



Indian Register of Shipping

Report No.:

REPORT OF INDIAN COASTAL VESSEL SAFETY SURVEY

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

Name of Vessel: I.R. Number:
Type of vessel: **Cargo/Dredger/Tanker*** 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	Where any repairs or any deficiencies pending comments to be included in the remarks section.
3	During Installation surveys, all the relevant plans as applicable are to be referred. Same may be included in the remarks section.

Sr. No.	Item	Y/N/NO/NA/P
1.1. General		
1.1.1	Had any changes been made or new equipment been installed which would affect the validity of the Indian Coastal Vessel Safety Certificate?	...
1.1.2	All instructions and/or notices including the Emergency Station Muster List and Training Manual were posted in the appropriate language as required and to the Master's satisfaction.	...
1.1.3	Company is in possession of a valid DOC/DDOC. Cert. No..... Date of Expiry.....	...
1.1.4	All other Statutory Certificates and the Class Certificate were valid at the time of survey	...
1.1.5	Confirmation that new equipment containing asbestos has not been fitted on board since last survey.	...
1.1.6	Was there a Report of any fire necessitating the operation of the fixed fire extinguishing systems or the portable fire extinguishers, since the last survey? (If "YES" give details under "Observations")	...
1.1.7	Is flag state inspection carried out in accordance with M.S. Notice 04 of 2017? Date last FSI conducted Place of Last FSI conducted
1.2. Documentation:		
1.2.1	Vessel provided with approved Trim & stability booklet	...
1.2.2	Vessel provided with damage stability booklet	...
1.2.3	Approved cargo securing manual available.	...
1.2.4	In case of tanker, copy of MSDS available.	...
1.2.5	In case of tanker, insurance cover or other financial security(tankers carrying less than 2000ton oil may be covered by Fund, established under 1992 Convention) available.	...
1.2.6	Insurance Cover against bunker oil damage is available.	...
1.2.7	Coastal vessel other than tanker is in possession of an insurance cover or other financial security against oil/HNS pollution damage/damage to property and wreck removal.	...
1.2.8	Valid Ship Station License available.	...
1.2.9	Approved Life Saving Arrangement Plan available.	...
1.2.10	Approved Lights, Sound and Shapes Plan available.	...
1.2.11	Fire control Plans (including duplicate set permanently stored in a prominently marked weathertight enclosure outside the deck house) properly posted	...
1.2.12	Vessel provided with a ship specific training manual(LSA & FFA) in working language of the ship	...
1.2.13	Vessel provided with a ship specific Fire Safety Operational Booklet	...
1.2.14	Ship specific maintenance plan available for fire-fighting systems	...

1.2.15	Entries made in the ship's official log book for departure steering checks and emergency steering drills.							...
1.2.16	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)
1.2.17	Dates when lifeboat falls renewed					BOAT	DATE RENEWED	
						1		
						2		
						3		
						4		
1.2.18	Date Rescue boat falls last renewed							
1.2.19	Last occasion davit launched lifeboats moved from stowed position/ turned out/ launched and manoeuvred							
	Boat	Moved from stowed position (Weekly)	Turned out (Monthly)		Launched and manoeuvred in water (3 monthly)			
	1							
	2							
	3							
4								
1.2.20	Last occasion rescue boat was launched and manoeuvred. (Required monthly where practicable; but interval not to exceed 3 months)							
1.2.21	Liferafts and HRU (Include in the table details of any liferaft stowed forward or aft)							
Sr no	Makers Name & Serial Number of Liferaft	No. of Persons	Date Serviced	Date Service Due	Location	Servicing Agent	Date HRU Serviced	HRU Expiry / Next Servicing Due
i								
ii								
iii								
iv								
v								
1.2.22	Servicing of inflatable lifejackets carried out on							
1.2.23	For Davit launched lifeboats/ liferafts:							
1.2.23.1	Annual thorough examination of launching appliances carried out on							
1.2.23.2	Dynamic test of winch brake of launching appliances carried out: Annual on 5 yearly on							
1.2.23.3	Lifeboat on load release gear thorough examination and operational test carried out: Annual on 5 yearly on							
1.2.23.4	Thorough examination and operational test of davit launched liferafts automatic release hooks carried out: Annual on 5 yearly on							
1.2.24	For free fall lifeboats:							
1.2.24.1	Thorough examination and operational test of release system carried out: Annual on 5 yearly on							
1.2.25	Dedicated Rescue Boats							
1.2.25.1	Date of last service of rescue boat							
1.2.25.2	Dynamic Test of Launching Appliances winch brake last carried out on							
1.2.26	Hydraulic pressure testing of cylinders of lifeboat air support system, where provided (Required every 5 years)							
1.2.27	Fire drill carried out every month. Last done:	
1.2.28	In case of vessel fitted with fixed CO2 system:							
1.2.28.1	CO2 bottles last weighed/level checked.....						...	

