and launching gear are in satisfactory condition.									.....
8.23.9	Checking that IMO recommended symbols as required posted throughout the vessel									.....
8.23.10	Checking that Lifeboat launching instructions posted									.....
8.24	Life Rafts									
8.24.1	Examining that Life raft stowage will facilitate proper release including float free facility where required									.....
8.24.2	Checking that launching instructions posted									.....
8.24.3	Examining that the embarkation arrangements of inflatable liferafts and, where provided, the launching arrangements of davit launched liferafts are in satisfactory condition.									.....
8.25	Rigid Liferafts									
8.25.1	Examining each liferaft and found in a good condition, stowed to facilitate rapid launching and fitted with retro reflective material									.....
8.25.2	Examining the Raft and equipment 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			
8.25.3	Two orange smoke signals									
8.25.4	Four parachute signals									
8.25.5	Six red hand-held flares									
8.26	Stowage of Survival Craft and Rescue Boats									
8.26.1	Examining that the Stowage of Survival craft and rescue boat is satisfactory and do not interfere with operation of other survival crafts and rescue boats.									.....
8.26.2	Checking that the Survival crafts are fully equipped and in a state of continuous readiness									.....
8.27	Lifejackets									
8.27.1	Confirming the Complete number of approved lifejackets, as shown on Record of Equipment for HSC Safety Certificate each with whistle and light									.....
8.27.2	Checking that Each lifejacket found in good condition									.....
8.27.3	Checking that Lifejackets stowed in accessible and clearly marked places									.....
8.28.4	When checked for, proper stowage, a random examination of the condition of life jackets gave satisfactory results									.....
8.27.5	Confirming that each lifejacket fitted with retro reflective material									.....
8.27.6	Confirming that the life Jacket Lights as per LSA Code Chapter II/2.2.3 (Manual switch provided if of flashing type)									.....

8.27.7	Validity of life jacket lights.	
8.28	Lifebuoys, Immersion Suits/Anti-Exposure Suits	
8.28.1	Lifebuoys:	....
8.28.2	Confirming the Complete in number as shown on Record of Equipment for HSC Safety Certificate and in good condition	....
8.28.3	Confirming that the lifebuoy is highly visible colour, fitted with brackets and readily accessible	....
8.28.4	Confirming that the lifebuoy is marked in block letters with name and port of registry of craft	....
8.28.5	Checking that the lifebuoys are fitted with lines, lights or light and smoke as on Record of Equipment for HSC Safety Certificate	....
8.28.6	Capable of being rapidly cast loose	....
8.28.7	Confirming that it is fitted with retro reflective material	....
8.28.8	MOB marker expiry date: 1 2	
8.28.9	Checking the Immersion suits/Anti-exposure suits and thermal protective aids as on Record of Equipment for HSC Safety Certificate and in good condition, including that, stowed in survival craft as equipment	....
8.28.10	Checking that the 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 craft 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).	....
8.28.11	Monthly Inspection and testing of Immersion suits carried out in accordance with makers instructions.	....
8.28.12	Immersion suits zippers are fully operational, not deteriorated, and open and close without binding.	....
8.28.13	All Immersion suits/ anti exposure suits seams tested every 3 years (more frequently after 10 years). Last testing done .....	....
9	Machinery	
9.1	Confirming that machineries and associated piping systems and fittings relating to main machinery and aux. power are protected as to reduce any danger to persons, due regard being paid to moving parts, hot surfaces and other hazards. Surfaces with temperature exceeding 220°C where impingement of flammable liquids may occur are insulated with impervious insulation. Draining of excess fuel and oil to safe position. Every pressure vessel and associated piping systems is fitted with adequate means to prevent over-pressures in service.	....
9.2	Confirming that normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Test of first start arrangement.	....
9.3	Confirming that provision of two independent means of propulsion for category B passenger crafts . Essential machinery and control can be maintained in the event of a fire or other casualties in any one compartment on board (applicable only for Category B Passenger Crafts).	....
