Report Number:

Indian Register of Shipping

Report of River Sea Vessel Survey

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

Name of River Sea Vessel:		I.R. Number:	
Type of RSV:		Port of Survey:	

Use "Y" for satisfactory; "N" for not satisfactory/see recommendation in continuation sheet; "–" for not applicable.

1. Documentation:

1.1	Documentation as mentioned in "Record of Equipment and Ship Information" available on board``````````````````````	...
1.2	Records of following verified:	
1.2.1	Entries made in the ship's official log book for departure steering checks and emergency steering drills.	...
1.2.2	Record of maintenance of wires used in launching appliances.	...
1.2.3	Record of weekly and monthly inspection for rescue boats of vessel $LL_L \geq 85$ m.	
1.2.4	Abandon ship drill carried out every month. Last done:	…
1.2.5	Fire drill carried out every month. Last done:	...
1.2.6	In case of vessel fitted with fixed CO_2 system:	
1.2.6.1	CO_2 bottles weighed twice every 5 years	...
1.2.6.2	CO_2 bottles pressure tested – 10% every 10 years without fail of any bottle.	···
1.2.6.3	CO_2 pipelines tested.	...
1.2.7	In case of vessel fitted with fixed Foam system, Foam samples tested as required	...
1.2.8	Valid Ship Station License available.	...
1.2.9	Official log book entries for RSV Type 1 and Type 2 regarding sewage pollution prevention. (Required if none of the required sewage system are provided)	...
1.2.10	Pollution Prevention Record Book duly filled in and receipts for items landed ashore available.	...
1.2.11	Last annual examination of portable fire extinguishers (other than CO_2 type) carried out on....., Charge renewed on	
1.2.12	Last annual examination of CO_2 type portable fire extinguishers carried out on....., CO_2 recharged on	
1.2.13	Last hydrostatic testing of portable extinguishers (other than CO_2 type) carried out on.....	
1.2.14	Last hydrostatic testing of CO_2 type portable extinguishers carried out on	
1.2.15	Last date of foam sample testing for 45 litre extinguisher.	
1.2.16	Last hydrostatic testing of SCBA bottles carried out on	

2. Manning:

2.1	The vessel is manned as per the Safe Manning Certificate issued by the administration to the RSV.	...

3. Accommodation:

3.1	The accommodation, including galley, provision room (dry and cold) and mess rooms found clean and hygienic.	...
3.2	Fresh water and drinking water available in accommodation	...
3.3	Medical cabinet, instruction book for use, first aid box and stretcher available.	...
3.4	Screens (rust proof wire or other suitable material) fitted where required as means of protection from mosquitoes.	...

4. Construction:

4.1	Verified operation of fire doors, (no holding back arrangements exists)	...
4.2	Anchoring and mooring equipment verified	...
4.3	Sounding pipes, including self closing devices on short sounding pipes verified	...
4.4	Hatchways on freeboard and superstructure deck examined and tested including efficient condition of closing appliances.	...
4.5	Weather deck examined.	...
4.6	Freeboard marks verified.	...
4.7	Ventilators examined and tested including efficiency of their closing appliances	...
4.8	Windows, side scuttles and dead lights examined and tested.	...
4.9	Scuppers and sanitary discharges and valves together with valves and their control gear examined.	...
4.10	Skylights examined and/or tested including their closing appliances.	...
4.11	Exposed casings, deck houses, companion ways and superstructure bulkheads including closing appliances examined and/or tested.	...
4.12	Condition and arrangement of Guard rails and/or bulwarks examined.	...
4.13	Watertight bulkhead penetration examined as far as practicable for satisfactory condition.	...
4.14	Mast, Derricks and crane columns including their standing riggings examined.	...
4.15	Companionways and posting of appropriate notices verified.	...
4.16	Air pipes including efficiency of their closing appliances examined and/or tested.	...
4.17	Wire meshes at end of oil fuel air pipes examined.	...
4.18	Condition and arrangements of gangways and lifelines including portable fittings examined.	...
4.19	Condition and arrangements of freeing ports including shutters and crew protection bars examined.	...