1.2.28.2	CO2 bottles last pressure tested (10% every 10 years).....	...
1.2.28.3	Last servicing date (5yearly/10yearly/15yearly*).....	...
1.2.29	In case of vessel fitted with fixed Foam system, Foam samples last renewed on..... tested on.....	...
1.2.30	Foam sample tested at an accredited laboratory and test result found satisfactory.	...
1.2.31	Five yearly testing of foam system carried out and test report for same available onboard.	...
1.2.32	Last annual examination of portable fire extinguishers (other than CO2 type) carried out on....., Charge renewed on	
1.2.33	Last annual examination of CO2 type portable fire extinguishers carried out on....., CO2 recharged on (premix type to be recharged every year)	
1.2.34	Last hydrostatic testing of portable extinguishers (other than CO2 type) carried out on.....	
1.2.35	Last hydrostatic testing of CO2 type portable extinguishers carried out on	
1.2.36	Last hydrostatic testing of SCBA bottles carried out on	
2. Manning:		
2.1	Verification of compliance as per Safe Manning Document or equivalent issued by Administration (including STCW certificates of Crew, officers and with necessary endorsements)	...
3. Construction:		
3.1	Anchoring and mooring equipment verified	...
3.2	Sounding pipes, including self closing devices on short sounding pipes verified	...
3.3	Hatchways on freeboard and superstructure deck examined and tested including efficient condition of closing appliances.	...
3.4	Weather deck examined.	...
3.5	Freeboard marks verified.	...
3.6	Air pipes including efficiency of their closing appliances examined and/or tested.	...
3.7	Wire meshes at end of oil fuel air pipes examined.	...
3.8	Ventilators examined and tested including efficiency of their closing appliances	...
3.9	Windows, side scuttles and dead lights examined and tested.	...
3.10	Skylights examined and/or tested including their closing appliances.	...
3.11	Exposed casings, deck houses, companion ways and superstructure bulkheads including closing appliances examined and/or tested.	...
3.12	Watertight bulkhead penetration examined as far as practicable for satisfactory condition.	...
3.13	Scuppers and sanitary discharges and valves together with valves and their control gear examined.	...
3.14	Mast, Derricks and crane columns including their standing riggings examined.	...
3.15	Condition and arrangements of gangways and lifelines including portable fittings examined.	...
3.16	Condition and arrangement of Guard rails and/or bulwarks examined.	...
3.17	Condition and arrangements of freeing ports including shutters and crew protection bars examined.	...
3.18	In case of a tanker, confirmation that arrangement for safe access to bow is maintained in efficient condition.	...
3.19	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.	...
3.20	Means of operation, remote control for propulsion and auxiliary machinery in satisfactory condition. Safety alarms and emergency stop for engines are in working order.	...
3.21	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. Rudder angle indicator, gyro compass heading repeater available in steering gear compartment. Handrails and gratings or other nonslip surfaces provided to ensure suitable working conditions in the event of hydraulic fluid leakage	...

3.22	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.	...
3.23	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.	...
3.24	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	...
3.25	Examination of the cargo pump room, in case of a tanker, to confirm no signs of oil leakage, satisfactory condition of bulkhead sealing, ventilation, bilge pumping system, satisfactory working of remote stops, safety systems, monitoring and alarm systems as applicable.	...
3.26	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.	...
3.27	Operational confirmation of the means provided to bring the machinery into operation from the dead ship condition without external aid	...
3.28	Schedule of batteries for essential and emergency services available on board and maintenance being done as per this schedule.	...
3.29	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	...
3.30	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	...
3.31	Where the emergency source of electrical power is an accumulator battery, means of charging and automatic connection to emergency switchboard in good condition. Storage of accumulator batteries including ventilation is satisfactory and 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).	...
3.32	Emergency lighting is in good working order.	...
4. Prevention of Collision:		
4.1	Navigational lights (including alarms) and shapes found in good condition	...
5. Life Saving Appliances:		
5.1	All Liferafts, including HRUs where required, stowed properly as per record, in good condition and serviced in time. Launching instructions posted. Embarkation arrangement including launching arrangement where provided are satisfactory. Illumination of stowage and launching positions found in working order.	...
5.2	Life boats & rescue boats equipment examined and found to be complete. (It is 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)	...
5.3	Life boat and davit (For vessel with $LL_L > 85m$, tankers with $LL_L > 35m$): 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	...
5.4	Rescue boat and davit (For vessel with $LL_L > 85m$, tankers with $LL_L > 35m$): 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	...
5.5	Life boat and davit (For vessel with $LL_L > 85m$, tankers with $LL_L > 35m$): 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	...
5.6	Rescue boat and davit (For vessel with $LL_L > 85m$, tankers with $LL_L > 35m$): 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	...