9.4	Testing of engine safety monitoring devices e.g. over speed, lubricating oil low pressure, loss of cooling medium, high temperature, malfunction of moving part, overload. Test of independent means (at least two is to be provided) of stopping the engines quickly from the operating compartment under any operating conditions.	....
9.5	Confirming that high pressure fuel delivery line are jacketed and led to a collection tank. Test of leak-off alarm.	....
9.6	Examining and testing of automation and remote controls, bilge alarm system, remote machinery instrumentation and alarm system. Test of controls from craft's operating compartment and any other machinery controls provided as per requirement.	....
9.7	Confirming that the ventilation arrangement for machinery spaces. Confirming that arrangement for protection against ingress of foreign matter at the intakes is in satisfactory condition. Where low flash point fuels are used, Verification that an interlock is fitted for operation of ventilation prior to starting engines.	....
9.8	Confirming that the arrangements provided to ensure that, in the event of failure in any liquid cooling system, it is rapidly detected and alarmed (visual and audible) and means instituted to minimize the effects of such failures on machinery serviced by the system.	....

9.9	Where Gas turbines are fitted, Confirming that the arrangement with due regard to probable shedding of compressor or turbine blades will not endanger the craft and the persons. Confirming that the protection arrangements provided to turbine against ingestion of contaminants, accumulation of salt deposits, air intake from icing. Suitable guard fitted. Test of protection and safety devices for the gas turbine.	.....
10	Auxiliary Systems	
10.1	Examining of any non-metallic piping, if located in a system which penetrates the craft's side and are located below the deepest load waterline to confirm that these are in satisfactory condition and have been replaced at an interval recommended by the manufacturer.	.....
10.2	Examining the arrangements of oil fuel, lubricating oil and other flammable oil lines are suitably screened/protected, flexible pipes in use are of approved type. Illumination of machinery spaces containing oil fuel systems containing heated oil under pressure. Provision of save-all or gutters under every fuel tank. Provision of oil level gauges in place of sounding pipes, if fitted (cylindrical gauge glasses are not allowed).	.....
10.3	Where daily service tanks are filled automatically or remotely, Confirming that the suitable means provided to prevent overflow (level gauges, etc.).	.....
10.4	Where daily service tanks or settling tanks are heated and if the flashpoint of the oil can be exceeded by the heating system, checking of the high temperature alarm is satisfactory.	.....
10.5	Examining and testing of bilge pumping and drainage. Test of self-priming arrangements. Examining and testing of emergency bilge suction arrangement and provision of extended spindle above machinery space floor plates. Provision of bilge alarm for unattended machinery space. Marking of all manually operated valves. Distribution of bilge pumps, their source of power and provision of an emergency bilge pump in case of a category B passenger craft.	.....
10.6	Where exhaust is discharged through hull in the vicinity of water line, verification of the means to prevent water flooding or entering the exhaust manifold.	.....
11	Remote Control, Alarm and Safety Systems	
11.1	Examining the arrangement for transfer of control between various stations, two way communication between all stations including the look-out position, provision of backup system for category B passenger crafts.	.....
11.2	Examining and testing of emergency controls from operating compartment e.g. fixed firefighting system, closing ventilation opening/fans, shut off fuel supplies, disconnect electrical power supplies, stop main engine/aux. engine. Provision of emergency control at one or more station outside operating compartment for category B Passenger crafts.	.....
11.3	Examining and testing of alarm (audio and visual) systems provided at craft's control position. Confirming that alarms can be maintained until they are accepted and the visual indications of individual alarms remain until the fault has been corrected, in case a second fault occurs before the first is rectified, the audible and visual alarms operates again, alarm systems incorporate a test facility. Provision of separate alarm with visual indication distinct from others provided for conditions requiring action to prevent degradation to an unsafe condition. Checking the monitoring system for fire and flooding in passenger, cargo and machinery spaces.	.....
11.4	Confirming that where overriding function is fitted for automatic shutdown system for the main propulsion machinery, these preclude any inadvertent operation, audible and visual alarms are activated when shut down system is activated.	.....