4.20	Machinery, boilers and other pressure vessels, associated piping systems and fittings are so protected as to reduce to a minimum any dangers to persons on board, due regard being given to moving parts, hot surfaces and other hazards.	...
4.21	Propulsion system and auxiliary machinery, boilers, all pressurized systems (steam, pneumatic, hydraulic) and their associated fittings were examined to see whether they are being properly maintained and with particular attention to fire and explosion hazards.	...
4.22	All main and auxiliary steering arrangements and their associated equipment and control systems were examined and tested. Confirmation that various alarms required for hydraulic power operated, electric and electro-hydraulic steering gears are, operating satisfactorily and that the recharging arrangements for hydraulic power operated steering gears are being maintained.	...
4.23	All means of communication between the navigating bridge and the machinery control positions including engine room telegraph, as well as the bridge and the main/ alternative steering position, if fitted, are tested.	...
4.24	Periodical Surveys of steam boilers and other pressure vessels have been carried out as required by the Rules and the safety devices have been tested. External examination of boilers including test of safety & protective devices and test of safety valve using its relieving gear.	...
4.25	Means for the operation of the main and auxiliary machinery essential for propulsion and the safety of the ship, including when applicable, the means of remotely controlling the propulsion machinery from the navigating bridge and the arrangements to operate the main and other machinery from a machinery control room	...
4.26	Examination of the bilge pumping systems and bilge wells including operation of each bilge pump (including hand pumps and eductors), extended spindles and level alarms, where fitted. Operational confirmation of the bilge-pumping system for each watertight compartment and drainage from enclosed cargo spaces situated on freeboard deck.	...
4.27	Operational confirmation of the means provided to bring the machinery into operation from the dead ship condition without external aid	...
4.28	Schedule of batteries for essential and emergency services available on board and maintenance being done as per this schedule.	...
4.29	General examination visually and in operation, as feasible, of the main electrical machinery, the emergency sources of electrical power, the switch gear, other electrical equipment including the lighting system. The precautions provided against shock, fire and other hazards of electrical origin for proper maintenance	...
4.30	The operation of the emergency source(s) of electrical power, including their starting arrangement, the systems supplied, and when appropriate, their automatic operation as far as practicable	...

5. Prevention of Collision:

5.1	Navigational lights (including alarms) and shapes found in good condition	...

6. Life Saving Appliances:

6.1	All Liferafts, including HRUs where required, stowed properly as per record, in good condition and serviced in time	...
6.2.1	Rescue boat and davit (For vessel whose LL_L < 85m): operational test carried out during annual/intermediate survey	...

6.2.2	Rescue boat and davit (For vessel whose LL_L < 85m): Load test with the person capacity of rescue boat x 75 kg/person or 3 x 75 kg, whichever is higher, carried out during renewal survey	...
6.2.3	Rescue boat and davit (For vessel whose $LL_L \geq$ 85m): thorough examination and dynamic test of winch brake at maximum lowering speed with load equal to mass of rescue boat (without persons on board), carried out during annual/ intermediate survey	...
6.2.4	Rescue boat and davit (For vessel whose $LL_L \geq$ 85m): thorough examination and dynamic test of winch brake with load equal to 1.1 times weight of rescue boat with its full complement of persons and equipment, carried out during renewal survey	...
6.2.5	Wire of launching appliances renewed during last 5 years (on .....) and found to be in order.	...
6.3	Life jackets found in appropriate number as per record and in good condition – including light, whistle and retro reflective tape.	...
6.4	Lifebuoys in appropriate number and location as per record and in good condition- including S.I. light and buoyant line.	...
6.5.1	Distress signals- Rocket Parachutes: validity:	
6.5.2	Distress signals- Red hand flares: validity:	
6.5.3	Distress signals- Buoyant Smoke: validity:	
6.6	Two way Radio VHF sets: validity of sealed battery: ....., Working in order	...
6.7	General Emergency alarm working satisfactorily from navigational bridge or control station and audible everywhere in accommodation and normal working spaces.	...
6.8	Emergency instructions to be followed in case of emergency, including muster list displayed throughout conspicuously, including the navigation bridge, machinery spaces and accommodation spaces.	...

7. Fire Fighting Appliances:

7.1.1	Fire pump in good condition, capable of developing sufficient pressure.	...
7.1.2	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.	...
7.2.1	Fire mains, including non return valve, relief valve (if fitted), isolating valves, hydrants and spanners are in good condition.	...
7.2.2	Fire Hoses (of oil resistant material) and Nozzles in good condition.	...
7.3	Portable Fire Extinguishers in accommodation spaces, service spaces and control stations (clearly marked with name of manufacturer, type of fire for which the extinguisher is suitable, type and quantity of extinguishing medium, approval details, operating instructions supplemented by diagrams, intervals for recharging, temperature range over which the extinguisher will operate satisfactorily and test pressure; and stamped with the year of manufacture, test pressure and serial number on outside of container) in good condition, with 100% spare charges (additional same type or equivalent fire extinguishers where the extinguisher cannot be charged out at sea), recharged, hydro-tested in time and with proper markings and in place.	...