5.7	Survival craft launching and embarkation arrangements, illuminations of stowage and launching positions, emergency lighting and power are satisfactory. IMO recommended symbols posted throughout the vessel. Launching instruction of survival crafts posted.	...
5.8	Life jackets found in appropriate number as per record and in good condition – including light, whistle and retro reflective tape.	...
5.9	Lifebuoys in appropriate number and location as per record and in good condition- including S.I. light and buoyant line.	...
5.10	Distress signals- Rocket Parachutes: validity:	
5.11	Distress signals- Red hand flares: validity:	
5.12	Distress signals- Buoyant Smoke: validity:	
5.13	Line Throwing Appliances (1600GT and above): validity:.....	
5.14	Two way Radio VHF sets in good working order: validity of sealed battery:
5.15	Search and rescue Locating Device: SART and/or AIS-SART, Annual testing carried out on Dt.....	...
5.16	General Emergency alarm working satisfactorily from navigational bridge or control station and audible everywhere in accommodation and normal working spaces.	...
5.17	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. Fire Fighting Appliances:		
6.1	Fire pump in good condition, capable of developing sufficient pressure.	...
6.2	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.	...
6.3	Fire mains, including non return valve, relief valve (if fitted), isolating valves, hydrants and spanners are in good condition.	...
6.4	Fire Hoses (of oil resistant material) and Nozzles provided as per fire control plan and are in good condition.	...
6.5	Portable Fire Extinguishers in machinery spaces, accommodation spaces, service spaces and control stations in good condition, with spare charges provided at locations as per approved fire control plan. A random check revealed no discharged containers.	...
6.6	Portable fire extinguishers are hydraulically pressure tested as required and record for same is available. Note: All portable fire extinguishers, other than carbon dioxide extinguishers are to be tested by hydraulic pressure once every four years and the date of such test to be legibly marked on the extinguisher. Carbon dioxide extinguishers to be tested by hydraulic pressure 10 and 20 years after manufacture and thereafter every five years.	...
6.7	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.	...
6.8	Confirmation that machinery, boilers, all pressurised systems (steam, pneumatic, hydraulic) and other associated fittings, propulsion system and auxiliary machinery have been properly maintained and with particular attention to the fire and explosion hazards, fire integrity of bulkhead penetrations maintained, hot surfaces insulated, fuel lines screened and protected.	...
6.9	Confirmation that fire detection and alarm system where provided is in working order.	...
6.10	Fixed fire-extinguishing system in machinery space in good condition. Maintenance, inspection & testing has been carried out as per manufacturer's recommendation and is maintained ready for use. Type of fixed fire fighting system.....	...
6.11	Fixed local application fire extinguishing system, where provided, in good order. Maintenance, inspection & testing has been carried out as per manufacturer's recommendation and is maintained ready for use.	...
6.12	Storage rooms of fire extinguishing medium is maintained, used for no other purpose, mechanical ventilation system is working satisfactorily.	...
6.13	In case of tanker, deck foam fire fighting system examined. Maintenance, inspection & testing has been carried out as per manufacturer's recommendation and is maintained ready for use.	...