12	Electrical Installations	
12.1	Examining the safety arrangements against electrical shock, fire, other hazards of electrical origin. Verification that exposed metal parts of electrical machines are suitably earthed, main switchboard placed relative to the main generating station to ensure integrity of the normal supply in one space, easy access is available and switchboard is guarded with provision of nonconducting mats/gratings, segregation of distribution system for main and emergency power provided.	.....
12.2	Checking the provision for detecting earth faults/monitoring the insulation level is available with alarm function.	.....
12.3	Confirming that electrical wiring/cables are of approved flame retardant type and electrical equipment in hazardous area are "safe type"	.....
12.4	Confirming that electrical aux. services necessary for normal operation and habitable condition can be maintained by main source of power without recourse to emgy source of power, with any one generator or its primary source of power out of operation, the remaining generating set is capable of providing the electrical services necessary to start the main propulsion plant from dead craft condition.	.....

12.5	Testing of short circuit and overload protecting device.	.....
12.6	Examining that the emergency source of electrical power and associated transforming equipment, transitional source of power, emgy switchboard are in satisfactory condition.	.....
12.7	When the emgy source of power is a generator, Confirming that the automatic starting function and confirmation that electrical power can be restored in 45s. Verification that the emergency switchboard supply from main switchboard during normal operation and interconnector feeder protected at main switchboard against overload and short circuit and disconnect upon failure of main source of electrical power, Provision of disconnection of non-emergency circuit when emergency source of power is supplied, Provision of transition source of power.	.....
12.8	Confirming that emergency generating set is equipped with starting devices with a stored energy capability of at least three consecutive starts and arrangement exists to preclude critical depletion of the stored energy (not required where a second independent means of starting is provided). A second source of energy is provided for an additional three starts within 30 minutes (not required where manual starting is provided).	.....
12.9	Checking the provision of transitional source of power.	.....
12.10	Where the emergency source of electrical power is an accumulator battery, means of charging and automatic connection to emergency switchboard to verify. No accumulator battery is stored in the same space as the emgy switchboard. Indicator for battery discharge is provided in the craft's operating compartment.	.....
12.11	Where steering is dependent on one device, confirming that electrical power supply through two independent circuits (one of which is fed through emergency switchboard or an independent power supply) are in order. Verification and test of short circuit protection, overload alarm and where provided protection against excess current (et point should not be less than twice the full load current)	.....
12.12	Checking the storage of accumulator batteries including provision of ventilation and Confirming that electrical or other light fitting are installed in the compartment are of "safe type". (accumulator batteries are not allowed to be stored in the crew accommodation).	.....
13	Ship Borne Navigational Systems, Equipments and VDR	
13.1	Confirming that testing of VDR and AIS carried out by an approved testing and servicing facility	.....
13.2	Standard Magnetic Compass	.....
13.2.1	Compass Deviation Record Book being kept up-to-date.	.....
13.3	Gyro Compass (Required for passenger craft certified to carry 100 passengers or more)	.....
13.4	Arrangement for supplying visual compass readings to emergency steering position	.....
13.5	Gyro Compass bearing repeaters	.....
13.6	Gyro Compass heading repeaters	.....
13.7	Automatic steering Aid (Automatic Pilot) (with provision to change to manual mode)	.....
13.8	Transmitting Heading Device (Required for passenger craft certified to carry 100 passengers or less)	.....
13.9	Means of steering and means to show the mode of propulsion system(s)	.....
13.10	Electronic Chart Display and information system (ECDIS)/Nautical charts* Performance Standard of ECDIS: MSC.232(82)/A.871(19) as amended	.....
13.11	Back up arrangements for ECDIS: 2nd ECDIS/Nautical charts	.....
13.12	Nautical publications	.....
13.13	Receiver for a Global Navigation Satellite System/a Terrestrial Radio Navigation System	.....
13.14	Radar 9GHZ (3 cm)	.....
13.15	Radar 3GHZ (10 cm) (required for or craft certified to carry more than 450 passengers in addition to 9GHz radar)	.....