7.4	Fire buckets of material which is not readily flammable, painted red, clearly marked with the word "FIRE", provided with lanyard of sufficient length, and of capacity not less than 9 litres in good condition.	...
7.5.1	Fixed fire-extinguishing system in machinery space in good condition.	...
7.5.2	Portable Fire Extinguishers in machinery space (clearly marked with name of manufacturer, type of fire for which the extinguisher is suitable, type and quantity of extinguishing medium, approval details, operating instructions supplemented by diagrams, intervals for recharging, temperature range over which the extinguisher will operate satisfactorily and test pressure; and stamped with the year of manufacture, test pressure and serial number on outside of container) in good condition, with 100% spare charges (additional same type or equivalent fire extinguishers where the extinguisher cannot be charged out at sea), recharged, hydro-tested in time and with proper markings and in place.	...
7.5.3	Trolley mounted Fire Extinguishers in machinery space (clearly marked with name of manufacturer, type of fire for which the extinguisher is suitable, type and quantity of extinguishing medium, approval details, operating instructions supplemented by diagrams, intervals for recharging, temperature range over which the extinguisher will operate satisfactorily and test pressure; and stamped with the year of manufacture, test pressure and serial number on outside of container) in good condition, with 100% spare charges (additional same type or equivalent fire extinguishers where the extinguisher cannot be charged out at sea), recharged, hydro-tested in time and with proper markings.	....
7.6.1	Fire man's suit in good condition.	...
7.6.2.1	Breathing apparatus in good condition.	...
7.6.2.2	SCBA bottles (including spares) fully charged and hydro-tested in time.	...
7.6.2.3	Air pump for bellow type breathing apparatus in good condition.	...
7.6.3	Fire man's axe in good condition.	...
7.7	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.	...
7.8	Examination of any manual and automatic fire doors and proving their operations	...
7.9	Confirmation that the means of escape from accommodation, machinery and other spaces are satisfactory	...

8. Radio requirements:

8.1	All radio equipment found in accordance with Record of Equipment and Ship Information, and in proper condition and duly maintained.	...
8.2	GOC operator able to send and receive distress calls and to cancel false distress alert.	...

9. Safety of Navigation:

9.1	All navigational equipment found in accordance with Record of Equipment and Ship Information, and in proper condition and duly maintained.	...

10. Means of Embarkation:

10.1	Means of Embarkation of pilot in good condition.	...

11. Pollution Prevention:

11.1	Piping along with pumping arrangements and standard discharge connection for discharge of oily bilge water ashore in good condition.				...
11.1.2	Oil filtering equipment (only if provided)				
11.1.2.1	Oil filtering equipment type approval certificate verified.				...
11.1.2.2	Oil filtering equipment operational manual on board.				...
11.1.2.3	Confirmation that machinery space bilge piping and oil-filtering equipment piping are separated and that no by-pass arrangements to oil filtering equipment exist.				...
11.1.2.4	Sufficient replacement elements (filters and/ or coalescers) of proper size and model as considered necessary by the manufacturer available on board.				...
11.1.2.5	External examination including absence of any sign of wastage, leakage to piping connection, unauthorized changes to piping/ equipment and cleanliness.				...
11.1.2.6	Operational test of system carried out.				...
11.2	Sewage Treatment Plant / comminuting and disinfecting system / holding tank* along with standard discharge connection in good condition.				...
11.3.1	Does Regulation 13 (MARPOL Annex VI) apply to any diesel engine on the ship? (if no, this section (11.3) of the checklist may not be filled)				…
11.3.2	There are Engine International Air Pollution Prevention (EIAPP) Certificates for each engine, required to be certified, as described in Regulation 13 of MARPOL 73/78, Annex VI.				…
11.3.3	There is on board an approved technical file for each engine required to be certified. The particulars are as follows:				
	Tech. File Document No.	Engine Type	Engine No.	Application	
i	…	…	…	…	
ii	…	…	…	…	
iii	…	…	…	…	
iv	…	…	…	…	
v	…	…	…	…	
vi	…	…	…	…	
11.3.4	There is a record book of engine parameters for each engine required to be certified in the case where the engine parameter check method is used as a mean of onboard NOx verification (NOx Technical Code paragraph 6.2.3).				…
11.3.5	*If engine parameter check method is used:*				
11.3.5.1	*Review of Documentation*				
11.3.5.1.1	Result of review of engine documentation contained in the technical file and the record book of engine parameters to check, as far as practicable, engine rating, duty and limitation/restrictions as given in the technical file have been maintained. *Note: Check that the followings have been included in the Technical File:* • Identification of Nox emission influencing engine components; • Identification of Nox emission related adjustable engine settings				…

11.3.5.1.2	Confirmation from the Engine record book that the engine has not undergone any component / part replacement, modifications or adjustments outside the options and ranges permitted in the technical file since the last survey (Engine record books must contain details in chronological order of all changes / adjustments made relative to engines' components, settings or operating values, part replacement, part modification).	…
11.3.5.2	*Actual inspection of NOx influencing engine components*	
11.3.5.2.1	Confirmation that each NOx influencing component carries the required component identification number cross-referenced in the Engine Technical File.	…
11.3.5.3	*Verification of NOx influencing engine adjustable features*	
11.3.5.3.1	Confirmation that engine adjustable features are within the limits specified in the engine technical file (e.g. fuel cam position, injection valve opening, compression ratio etc.) *(Note the following extracts from NOx Technical Code* *2.3.10 The Administration may, at its own discretion, abbreviate or reduce all parts of the survey on board, in accordance with this Code, to an engine which has been issued an EIAPP Certificate. However, the entire survey on board must be completed for at least one cylinder and/or one engine in an Engine Family or Engine Group, if applicable, and the abbreviation may be made only if all the other cylinders and/or engines are expected to perform in the same manner as the surveyed engine and/or cylinder. As an alternative to the examination of fitted components, the Administration may conduct that part of the survey on spare parts carried on board provided they are representative of the components fitted.* *6.2.3.2 The surveyor shall have the option of checking one or all of the identified components, settings or operating values to ensure that the engine with no, or minor, adjustments or modifications complies with the applicable NOx emission limit and that only components of the approved specification, as given by 2.4.1.7 of Nox technical code, are being used. Where adjustments and/or modifications in a specification are referenced in the Technical File, they must fall within the range recommended by the applicant for engine certification and approved by the Administration.)*	…
11.3.6	*If the simplified method is used:*	
11.3.6.1	Review of engine documentation contained in the approved technical file.	…
11.3.6.2	Has the test procedure been approved by the Administration or its R.O.?	…
11.3.6.3	Confirmation that the analyzers, engine performance sensors, ambient condition measurement equipment, span check gases and other test equipment are of the correct type and have been calibrated in accordance with the NOx Technical Code.	…
11.3.6.4	Confirmation that the correct test cycle, as defined in the engine's technical file, is used for this on- board confirmation test measurements.	…
11.3.6.5	Ensuring that a fuel sample is taken during the test and submitted for analysis.	…
11.3.6.6	Witnessing the test and confirmation that a copy of the test report has been submitted for approval on completion of the test.	…
11.3.7	*If the direct measurement and monitoring method is used:*	
11.3.7.1	Review of technical file of engine to verify that the direct measurement and monitoring method is approved by the Administration.	…
11.3.7.2	Documentation / Approval of the installed measuring equipment.	…

11.3.7.3	Confirmation that the procedures to be checked in the direct measurement and monitoring method and the data obtained as given in the approved onboard monitoring manual has been followed.	…
11.3.7.4	Verification of logged measurement results in order to ensure that the engine comply with the NOx Technical Code and Reg. 13.	…

12. Safety Management System: (For RSVs having GT ≥ 500)

(NC to be raised for any negative answer)

12.1	**[For RSV Types 1 and 2]**	
12.1.1	Has the Company established policy, in language understood by the crew in respect of safety & environment protection to ensure:	
	a) safety at sea?	...
	b) prevention of human injury or loss of life or damage to property & marine environment?	...
1.2.1.2	Is the crew familiar with company's safety and environmental protection policy?	...
12.1.3	Are all ship's personnel given proper familiarization with their duties and instructions on joining the ship which are essential to be provided prior to sailing?	...
12.1.4	Are shipboard personnel able to undertake various shipboard operations satisfactorily as verified during surveys?	...
12.1.5	Are master and crew aware of their duties and responsibilities?	...
12.1.6	Are ship personnel aware as to whom to contact under normal circumstances and in case of emergencies?	...
12.1.7	Are the emergency drills planned and carried out regularly?	...
12.1.8.1	Are the maintenance procedures followed and record maintained?	...
12.1.8.2	Does the shipboard maintenance procedure include monthly test of bilge pump by master and are there records of it being done	...
12.1.9	Are the incidents and accidents being reported and resulting corrective actions being taken?	...
12.1.10	Date of last internal audit conducted	
12.1.11	Is the daily reporting to the company being carried out by master as per established checklists?	...
12.2	**For RSV Types: 3&4 Only**	
12.2.1	**Safety and Environmental Protection Policy**	
12.2.1.1	Has a Policy for safety and environment protection been provided?	...
12.2.1.2	Has the policy been implemented?	...
12.2.1.3	Is there implementation assurance from Ship/Shore?	...

12.2.2	**Company Responsibility and Authority**	
12.2.2.1	Has responsible Operator been identified?	...
12.2.2.2	Have SMS Task and responsible personnel been defined?	...
12.2.2.3	Have tasks including operation of SMS Identified by DP?	...
12.2.3	**Master's responsibilities and authorities**	
12.2.3.1	Have tasks been defined?	...
12.2.3.2	Have these tasks been implemented?	...
12.2.3.3	Are periodic reviews of SMS being reported to the Company?	...
12.2.3.4	Has master's overriding authority been stated and master aware of it?	...
12.2.4	**Resources and Personnel**	
12.2.4.1	Is master qualified?	...
12.2.4.2	Is crew qualified in accordance with the manning requirements as specified in the River sea vessel code?	...
12.2.4.3	Are the new personnel being familiarized in accordance with the documented procedures before being assigned with their duties?	...
12.2.4.4	Are training needs identified for persons on board and being provided?	...
12.2.4.5	Is the crew able to undertake onboard procedures?	...
12.2.5	**Shipboard Operations**	
12.2.5.1	Are key shipboard operations identified?	...
12.2.5.2	Are Procedures/ plans/checklists available to govern identified shipboard operations?	...
12.2.5.3	Are tasks identified and assigned?	...
12.2.6	**Emergency Preparedness**	
12.2.6.1	Are emergency shipboard situation identified and procedures to respond to them established?	...
12.2.6.2	Are emergency drills programs for ship/ shore being implemented satisfactorily?	...
12.2.6.3	Are company response measures stated?	...
12.2.7	Reports and analysis of Non Conformities/Hazardous Occurrences	
12.2.7.1	Is there procedure for reporting?	...
12.2.7.2	Are reports investigated and analyzed?	...
12.2.7.3	Are there procedures for corrective actions?	...
12.2.8	**Are SMS Maintenance procedures followed and records maintained?**	...
12.2.9	**Is Copy of the ship specific SMS manual taking into account operational peculiarities of the RSVs, such as inland navigation, frequent port calls, rest hours, other local regulations, available on board?**	...

12.2.10	**Certification and review**
12.2.10.1	Company is in possession of a valid DOC/DDOC. Cert. No…….. Date of Expiry……..
12.2.10.2	Intermediate audit of the company SMS due ....., conducted .....
12.2.10.3	SMS review last carried out by company.....(required at least every 5 years).

13. Ship Security:

13.1	**For RSV Types 1 and 2**	
13.1.1	Has an audit of system and verification of equipment been carried out by port facility or the company and records available on board?	...
13.1.2	Are all security equipments as identified in record available on board and found working satisfactorily?	...
13.1.3	Is security measures found implemented satisfactorily?	...
13.1.4	Are shipboard personnel aware of their security duties?	...
13.1.5	Is security training and drill being conducted regularly?	....
13.1.6	Has the vessel been provided name and contact details of CSO?	...
13.2	**For RSV Types 3 and 4**	
13.2.1	Is SSP approved by DGS available on board?	...
13.2.2	Ship Security Plan Dated ……. Approved by ..... on	
13.2.3	Is suitably trained and certificated SSO available on board?**	...
13.2.4	Is SSAS provided on board, as applicable? (required for Type 4 vessels above 500GT)	...
13.2.5	For vessels fitted with SSAS, is an operational test of SSAS now carried out and checked with the official recipient?	...
13.2.6	Has the Company provided Master with information regarding who is responsible for:	
13.2.6.1	appointing crew?	...
13.2.6.2	deciding employment of ship?	...
13.2.6.3	if the ship is employed under charter party, who are parties to such charter party?	...
13.2.7	Has the Master's overriding authority to make decisions with regard to ship safety and security been clearly stated?	...
13.2.8	Has Ship Identification Number been provided as per regulation 3 of SOLAS Ch. XI-1?	...
13.2.9	Is the system of ID Cards issue, retrieval and reconciliation in place and effective?	...
13.2.10	Is the Master / SSO aware to whom to contact in an emergency related to security issues (eg., local contact, CSO, DG Commcentre etc.)	...

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

13.2.11	Is appropriate security level maintained at all times?	...
13.2.12	**Access Control Measures:**	
13.2.12.1	Is a 24-hour security watch maintained when in operation?	...
13.2.12.2	Is identity of all persons seeking to board ship checked? Is the frequency and detail of searches of persons and their personnel effects, packages, supplies and stores identified and implemented?	...
13.2.12.3	Is adequate lighting provided at access points of the vessel and to detect activities on and around the vessel?	...
13.2.12.4	Are measures in place to limit physical access to the vessel and it's sensitive areas (eg., wheelhouse and engine room)?	...
13.2.12.5	Are additional security measures identified for higher security levels?	...
13.2.13	**Activity Security Measures:**	
13.2.13.1	Are access points identified / manned to prevent unauthorized access?	...
13.2.13.2	Are all unused access doors secured?	...
13.2.13.3	Is seaward side / quay side surveillance maintained?	...
13.2.13.4	Are guards or patrols used to check for evidence of tampering regularly (eg., damaged locks, vandalism, open doors etc.)?	...
13.2.14	**Security Measures while navigating:**	
13.2.14.1	Is a sharp security lookout maintained for small unlit crafts?	...
13.2.14.2	Are security personnel briefed regarding threats, suspicious persons, objects or activities and need for vigilance?	...
13.2.15	**Security measures for handling cargo / stores:**	
13.2.15.1	Is cargo / stores and their storage spaces routinely checked prior to and during operations?	...
13.2.15.2	Is cargo / stores checked for match with documentation?	...
13.2.15.3	Are anti-temper seals checked, where applicable?	...
13.2.15.4	Is cargo / stores visually examined?	...
13.2.15.5	Are enhanced security measures available for increased security level?	...
13.2.16	**Communication & Contact Information:**	
13.2.16.1	Are communication equipment readily available for reporting of incidents or suspicious activity to relevant authorities?	...
13.2.16.2	Has the ship been provided contact details of CSO, PFSO, MRCC and DGCommcentre, for reporting security incident and for seeking assistance.	...
13.2.16.3	Are shipboard personnel aware of their security duties?	...
13.2.16.4	Are shipboard personnel aware of existing security level?	...
13.2.16.5	Have security training and drills been conducted?	...
13.2.16.6	Are following records available on board:	
13.2.16.6.1	Training & Drills	...
13.2.16.6.2	Security threats and security incidents	...

13.2.16.6.3	Security measures taken at last 10 ports	...
13.2.17	Are security equipment required as per Record of Equipment and Ship Information available on board, being maintained and working satisfactorily	...

14. Additionally for dredgers more than 3000 kW of propulsion power:

14.1	International Shore Connection in good condition.	...
14.2	Foam applicator unit fully charged and in stowed position.	...
14.3	EEBD in place, found satisfactory and last hydro test of bottle done on ..../...../.....	...
14.4	Remote controls, stops and quick closing valves tested, can be closed from outside protected space and found satisfactory.	...
14.5	Oil filtering equipment	
14.5.1	Oil filtering equipment type approval certificate verified.	...
14.5.2	Oil filtering equipment operational manual on board.	...
14.5.3	Confirmation that machinery space bilge piping and oil-filtering equipment piping are separated and that no by-pass arrangements to oil filtering equipment exist.	...
14.5.4	Sufficient replacement elements (filters and/ or coalescers) of proper size and model as considered necessary by the manufacturer available on board.	...
14.5.5	External examination including absence of any sign of wastage, leakage to piping connection, unauthorized changes to piping/ equipment and cleanliness.	...
14.5.6	Operational test of system carried out.	...
14.5.7	Valid calibration certificate provided (for vessels with 15 ppm alarm and equipment approved in accordance with MEPC.107(49)	...

15. Observations

Surveyor(s) to Indian Register of Shipping

Date: …… Port: ……