6.14	Fixed fire-extinguishing system for cargo spaces, where provided, in good condition. Maintenance, inspection & testing has been carried out as per manufacturer's recommendation and is maintained ready for use. Type of fixed fire fighting system.....	...
6.15	Fixed fire-extinguishing system for cargo pump room, in case of tanker, in good condition. Maintenance, inspection & testing has been carried out as per manufacturer's recommendation and is maintained ready for use. Mention type of fixed fire fighting system.....	...
6.16	All opening to cargo spaces can be closed from outside the protected space and closing arrangement is satisfactory.	...
6.17	Examination and test of inert gas system, where provided, and confirmation that it is maintained in efficient condition. Test of safety system and alarms and confirmation that maintenance, inspection and testing of the system has been carried out as per manufacturer's recommendation and is satisfactory.	...
6.18	Sprinkler system for accommodation, service spaces and alley ways where provided, examined. Maintenance, inspection & testing has been carried out as per manufacturer's recommendation and is maintained ready for use. Visual and audible alarms in working order.	...
6.19	Examination of arrangement for exhaust ducts from galley ranges, checking evidence of proper maintenance, testing and inspection. Confirmation that appropriate notices, instructions are posted/available.	...
6.20	Trolley mounted Fire Extinguishers in machinery space in good condition, with spare charges provided at locations as per approved fire control plan.	...
6.21	Fire fighter's outfit in good condition. Number of outfit as per fire control plan. (In case of tanker, two additional outfits are provided)	...
6.22	Breathing apparatus in good condition.	...
6.23	SCBA bottles (including spares) fully charged and hydro-tested in time. Last hydro-testing date.....	...
6.24	Air pump for bellow type breathing apparatus in good condition.	...
6.25	Fire man's axe in good condition.	...
6.26	International Shore connection available on either side of the ship and in good condition.	...
6.27	Examination 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.	...
6.28	Remote controls, stops and quick closing valves tested and found satisfactory	...
6.29	Examination of manual/automatic fire doors and proving their operations	...
6.30	Confirmation that the means of escape from accommodation, machinery and other spaces are satisfactory	...
6.31	Paint locker or other flammable liquid locker, where provided, checking for evidence of proper maintenance, testing and inspection of fire extinguishing system. Verification that system is in good order and maintained ready for use. Verification that instructions, notices and markings are posted.	...
6.32	Fire extinguishing system and safety features for deep-fat cooking equipment examined/tested as applicable and found to be satisfactory	...
6.33	SHIPS ENGAGED IN THE CARRIAGE OF DANGEROUS GOODS	
6.33.1	The special arrangements and equipment as per the Record attached to the Document of Compliance (if applicable), in good condition and operating satisfactorily	...
7. Radio Communications		
7.1.1	DOCUMENTATION	
7.1.2	Verification of radio operators certificate	...
	Name	Rank
	Certificate Held	Expiry
	Issued by	
1st Operator		
2nd Operator		
7.1.3	Verification of radio log	...
7.1.4	Verification that appropriate and up to date Radio publication (Admiralty/ or ITU) and a copy of Intercode is available on board	...

7.1.5	Verification that operating manuals are available, on board for all equipment	...
7.1.6	Confirmation that a Radio record (logbook) has been kept in the period since last survey to satisfaction of the administration.	...
7.1.7	Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved to appropriate performance standards prior installation and that any changes are reflected in the appropriate certificate/ record.	...
7.1.8	Verification that plans for the provision and position of the radio installation (including source of energy and antenna) and the radio life saving appliances are available on board	...
7.2	GENERAL CHECKING OF RADIO INSTALLATION	
7.2.1	Are all radio controls for operating the radio installation adequately illuminated	...
7.2.2	Are ships call sign, ship station identity, and other codes, as applicable, for use of the radio station posted	...
7.2.3	Is the radio installation protected from adverse environmental conditions	...
7.2.4	Is the radio installation so located that no harmful interference affects its use and so located to ensure the greatest possibility of operational availability.	...
7.2.5	General examination of all antennas (including INMARSAT antennas) including insulation and safety	...
7.2.6	Are spare parts and tools available	...
7.2.7	Facilities for bridge wings communications	...
7.3	SOURCES OF ENERGY	
7.3.1	Main ... Emergency ... Reserve
7.3.2	Confirmation 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.	...
7.3.3	If the reserve source of energy is battery, verification where appropriate, of its good condition by specific gravity measurement or voltage measurement.	...
7.3.4	If the reserve source of energy is battery, verification that the chargers are capable of re-charging the battery within 10 hours.	...
7.4	V.H.F RADIO INSTALLATION	
7.4.1	Checking for operation on channel 6, 13 and 16	...
7.4.2	Checking proper operation of all controls	...
7.4.3	Test call of DSC encoder	...
7.4.4	Channel 70 DSC watch receiver, including confirmation that correct Maritime Mobile Service Identity (MMSI) is programmed in the equipment, and verification of DSC alarm	...
7.4.5	Checking for operation from main, emergency (if fitted), and reserve source of energy	...
7.5	MF/HF* RADIO TELEPHONE INSTALLATION	
7.5.1	General examination of MF/HF* Radio telephone equipment	...
7.5.2	Verification that equipment operates from main, emergency (if provided) and reserve source of energy	...
7.5.3	Verification of the MF/HF* Radio telephone equipment for correct operation by contacting a coast station and/or measuring transmission quality and radio frequency output	...
7.5.3.1	During the survey	
7.5.3.1.1	Is the DSC equipment tested in Routine call category with the ship station and or a shore station.	...
7.5.3.1.2	Is the DSC equipment tested in Safety call category with a ship station and or a shore station.	...
7.5.3.2	Verification of antenna tuning in all appropriate bands.	...
7.5.3.3	Verification that control unit on bridge has first priority for purposes of initiating distress alerts, if control units are provided outside the navigation bridge.	...
7.5.3.4	Checking receiver performance by monitoring known radio station on all appropriate bands.	...
7.5.3.5	Verification that the correct selective calling number is programmed in the equipment.	...
7.5.3.6	Verification of availability of the MF/HF* DSC alarm.	...