13.16	Automatic Radar Plotting Aids (ARPA)	.....
13.17	Auto Tracking Aid (ATA)	.....
13.18	Automatic Identification System (AIS)	.....
13.19	Voyage Data Recorder (VDR) (required for all passenger craft irrespective of size)	.....
13.20	Speed and Distance measuring device (speed and distance measuring devices on craft fitted with an ARPA or ATA shall be capable measuring distance through water)	.....
13.21	Echo Sounding Device (Required for non-amphibious craft)	.....
13.22	Rudder Angle Indicator / Indicator showing direction of steering thrust	.....

13.23	Rate of turn indicator (required for crafts less than 500GT where the turn rate exceed safety level 1)					.....
13.24	Sound reception System for totally enclosed navigation bridge					.....
13.25	Daylight signaling lamp and source of power					.....
13.26	Search Light					.....
13.27	Night Vision Equipment					.....
13.28	Radar reflectors (required for craft of 150GT and below)					.....
14	Radio Communications					
Signal letters and identification codes:						
Call sign:			ID for DSC (VHF):			
			ID for DSC (MF/HF):			
ID for EPIRB:			ID for DSC (MF):			
ShipEarth Station:			Ship Earth Station:			
Service Provider (Type and Model)		ID Number	Service Provider (Type and Model)		ID Number	
.....		
Notes for Section 14 only						
Note 1: Results of survey to be marked “Y” (Yes), “N” (No) or “N/A” (Not Applicable)						
Note 2: Functional tests are to be verified for compliance with IMO performance standard.						
Sea area in which vessel is certified to operate: A1 <input type="checkbox"/> ; A2 <input type="checkbox"/> ; A3 <input type="checkbox"/> ; A4 <input type="checkbox"/>						
14.1	Documentation					
14.1.1	Checking the radio license validity issued by flag administration, which is available on board					.....
14.1.2	Checking the radio operators certificate					.....
	Name	Rank	Certificate Held	Expiry	Issued by	
1 st Operator						
2 nd Operator						
3 rd Operator						
14.1.3	Checking the radio log					.....
14.1.4	Checking that up to date International Telecommunication Convention (ITU) publication are available on board					.....
14.1.5	Checking that operating manuals are available, on board for all equipment					.....
14.1.6	Checking that service manuals are available on board for all equipment, if at sea maintenance is the declared option.					.....
14.1.7	Checking that a Radio record (logbook) has been kept in the period since last survey to satisfaction of the administration.					.....
14.1.8	Checking that whether any new equipment has been fitted and, if so, Checking that it has been approved to appropriate performance standards prior installation and that any changes are reflected in the appropriate certificate/ record.					.....
14.1.9	Checking that plans for the provision and position of the radio installation (including source of energy and antenna) and the radio lifesaving appliances are available on board					.....
14.2	Selected Method of Maintenance					
14.2.1	Duplication of equipment					.....
14.2.2	Shore-based maintenance					.....
14.2.3	At –sea maintenance					.....
14.3	General Checking of Radio Installation					
14.3.1	Are all radio controls for operating the radio installation adequately illuminated					.....
14.3.2	Are crafts call sign, ship station identity, and other codes, as applicable, for use of the radio station posted					.....
14.3.3	Is the radio installation protected from adverse environmental conditions					.....
14.3.4	Is the radio installation so located that no harmful interference affects its use and so located to ensure the greatest possibility of operational availability.					.....
14.3.5	General examination of all antennas (including Ships Earth Station antennas) including insulation and safety					.....
14.3.6	Are spare parts and tools available					.....

14.3.7	For at-sea maintenance are additional technical documentation, tools, measuring equipment and spare parts available.	.....	
14.3.8	Facilities for bridge wings communications	.....	
14.3.9	Confirming that the equipment fitted in accordance with Record of Equipment for HSC Safety Certificate	.....	
14.3.10	Confirming that all two way communication equipment capable of automatically including craft's position in the distress alert are automatically provided with the information from internal or external navigation receiver. If such receiver is not on board, verification of procedure for manually updating the position and the time of determining the position at intervals not exceeding 4 hours.	.....	
14.4	Sources of Energy			
14.4.1	Main ... Emergency ... Reserve ...			
14.4.2	Confirming that the reserve source of energy has sufficient capacity to operate the primary or the duplicated equipment for 1 hours or 6 hours as appropriate.	.....	
14.4.3	If the reserve source of energy is battery, verification where appropriate, of its good condition by specific gravity measurement or voltage measurement.	.....	
14.4.4	If the reserve source of energy is battery, verification that the chargers are capable of re-charging the battery within 10 hours.	.....	
14.5	Composition of Radio Installation			
	VHF	MF	MF/HF	Ship Earth Station
Primary System	...	...	...	...
Duplicated System	...	...	...	...
14.6	V.H.F. Radio Installation			
14.6.1	Checking for operation on channel 6, 13 and 16			.....
14.6.2	Checking for proper operation of all controls			.....
14.6.3	Test call of DSC encoder			.....
14.6.4	Channel 70 DSC watch receiver, including confirmation that correct Maritime Mobile Service Identity (MMSI) is programmed in the equipment, and verification of DSC alarm			.....
14.6.5	Checking for operation from main, emergency (if fitted), and reserve source of energy			.....
14.7	MF/HF* Radio Telephone Installation			
14.7.1	General examination of MF/HF* Radio telephone equipment			.....
14.7.2	Checking that equipment operates from main, emergency (if provided) and reserve source of energy			.....
14.7.3	Checking the MF/HF* Radio telephone equipment for correct operation by contacting a coast station and/or measuring transmission quality and radio frequency output			.....
14.7.3.1	During the survey			
a)	Is the DSC equipment tested in Routine call category with the ship station and or a shore station.			.....
b)	Is the DSC equipment tested in Safety call category with a ship station and or a shore station.			.....
14.7.4	Checking the antenna tuning in all appropriate bands.			.....
14.7.5	Checking the control unit on bridge has first priority for purposes of initiating distress alerts, if control units are provided outside the navigation bridge.			.....
14.7.6	Checking receiver performance by monitoring known radio station on all appropriate bands.			.....
14.7.7	Confirming the availability of the MF/HF* DSC alarm.			.....
14.7.8	Confirming that distress /safety DSC frequencies are being monitored on the MF/HF* DSC watch receiver			.....
14.8	Ship Earth Station			
14.8.1	Verification that equipment operates from main, emergency (if provided) and reserve source of energy and that where an uninterrupted supply of information from the craft's navigational or other equipment is required ensuring such information remains available in the event of failure of the craft's main or emergency source of electrical power			.....
14.8.2	Verification of distress function by means of an approved test procedure, where possible			.....
14.8.3	Verification of correct operation by inspection of recent hard copy of test alert/call.			.....

14.9	NAVTEX Receiver		
14.9.1	Checking the correct operation by monitoring incoming message or inspecting recent hard copy/ display unit		.....
14.9.2	Performance test run of the self-test program if provided		.....
14.10	Enhanced Group Call (EGC)		
14.10.1	Checking for correct operation and area by monitoring incoming messages or by inspecting recent hard copy.		.....
14.10.2	Performance test run of the self-test programs, if provided.		.....
14.11	HF-NBDP Equipment		
14.11.1	Examining if appropriate of the radio equipment for receipt of MSI by HF/NBDP		.....
14.11.2	Performance test run of the self-test programs, if provided.		.....
14.12	Two Way Radio Telephone Apparatus		
14.12.1	Examining the two way VHF radio apparatus including verification of its correct operation on both channel 16 and any other channel through a test with another fixed or portable VHF installation.		.....
14.2.2	Confirmation that primary batteries of two way VHF are valid.		.....
14.12.3	Examining the charging arrangement for battery, where rechargeable battery is used		.....
14.12.4	Where appropriate, checking any fixed installation provided in a survival craft		.....
14.13	EPIRB		
EPIRB ...			
14.13.1	Checking the condition by visual examination, position and mounting for float free operation		.....
14.13.2	Self-test routine		.....
14.13.3	Labeling of EPIRB		.....
14.13.3.1	Verification of battery expiry date		.....
14.13.3.2	Manufacturer's serial number		.....
14.13.3.3	Verification the call sign of the craft marked on the EPIRB		.....
14.13.4	Verification of hydrostatic release and its expiry date		.....
14.13.5	Confirming the emission on operational frequencies, coding and registration on the 406 MHz signal without transmission of a distress call to the satellite		.....
14.13.6	Annual Testing of the EPIRB carried out as required		
14.13.7	Date system last replaced or Shore based maintenance carried out		
14.13.8	Verification that EPIRB ID is clearly marked on the outside of the equipment		.....
14.14	Secondary Means of Alerting		
Designated equipment			
VHF (DSC)	...	Ship Earth Station (Type & Model)	...
MF (DSC)	...	HF (DSC)	...
		EPIRB	...
14.15	SART/AIS-SART		
14.15.1	Operational test of Survival craft radar transponder/ AIS SART*		.....
14.15.2	Verification of Battery expiry date		.....
14.16	Automatic Identification System		
14.16.1	Operational test carried out		.....
14.16.2	Annual testing of AIS carried out on		
14.17	Ship Security Alert System		
14.17.1	Functionality test carried out with competent authority		.....
14.18	Voyage Data Recorder/ Simplified Voyage Data Recorder		
14.18.1	Operational test carried out		.....
14.18.2	Voyage Data Recorder (VDR)/ S-VDR Annual performance Test carried out on.....		
14.19	Long Range Identification and Tracking		
14.19.1	Conformance Test Certificate is available on board		.....
14.19.2	DNID member number registered by CSP in the LRIT ship borne equipment (i.e. Sat C) is not disabled or deleted		.....

14.20	On Passenger Crafts only	
14.20.1	Two way on-scene radio communication on 121.5 MHz and 123.1 MHz from navigating bridge.	.....
14.20.2	A GOC Certified operator assigned to perform only radio communication duties during distress incidents.	.....
14.21	GMDSS Radio Operators	
14.21.1	Is the Craft operator(s) able to use the GMDSS equipment and carry out function tests for transmitting and receiving distress and safety alerts	.....
14.21.2	Is craft's operators able to explain correct procedures for the followings:	.....
14.21.2.1	Canceling a false distress alert (Res.A.814(19))	.....
14.21.2.2	Receiving a distress alert.	.....
14.21.2.3	Sending a distress alert	.....
15	Operating Compartment Layout	
15.1	Checking the operating compartment/navigating work station with due regard to ergonomics, temperature/ventilation, safety measures, field of vision and blind sectors, seat for operating crew, lighting, provision of clear view through window, provision to avoid glare, reflection and adjust lighting intensity.	.....
15.2	Checking the internal communication facilities e.g. between the operating compartment and other spaces, communication between crew members in both normal and emgy conditions, provisions for means to monitor, receive and transmit radio safety messages at the operating compartment, means of making public address and safety announcements.	.....
16	Stabilisation Systems	
16.1	Examining the automatic stabilization system, provision for overriding automatic safety control and cancel the override from main operating station.	.....
17	Handling, Controllability and Performance	
17.1	Confirming that information on change in craft behavior during transition from one type of operating surface or mode to another and craft operating limitations due to surface irregularities is available to the vessel master.	.....
17.2	Confirming that information on max safe speeds and min depth of water for all modes of operation and for amphibious craft, clearance of the hard structure when cushion-borne are available.	.....
18	Operational Requirements	
18.1	Confirming that safety provisions have been made by operator as per section 18.1.3 of the Code	.....
18.2	Demonstration of emgy evacuation	.....
18.3	Witnessing rescue boat and fire drill	.....
19	Issuance/Endorsement of Certificate	
19.1	Confirming that the Periodical Survey/Renewal Survey* completed satisfactorily.	.....
19.2	General examination of the vessel carried out satisfactorily towards with the scope of Periodical 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".)	.....
19.2	On satisfactory completion of the survey/examination*, Full-Term High Speed Craft Safety 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.)	.....
19.3	Confirming that the Periodical 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")	.....
19.4	Periodical 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: