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MINISTRY OF PORTS SHIPPING AND WATERWAYS
नौवहन महानिदेशालय
DIRECTORATE GENERAL OF SHIPPING

Surveyors' Training Manual

For

Survey & Certification

Port State Control

Flag State Inspection

ISM/ISPS/MLC Audits and

Casualty Investigations

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1. GENERAL INTRODUCTION

A. FLAG STATE RESPONSIBILITIES

The Flag State, as defined by the United Nations Convention on the Law of the Sea (UNCLOS'82), has overall responsibility for the implementation and enforcement of international maritime regulations for all ships granted the right to fly its flag. However, most national maritime administrations have other roles, in their capacity as port and coastal states, which may also involve the enforcement of regulations with regard to visiting foreign ships. In order to effectively discharge their responsibilities and obligations Flag States through their Maritime Administrations undertake to implement, delegate as necessary and enforce the international conventions requirements and in particular:

- Implement policies through the issuance of national legislation and guidance which will assist in the implementation and enforcement of the requirements of all safety and pollution prevention conventions and protocols they are party to;
- Assign responsibilities within their Administration to update and revise any relevant policies adopted, as necessary; and
- Establish resources and processes capable of administering a safety and environmental protection programme which, as a minimum, should consist of the following:
 - i) Administrative instructions to implement applicable international rules and regulations as well as develop and disseminate any interpretative national regulations that may be needed;
 - ii) Resources to ensure compliance with the requirements of the mandatory IMO instruments using an audit and inspection programme independent of any administrative bodies issuing the required certificates and relevant documentation and/or of any entity (ROs) which has been delegated authority by the flag States to issue the required certificates and relevant documentation;
 - iii) Resources to ensure compliance with the requirements of the 1978 STCW Convention, as amended ensuring ships entitled to fly their flag are sufficiently and efficiently manned, taking into account the Principles of Safe Manning adopted by IMO.
 - iv) The development, documentation and provision of guidance concerning those requirements that are "to the satisfaction of the Administration", found in relevant mandatory IMO instruments; and
 - v) Resources to ensure the conduct of investigations into casualties and adequate and timely handling of cases of ships with identified deficiencies;



Hence it is imperative that a flag state should clearly have sufficient infrastructure, in terms of qualified and competent staff, offices and equipment, to meet its obligations under international treaties.

This Training Manual provides the minimum requirements for surveyors of the Administration to be able to carry out their responsibilities as Flag State Surveyors/Auditors and Port State Control Officers.

B. FLAG STATE SURVEYORS:

The inspection activity today is a complex structure embracing people from a wide range of professions and interfacing with several different external organizations. But the public “face” of the Flag State Inspections/Audits and its main essential instrument is the inspector or surveyor, being the person who interfaces directly with the ship operator, the RO, shipbuilder or equipment manufacturer and ensures that the requirements of the Maritime Administration are applied.

Over the years, the breadth and depth of knowledge required of the surveyors have increased tremendously. This is due not only to the greater complexity and variety of ships today but also on the continuous increase of international legislation administered increasingly by ROs as well as Maritime Administrations.

All the above mentioned confirm that Maritime Administrations need to keep qualified personnel with a broad maritime experience in the different fields of their survey competencies. A structured training programme is therefore essential to make administrative and inspection personnel knowledgeable about the requirements of international conventions and also to. Make surveyors competent in surveying ships for technical compliance.

C. SURVEYORS' TRAINING PROGRAMMES:

The 'Surveyors Training Manual' developed by the Directorate General of Shipping describes the requirements for the qualification, selection, training, and authorization of flag State surveyors responsible for the Survey, Certification and Audits entrusted with the Maritime Administration of India.



Taking into account the nature and extent of competencies and responsibilities expected of a flag State surveyor, following five Modules have been developed to address the five basic functional areas of survey, certification and audits carried out by the administration surveyors:-

- Statutory Surveys & Certification of ships.
- Flag state inspections
- Port State Control inspections.
- ISM, ISPS & MLC Audits.
- Marine Casualty Investigations.

These procedures will help the Maritime Administration of India (DGS) to achieve its overall objective to achieve qualification and training requirements for Flag state personnel engaged in the inspection, survey, audits and certification of various merchant ships to verify the compliance of various International conventions, codes and national regulations.



2. MODULE- 1 SURVEY & CERTIFICATION

A. INTRODUCTION

The Indian Maritime Administration (DGS) is treaty bound to fulfil its obligations as a Flag State. To ensure that its obligations as a flag state are complied with it is necessary that all ships plying under the Indian Flag meet the requirements of the Conventions. While survey and certification of cargo ships are delegated to RO's, the final responsibility lies with the DGS. DGS order 6 of 2013 requires some surveys to be carried out by Surveyors of the Administration eg. SEQ Intermediate Surveys, Participation in SAFCON, IOPP, SRT and IMDG DOC Renewal surveys etc. Further, companies have to option to get the statutory survey and certification of the vessels surveyed directly by the MMD's. To ensure that vessels are complying with the requirements and the RO's are applying the requirements of International and National regulations effectively on the ships, enforcement and oversight mechanisms have been put in place by the Directorate where knowledge of surveyors in statutory survey and certification of the vessels is required.

B. OBJECTIVE

The objective of this section of the Training Manual is to make the surveyors competent to conduct statutory survey and certification of the vessels in accordance with the relevant provisions of the various International Conventions and the Merchant Shipping Act. He/she is required to be fully familiar with the procedures and standards set out in this Training Manual for Surveyors.

C. QUALIFICATION

Qualifications for the conduct of Statutory Survey and Certification of the vessels Flat State Inspections is the minimum qualification for appointment of a 'surveyor' under Section 9 of the Merchant Shipping Act, 1958, as amended.

D. COMPETENCE REQUIREMENTS

Those responsible for authorized to carry out Statutory Survey and Certification of the vessels must be able to demonstrate knowledge and understanding of.

- a) All relevant IMO instruments and latest amendments applicable to the vessel.
- b) Conduct the inspection in accordance with relevant legislation and policy;



- c) Action to be taken when deficiencies are noted;
- d) Procedures for detention and release of the vessel;
- e) Raise the appropriate fee (where applicable);
- f) Knowledge of Legal authority and requirements
- g) Code of conduct of the Government of India officials.

E. TRAINING TO BE AUTHORIZED FOR STATUTORY SURVEY AND CERTIFICATION OF THE VESSELS

In order to be authorized for the Statutory Survey and Certification of the vessels, the candidate must have, as a minimum: Qualification & experience prescribed for the Flag State Surveyor by the Administration.

- a) The officer conducting Statutory Survey and Certification of the vessels must be a certified Chief Engineer, Master mariner or a naval Architect employed with the Government of India on a regular basis.
- b) Radio Surveyors/Inspectors are authorized for all radio related surveys/inspections and can assist in other Statutory Survey and Certifications.
- c) The officer should have conducted at-least one (1) Annual/Periodic/Intermediate survey of the specific Statutory survey satisfactorily under a qualified Surveyor before being authorized as an independent Surveyor by the Principal Officer of the district.
- d) The Principal Officer at his discretion may authorise a surveyor for carrying out conducting Statutory Survey and Certification of vessels taking into account the past experience of the surveyor as a surveyor of any RO in the relevant area.

F. MAINTENANCE OF AUTHORIZATION

Re-Qualification of the authorized surveyor is required if the officer has not carried out at least one of the following: -

- a) At Least two FSI's in the last calendar year, **or**
- b) Carried out at least 2SMC/DOC audits in the last calendar year **or**
- c) Carried out at least 2 SEQ Intermediate/Participation in 2 renewal surveys in last calendar year **or**
- d) Carried out any refresher training in Survey and certification of ships in the



past 2 years.

- e) If the authorization has lapsed such officer is to get re-qualified as per the provisions of Para E (c) above.

G. CONTINUOUS UPDATION OF KNOWLEDGE AND TRAINING

Updating of qualifications may be done through the following methods:

- a) Self-study (unassisted study).
- b) Different courses and seminars organized in local offices and/or in the DGS,
- c) MSc in Maritime Safety and Environment Administration at WMU
- d) Extraordinary technical seminars in case of significant changes in the National Rules or International Conventions, Codes, etc.
- e) Maintenance of qualifications in accordance with these criteria is to be verified at annual performance review or activity monitoring.

H. RECORDS

Records of training shall be maintained and retained for each surveyor by the Jurisdictional Field Offices (MMD's) and in case of transfer of the surveyor, it will be the responsibility of the concerned surveyor to ensure that the records are duly transferred accordingly to the new MMD.



3. MODULE- 2 FLAG STATE INSPECTIONS

A. INTRODUCTION

The Indian Maritime Administration (DGS) is treaty bound to fulfil its obligations as a Flag State. To ensure that its obligations as a flag state are complied with it is necessary that all ships plying under the Indian Flag meet the requirements of the Conventions. While survey and certification of cargo ships are delegated to RO's, the final responsibility lies with the DGS. To ensure that vessels are complying with the requirements and the RO's are applying the requirements of International and National regulations effectively on the ships, enforcement and oversight mechanisms have been put in place by the Directorate. To ensure the effective implementation of these mechanisms Flag State Inspections of the vessels are carried out by surveyors of the administration in line with the provisions of Merchant Shipping Notice 4 of 2017 dated 18.05.2017.

B. OBJECTIVE

The objective of this section of the Training Manual is to make the surveyors competent to conduct Flag State Inspections in accordance with the relevant provisions of the various International Conventions and the Merchant Shipping Act. He/she is required to be fully familiar with the procedures and standards set out in the Manual for Surveyors.

C. QUALIFICATION

Qualifications for the conduct of Flat State Inspections is the minimum qualification for appointment of a 'surveyor' under Section 9 of the Merchant Shipping Act, 1958, as amended.

D. COMPETENCE REQUIREMENTS

Those responsible for authorized to carry out Flag State Inspections must be able to demonstrate knowledge and understanding of;

- a) All relevant IMO instruments and latest amendments applicable to the vessel.
- b) Conduct the inspection in accordance with relevant legislation and policy;
- c) Action to be taken when deficiencies are noted;
- d) Procedures for detention and release of the vessel;



- e) Raise the appropriate fee (where applicable);
- f) Complete the FSI report (for statistical purposes); and
- g) Understanding of FSIDGS portal for reporting.
- h) Knowledge of Legal authority and requirements
- i) Procedures for initial, detailed and follow up inspections. Procedures for Detention & rectification of deficiencies.
- j) Right of appeal.
- k) Code of conduct of the Government of India officials.

E. TRAINING TO BE AUTHORIZED AS FLAG STATE INSPECTOR

In order to be authorized as a Flag State Inspector, the candidate must have, as a minimum: Qualification & experience prescribed for the Flag State Surveyor by the Administration.

- a. The officer conducting FSI must be a certified Chief Engineer, Master mariner or a naval Architect employed with the Government of India on a regular basis. Radio officer/Inspector can only assist qualified Flag State Officer for radio related inspections.
- b. The officer should have conducted at-least ten (10) FSI Inspections satisfactorily under a qualified Flag State officer before being authorized him as an independent flag state officer by the Principal Officer of the district.
- c. The qualification record along with a copy of authorization by the Principal Officer of the district concerned to be forwarded to the Chief Surveyor for record.

F. MAINTENANCE OF AUTHORIZATION

Re-Qualification of the authorized flag state officer is required if the officer has not carried out at least two FSI in a calendar year. Such officer is to get re-qualified by conducting at least two FSI under an authorized FSI officer and on satisfactory completion of the same the authorization to be renewed by the concerned Jurisdictional Principal officer.

G. CONTINUOUS UPDATION OF KNOWLEDGE AND TRAINING

Updating of qualifications may be done through the following methods:

- a) Self-study (unassisted study);



- b) Different courses and seminars organized in local offices and/or in the DGS,
- c) MSc in Maritime Safety and Environment Administration at WMU
- d) Extraordinary technical seminars in case of significant changes in the National Rules or International Conventions, Codes, etc.
- e) Maintenance of qualifications in accordance with these criteria is to be verified at annual performance review or activity monitoring.

H. RECORDS

Records of training shall be maintained and retained for each PSCO by the Jurisdictional Field Offices (MMD's) and in case of transfer of the PSCO, it will be the responsibility of the concerned PSCO to ensure that the records are duly transferred accordingly to the new MMD :

- a) Qualifications and experience gained prior to training as a PSC Officer
- b) Theoretical training received
- c) Examination results
- d) Practical training received
- e) Authorizations granted
- f) Updation training received
- g) Re-qualification in the event of lapsed authorizations



4. MODULE- 3 PORT STATE CONTROL INSPECTIONS

A. INTRODUCTION

The Fundamental aim of Port State Control is to eliminate Sub-standard ships from entering any port in order to ensure safer ships and cleaner oceans. The main philosophy to the port state control is to identify sub-standard ships at any port and corrective action taken before they are allowed to proceed to sail.

Various provisions in IMO Instruments provide for control procedures to be followed by the contracting Governments with regard to foreign flag vessels visiting their ports. The effective use of the provisions enables the State Authorities in identifying Sub-Standard Ships and ensuring that remedial measures are taken for the deficiencies identified by them. Ships of the countries which are not party to the various International Conventions has to demonstrate compliance under the provisions of “no more favourable treatment” to non parties to the conventions. The International Maritime Organization (IMO) has promulgated various Resolutions from time to time giving guidelines on such inspections. The guidelines also provide that all possible efforts should be made to avoid a ship being unduly detained or delayed. However, wherever necessary Sub-Standard Ships are detained and corrective action taken before allowing them to sail out to sea.

B. OBJECTIVE

The objective of this section of the Training Manual is to make the surveyors competent to conduct Port State Control Inspections in accordance with the relevant provisions of the various International Conventions and the Merchant Shipping Act. He/she is required to be fully familiar with the procedures and standards set out in the Manual for Surveyors of the Parties to the Indian Ocean Memorandum of Understanding on Port State Control.

C. QUALIFICATION

Qualifications for the conduct of Port State control Inspections is the minimum qualification for appointment of a ‘surveyor’ under Section 9 of the Merchant Shipping Act, 1958, as amended.



D. COMPETENCE REQUIREMENTS

Those responsible for authorized to carry out Port State Control Inspections must be able to demonstrate knowledge and understanding of;

- a) the procedure for selecting a ship for inspection;
- b) conduct the inspection in accordance with relevant legislation and policy;
- c) action to be taken when deficiencies are noted;
- d) Targeting of substandard ships
- e) procedures for detention and release of sub-standard ship;
- f) raise the appropriate fee (where applicable);
- g) complete the PSC report (for statistical purposes); and
- h) keep proper records of entire PSC process.
- i) Knowledge of Legal authority and requirements
- j) Procedures for initial, detailed and follow up inspections. Procedures for Detention & rectification of deficiencies.
- k) Update and maintenance of records of inspection in IOMOU website.
- l) Detention Review Panel and Right of appeal.
- m) Code of ethics and good practice of PSC officers.

E. TRAINING TO BE AUTHORIZED AS PORT STATE CONTROL OFFICER

In order to be authorized as a PSC officer, the candidate must have, as a minimum: Qualification & experience prescribed for the Flag State Surveyor by the Administration.

- a) The PSC officer to be a certified Chief Engineer, Master Mariner or a Naval Architect employed with Government of India on a regular basis. Radio officer can only assist qualified PSC officers for radio inspections.
- b) The officer should have been a qualified Flag State Inspector for a period of at-least six months and has a minimum of one year experience as flag state surveyor [pls. refer Merchant Shipping Notice 9 of 2013 dated 26 March 2013]



- c) The officer should have completed at least ten (10) Flag State inspections as an authorized Flag State Inspector and satisfactorily carried out at least ten (10) PSC inspections under a qualified Port State Control officer (PSCO).
- d) After completion of the above, a suitable recommendation from the jurisdictional Principal Officer along with the officer's training records to be forwarded to the Chief Surveyor for approval.

F. MAINTENANCE OF AUTHORIZATION

Re-Qualification of the authorized PSC officer is required if the officer has not carried out at least two PSC in a calendar year. Such officer is to get re-qualified by conducting at least two PSC under an authorized PSC officer and on satisfactory completion of the same; a suitable recommendation is to be forwarded to the Chief Surveyor by the jurisdictional Principal Officer for approval.

G. CONTINUOUS UPDATION OF KNOWLEDGE AND TRAINING

Updating of qualifications may be done through the following methods:

- a) Self-study (unassisted study);
- b) Different courses and seminars organized in local offices and/or in the DGS,
- c) Attending IOMOU Expert Mission training for PSCO's.
- d) MSc in Maritime Safety and Environment Administration at WMU
- e) Extraordinary technical seminars in case of significant changes in the National Rules or International Conventions, Codes, etc.
- f) Maintenance of qualifications in accordance with these criteria is to be verified at annual performance review or activity monitoring.

H. RECORDS

Records of training shall be maintained and retained for each PSCO by the Jurisdictional Field Offices (MMD's) and in case of transfer of the PSCO, it will be the responsibility of the concerned PSCO to ensure that the records are duly transferred accordingly to the new MMD :

- a) Qualifications and experience gained prior to training as a PSC Officer
- b) Theoretical training received



- c) Examination results
- d) Practical training received
- e) Authorizations granted
- f) Updation training received
- g) Re-qualification in the event of lapsed authorizations



5. MODULE- 4 ISM, ISPS & MLC AUDITS

A. INTRODUCTION

The IMO has promulgated the International Safety Management Code for the safe operation of ships and for pollution prevention (ISM Code), The International Ship and Port Facility Security (ISPS) Code as an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies and the ILO has promulgated The Maritime Labour Convention (MLC) 2006 for the protection of the rights of seafarers and their employment and working conditions.

To ensure compliance with the requirements periodic audits as prescribed by the ISM Code, ISPS Code and MLC 2006 are carried out by the Administration or RO's on its behalf.

The Indian Maritime administration surveyors carry out DOC audits of the shipping companies and SMC audits of ships under these companies under the ISM code. They also carry out ISPS audits for the ships and ports under its jurisdiction and MLC audits for the vessels including issuing DMLC Part 1 & 2. Though most of these vessel audits are delegated to ROs, however, flag state surveyors carry out Intermediate audits of SMC, ISPS and MLC as a part of oversight mechanism.

B. OBJECTIVE

This chapter of the Training Manual describes the requirements for the selection, training, qualification and authorization of Flag State auditors responsible for verifying compliance with the ISM Codes, ISPS Codes and Maritime Labour Convention. These requirements have been developed in accordance with the requirements of applicable IMO Instruments as amended from time to time and applicable National provisions in force.

C. QUALIFICATIONS FOR AUDITOR

Qualifications for the conduct of ISM/ISPS/MLC audits is the minimum qualification for appointment of a 'surveyor' under Section 9 of the Merchant Shipping Act, 1958, as amended.



D. COMPETENCE FOR AUDITOR

Those responsible for verifying compliance with the requirements of the ISM, ISPS Codes and MLC must be able to demonstrate knowledge and understanding of

- a) The requirements of the ISM, ISPS Codes and MLC and their interpretation and application.
- b) Mandatory rules and regulations and applicable codes, guidelines and standards recommended by the IMO, Administrations, classification societies and maritime industry organizations.
- c) Basic shipboard operations including emergency preparedness and response.
- d) In addition, they must demonstrate that they have the ability to apply such knowledge and understanding and that they are capable of carrying out effective verification audits of the shore-based and shipboard aspects against the ISM, ISPS Codes and MLC as applicable.

E. TRAINING TO BE AUTHORIZED AS AUDITOR

a. ISM Audits:

- Candidate who has successfully completed ISO 9001:2015 lead auditor course from accredited organization.
- A candidate who has passed the written examination required by paragraph above and who has successfully completed the practical training and received.

b. ISPS Audits:

- Candidate who has been authorized for ISM audit **or**
- Candidate who has successfully completed ISPS auditors course **or**
- Carried out at least two ISPS audits under authorized Lead Auditor

c. MLC Audits:

- Candidate who has been authorized for ISM audit **or**
- Candidate who has successfully completed MLC lead auditors course



F. PROGRESSION TO LEAD AUDITOR

- a) **ISM Audits:-**The auditor to be authorized as Lead Auditor must have undergone minimum 15 audits including at least five initial / renewal audits under the supervision of a certified lead auditor of which two must have been of a ship and two of a company.
- b) **ISPS Audits:-**
- A qualified ISM Lead Auditor or
 - Must have undergone minimum 5 audits as auditor which must include at least 2 ISPS Audits of Ports and 2 Audits of Ships. **or**
 - The Principal Officer at his discretion may designate a surveyor as lead auditor for ISPS audits taking into account the past experience of the surveyor as an auditor of any RO in the relevant area.
- c) **MLC Audits:-**
- A qualified ISM Lead Auditor or
 - Must have undergone minimum 5 audits as auditor.
 - The Principal Officer at his discretion may designate a surveyor as lead auditor for MLC audits taking into account the past experience of the surveyor as an auditor of any RO in the relevant area.

All qualified ISM Lead auditors are also authorized to carry out RO audits on behalf of the administration. To be authorized as lead Auditor for RO Audits, the auditors should have carried out a minimum of two RO audits.

G. MAINTENANCE OF AUTHORISATION

- a) A qualified auditor who has not performed at least two audits (comprising one ISM audit plus one ISPS audit plus one MLC audit) in any twenty-four – month period shall be required to undergo revalidation training of one ISM audit, one ISPS audit and one MLC audit under the supervision of a suitably qualified and experienced auditor.
- b) A qualified auditor who has not performed any audits in any five-year period shall be required to undergo revalidation training to include a one-day refresher course in ISM and two ISM audits. The respective one-day refresher course should



include familiarization with the latest version of the audit and certification procedures, changes in regulatory requirements, new or updated reporting systems, the most recent guidance on the interpretation and application of the Codes, etc.

- c) In case of ISPS and MLC audit, one audits, as applicable, under the supervision of a suitably qualified and experienced auditor.
- d) Administration shall ensure that its auditors are kept informed of all regulatory and procedural developments related to the ISM, ISPS Codes & MLC and that they receive guidance on matters of regulatory and procedural interpretation as these evolve.

H. RECORDS

Records shall be created and retained for each auditor indicating:

- Qualifications and experience gained.
- Theoretical training received
- Examination results
- Practical training received
- Authorizations granted
- Update training received
- Re-qualification in the event of lapsed authorizations.
- Previous qualifications prior joining the DGS.

For ISM matters all training and authorisation records will be maintained by the ISM Cell of the DGS.

For ISPS and MLC matters, Records of training shall be maintained and retained for each PSCO by the Jurisdictional Field Offices (MMD's) and in case of transfer of the officer, it will be the responsibility of the concerned officer to ensure that the records are duly transferred accordingly to the new MMD



6. MODULE- 5 MARINE CASUALTY INVESTIGATIONS

A. INTRODUCTION

There has been few Resolutions in regard to maritime incident investigations since 1968, which were amalgamated into Code for investigation of marine casualties and incidents i.e the Casualty Investigation Code, 2008. The requirements for conduct of investigations come from different conventions such as, SOLAS (I/21) requires an incident investigation to be conducted if regulatory issues could be a contributing factor. Load Line Convention, 1966 also requires investigation to be conducted for maritime incidents. Further, Art 94(7) requires Flag to conduct inquiry into incidents at High Seas involving loss of life, serious damage to personnel, ship or environment. MLC Regulation 5.1.6 also requires Flag to conduct inquiry into serious marine casualties involving loss of life or serious injury. Casualty Investigation Code provides for consistent methodology and common approach for conduct of inquiries so that causes are correctly identified, and information disseminated to avoid any reoccurrence.

B. OBJECTIVE

This section of the Training Manual describes the Flag State requirements for the selection, training, qualification and authorization of surveyors approved for conduct of preliminary inquiries / marine safety investigations.

C. QUALIFICATIONS

Qualifications for conduct of preliminary inquiries / marine safety investigations is the minimum qualification for appointment of a 'surveyor' under Section 9 of the Merchant Shipping Act, 1958, as amended.

D. COMPETENCE

The nominated 'surveyor' for conduct of preliminary inquiries / marine safety investigations should be knowledgeable in matters related to the area of the casualty.



E. TRAINING

The nominated 'surveyor' for conduct of preliminary inquiries / marine safety investigations should have either completed M.Sc. in Maritime Affairs from World Maritime University, Malmo, Sweden OR Casualty Investigation Training from World Maritime University, Malmo, Sweden OR he should have completed one Preliminary Inquiry u/s 359 of the Merchant Shipping Act, 1958, with another experienced and approved investigator. In addition, all investigators are given refresher training in casualty investigation from time to time.

F. AUTHORIZATION

A Surveyor who has undergone the required training as mentioned above, is authorised for conduct of preliminary inquiries / marine safety investigations. List of such authorised surveyors is maintained by Casualty Branch of the DGS, Nautical Wing.

G. RECORDS

List of surveyors approved for conduct of preliminary inquiries / marine safety investigations

This is issued with the approval of the Competent Authority.

Aniruddha Chaki
Engineer & Ship Surveyor cum DDG(Tech)
Directorate General of Shipping

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