7.5.3.7	Verification that distress /safety DSC frequencies are being monitored on the MF/HF* DSC watch receiver			...
7.6	SHIP EARTH STATION			
7.6.1	Verification that equipment operates from main, emergency (if provided) and reserve source of energy			...
7.6.2	Verification of distress function by means of an approved test procedure, where possible			...
7.6.3	Verification of correct operation by inspection of recent hard copy of test call by telex or telephone.			...
7.7	NAVTEX RECEIVER			
7.7.1	Verification for correct operation by monitoring incoming message or inspecting recent hard copy/ display unit			...
7.7.2	Performance test run of the self test program if provided			...
7.8	TWO WAY RADIO TELEPHONE APPARATUS			
7.8.1	Examination of 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.			...
7.8.2	Expiry of Primary Battery	1.	2.	3.
7.8.3	Charging arrangement for battery, where rechargeable battery is used			...
7.9	EPIRB			
	VHF EPIRB	...	406 MHz EPIRB	...
7.9.1	Verification of condition by visual examination, position and mounting for float free operation			...
7.9.2	Self test routine			...
7.9.3	Labeling of EPIRB			...
7.9.4	Verification of battery expiry date	1.	2.	
7.9.5	Manufacturer's serial number			...
7.9.6	Verification that call sign of the ship marked on the EPIRB			...
7.9.7	Verification of hydrostatic release and its expiry date	1.	2.	
7.9.8	Additionally for 406 MHz EPIRB			
7.9.8.1	Verification of emission on operational frequencies, coding and registration on the 406 MHz signal without transmission of a distress call to the satellite			...
7.9.8.2	Annual Testing of the satellite EPIRB carried out on:			
7.9.8.3	Date system last replaced or Shore based maintenance carried out			
7.9.8.4	Verification that EPIRB ID is clearly marked on the outside of the equipment			...
7.10	RADIO LIFE SAVING APPLIANCES			
7.10.1	Operational test of Survival craft radar transponder/ AIS SART*			...
7.10.2	Battery expiry date	1	2	
7.11	AUTOMATIC IDENTIFICATION SYSTEM			
7.11.1	Operational test carried out			...
7.12	SHIP SECURITY ALERT SYSTEM			
7.12.1	Functionality test carried out with competent authority			...
7.13	SIMPLIFIED VOYAGE DATA RECORDER			
7.13.1	Operational test carried out			...
7.14	GMDSS RADIO OPERATORS			
7.14.1	Is the Ship operator(s) able to use the GMDSS equipment and carry out function tests for transmitting and receiving distress and safety alerts			...
7.14.2	Is ship's operators able to explain correct procedures for the followings:			...
7.14.2.1	Canceling a false distress alert (Res.A.814(19))			...
7.14.2.2	Receiving a distress alert.			...

7.14.2.3	Sending a distress alert	...
8. Safety of Navigation:		
8.1	Magnetic Compass (with Azimuth mirror for terrestrial navigation)	...
8.2	Spare magnetic compass	...
8.3	Gyro compass/ Transmission heading device*	...
8.4	Gyro compass Heading and Bearing Repeater	...
8.5	Radar	...
8.6	2 nd Radar	...
8.7	GPS	...
8.8	2 nd GPS (may be portable/ hand held, as applicable)	...
8.9	Rudder angle indicator	...
8.10	Aneroid Barometer	...
8.11	Echo sounder with recordable data	...
8.12	S-VDR with float free capsule (as applicable)	...
8.13	Aldis lamp/ search light	...
8.14	Horn	...
8.15	Bell	...
8.16	Radar Reflector	...
8.17	Passage Charts	...
8.18	Nautical Almanac	...
8.19	Tide Tables	...
8.20	Indian Charts & Nautical Publications for the intended voyage	...
8.21	Vessel participates in established ship routing system by administration/VTS	...
8.22	Vessel participates in established ship reporting system (INDSAR)	...
8.23	Voyage plans are prepared and used	...
8.24	All navigational equipment and system maintained in operational condition and satisfactory	...
8.25	In case of any new equipment installed, same is of approved type as per relevant IMO resolution	...
9. Means of Embarkation of Pilots:		
9.1	Means of Embarkation of pilot, illumination and other transfer arrangement in good condition.	...
10. Safety Management System: (NC to be raised for any negative answer)		
10.1	Safety and Environmental Protection Policy	
10.1.1	Has a Policy for safety and environment protection been provided?	...
10.1.2	Has the policy been implemented?	...
10.1.3	Is there implementation assurance from Ship/Shore?	...
10.2	Company Responsibility and Authority	
10.2.1	Has responsible Operator been identified?	...
10.2.2	Have SMS Task and responsible personnel been defined?	...
10.2.3	Have tasks including operation of SMS Identified by DP?	...
10.3	Master's responsibilities and authorities	
10.3.1	Have tasks been defined?	...
10.3.2	Have these tasks been implemented?	...
10.3.3	Are periodic reviews of SMS being reported to the Company?	...
10.3.4	Has master's overriding authority been stated and master aware of it?	...
10.4	Resources and Personnel	
10.4.1	Is master qualified?	...
10.4.2	Is crew qualified in accordance with the manning requirements as specified in the Coastal vessel Rule?	...

10.4.3	Are all crew in possession of a valid Medical Fitness Certificate issued by a medical examiner approved by the Administration?	...
10.4.4	Are the new personnel being familiarized in accordance with the documented procedures before being assigned with their duties?	...
10.4.5	Are training needs identified for persons on board and being provided?	...
10.4.6	Is the crew able to undertake onboard procedures?	...
10.5	Shipboard Operations	
10.5.1	Are key shipboard operations identified?	...
10.5.2	Are Procedures/ plans/checklists available to govern identified shipboard operations?	...
10.5.3	Are tasks identified and assigned?	...
10.6	Emergency Preparedness	
10.6.1	Are emergency shipboard situation identified and procedures to respond to them established?	...
10.6.2	Are emergency drills programs for ship/ shore being implemented satisfactorily?	...
10.6.3	Are company response measures stated?	...
10.7	Reports and analysis of Non Conformities/Hazardous Occurrences	
10.7.1	Is there procedure for reporting?	...
10.7.2	Are reports investigated and analyzed?	...
10.7.3	Are there procedures for corrective actions?	...
10.8	Are SMS Maintenance procedures followed and records maintained?	
10.9	Is Copy of the SMS manual available on board?	
10.10	Certification and review	
10.10.1	Intermediate audit of the company SMS due, last audit conducted	
10.10.2	SMS review last carried out by company.....	
10.10.3	No. of Major NCs: No. of NCs: No. of Observations: (Note: Attach copies of findings; if any, to this report. Refer form – IRS/ISM/NCR available in request A for reporting NCs/Observations.)	
10.11	Verify SMS includes operating procedure for handling the intended biofuel blends. (Note: Applicable for Conventional Bunker Ships carrying biofuel blends.)	...
11. Ship Security:		
11.1	Is SSP approved by DGS available on board?	...
11.2	Is suitably trained and certificated SSO available on board?	...
11.3	Is SSAS provided on board, as applicable?	...
11.4	For vessels fitted with SSAS, is an operational test of SSAS now carried out and checked with the official recipient?	...
11.5	Has the Company provided Master with information regarding who is responsible for:	
11.6	appointing crew?	...
11.7	deciding employment of ship?	...
11.8	if the ship is employed under charter party, who are parties to such charter party?	...
11.9	Has the Master's overriding authority to make decisions with regard to ship safety and security been clearly stated?	...
11.10	Has Ship Identification Number been provided as per regulation 3 of SOLAS Ch. XI-1?	...
11.11	Is the system of ID Cards issue, retrieval and reconciliation in place and effective?	...
11.12	Is the Master / SSO aware to whom to contact in an emergency related to security issues (eg., local contact, CSO, DG Commcentre etc.)	...
11.13	Is appropriate security level maintained at all times?	...
11.14	Access Control Measures:	
11.14.1	Is a 24-hour security watch maintained when in operation?	...
11.14.2	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?	...
11.14.3	Is adequate lighting provided at access points of the vessel and to detect activities on and around the vessel?	...

11.14.4	Are measures in place to limit physical access to the vessel and its sensitive areas (eg., wheelhouse and engine room)?	...
11.14.5	Are additional security measures identified for higher security levels?	...
11.15	Activity Security Measures:	
11.15.1	Are access points identified / manned to prevent unauthorized access?	...
11.15.2	Are all unused access doors secured?	...
11.15.3	Is seaward side / quay side surveillance maintained?	...
11.15.4	Are guards or patrols used to check for evidence of tampering regularly (eg., damaged locks, vandalism, open doors etc.)?	...
11.16	Security Measures while navigating:	
11.16.1	Is a sharp security lookout maintained for small unlit crafts?	...
11.16.2	Are security personnel briefed regarding threats, suspicious persons, objects or activities and need for vigilance?	...
11.17	Security measures for handling cargo / stores:	
11.17.1	Is cargo / stores and their storage spaces routinely checked prior to and during operations?	...
11.17.2	Is cargo / stores checked for match with documentation?	...
11.17.3	Are anti-temper seals checked, where applicable?	...
11.17.4	Is cargo / stores visually examined?	...
11.17.5	Are enhanced security measures available for increased security level?	...
11.18	Communication & Contact Information:	
11.18.1	Are communication equipment readily available for reporting of incidents or suspicious activity to relevant authorities?	...
11.18.2	Has the ship been provided contact details of CSO, PFSO, MRCC and DG Comm centre, for reporting security incident and for seeking assistance.	...
11.18.3	Are shipboard personnel aware of their security duties?	...
11.18.4	Are shipboard personnel aware of existing security level?	...
11.18.5	Have security training and drills been conducted?	...
11.19	Are following records available on board:	
11.19.1	Training & Drills	...
11.19.2	Security threats and security incidents	...
11.19.3	Security measures taken at last 10 ports	...
11.19.4	Are security equipment required as per Record of Equipment and Ship Information available on board, being maintained and working satisfactorily	...
11.20	No. of Major NCs: No. of NCs: No. of Observations: (Note: Attach copies of findings; if any, to this report.)	
12. Issuance/Endorsement of Certificate		
12.1	Confirmation that the Initial Survey/Annual Survey/Intermediate Survey/Renewal Survey* completed satisfactorily.	...
12.2	General examination of the vessel carried out satisfactorily towardswith the scope of Annual Survey/Intermediate Survey/Renewal Survey*. (Note: (i)Authorisation reference received from head office/flag Administration are to be provided under "Remarks". (ii)Further survey scope covered for postponement survey are to be confirmed by indicating under "Remarks".)	...
12.3	On satisfactory completion of the survey/examination* Full-Term Indian Coastal Vessel 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)	...
12.4	Confirmation that the Annual Survey/Intermediate Survey/Renewal survey* carried out partly as reported. Extent of survey/examination* carried out/pending* is reflected in the survey status. (Note: Explanation for carrying out surveys partly may be included under "Remarks".)	...

12.5	Annual Survey/Intermediate Survey* could not be completed within the survey window, details of reason and actions taken provided under 'Remarks'. Note: Extent of survey/examination carried out/pending is to be reflected in the survey status.	...
13. Observations		
13.1	Confirmation that the vessel complies with all safety requirements of the Coastal Vessel Rules Notification 2014 as applicable to the vessel and the survey has been completed satisfactorily and safety certificate has been endorsed / interim certificate has been issued*.	...
13.2	Any other remarks:	

Surveyor(s) to Indian Register of Shipping

Date:

Place: