



## Report GMDSS Radio survey

Send the form to [visserij@ilent.nl](mailto:visserij@ilent.nl) or send to  
Inspectie Leefomgeving en Transport / Scheepvaart  
P.O. Box 16191, 2500 BD Den Haag

### Additional information

(+31) (0)88 489 00 00 | [www.ilent.nl](http://www.ilent.nl)

### 1 Details ship

- 1.1 Name of the ship
- 1.2 SI number and Callsign
- 1.3 Fishing registration and IMO number
- 1.4 Gross tonnage and Length of the ship
- 1.5 Date of keel and Year of build
- 1.6 MMSI

### 2 Sea areas certified to operate

- 2.1 For which sea areas is the ship certified to operate in?
- A1  A1 + A2  A1 + A2 (existing fishery)
- A1 + A2 + A3 (SES)  A1 + A2 + A3 (MF/HF+NBDP)  A1 + A2 + A3 + A4
- EU 2009/45 Class A  EU 2009/45 Class B
- EU 2009/45 Class C  EU 2009/45 Class D

### 3 Details survey

- 3.1 Reason for the radiosurvey  Initial  Periodical  Renewal
- Re-inspection of date:
- 3.2 Is the radio installation in efficient working condition?  Yes (no deficiencies)  No (see deficiencies at 5.1)
- 3.3 Sport fishing vessel  Until 30' (sea area A1)  Until 35' (sea area A2)
- 3.4 Maintenance  Duplication  Shore-based maintenance
- 3.5 Radio station licence conform actual situation  Ship's name  Owner
- Callsign  MMSI
- 3.6 Ship was inspected according to which regulations?
- EU 2009/45  SOLAS  Commercial Cruising Vessels
- Fishery Act  Regulations Safety Seagoing Vessels - Annex 2 (LY2 Code)
- Regulations Safety Seagoing Vessels - Annex 3 (ships up to 24 m.)
- Other:

# Report

GMDSS Radio survey  
Human Environment and Transport Inspectorate  
Ministry of Infrastructure and Water Management

## 4 Signature

4.1 Name surveyor company

| \_\_\_\_\_

4.2 Name radio surveyor

| \_\_\_\_\_

4.3 Place and date

| \_\_\_\_\_ | \_\_\_\_\_

4.4 Signature

| \_\_\_\_\_

## 5 Deficiencies / remarks

5.1 Deficiencies (to be rectified before departure)

5.2 Remarks (to be rectified as agreed by radio surveyor)

5.3 Has the list of deficiencies and/or remarks been signed by master/officer/representative?

Yes  No

## 6 Signature

> *Noted on behalf of ship's or yard's or company's management*

6.1 Name master or officer or representative

| \_\_\_\_\_

6.2 Signature

| \_\_\_\_\_

## 7 General

- |      |   |   |
|------|---|---|
| 7.1  | There is a designated holder of appropriate radio certificate having primary responsibility for radiocommunications during distress             | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.2  | On board passenger ships there is an assigned holder of appropriate certificate performing only radiocommunications during distress incidents   | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.3  | Being able to initiate transmission of distress alerts by GMDSS radio installations from the position from which the ship is normally navigated | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.4  | There are radio records (log) available on board and properly kept  | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.5  | Radio emergency lighting for adequate illumination of the radiocontrols for operating all GMDSS radio equipment                                 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.6  | Radio installations clearly marked with callsign, MMSI and other radiocodes/numbers   | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.7  | Adequate and up to date radionautical publications for the intended voyage  | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.8  | There are adequate spare parts and tools  | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.9  | Existing required GMDSS radio equipment conform MED 96/98 (wheelmark) or Administration List of Type Approved Equipment                         | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 7.10 | Replaced/renewed required GMDSS radio equipment conform latest amendment MED 96/98 (wheelmark)  | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |

## 8 Antennas (SES, AIS-VHF, MF, VHF, GPS, Navtex, etc.)

- |      |  |   |
|------|--|---|
| 8.1  | Correct siting   | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.2  | Correct polarisation                                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.3  | Absence of defects   | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.4  | Correct coaxial cables and connectors                      | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.5  | No water penetration into the antenna cable                | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.6  | Safely away from interfering high-power energy sources     | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.7  | Withstand the strain from swaying and vibration            | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.8  | If wire antenna, protected against breakage by "weak link" | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.9  | Tuner satisfactorily earthed                               | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.10 | Correct insulation   | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.11 | MF/HF antenna protected against being touched accidentally | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 8.12 | Safe distance to other antennas                            | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |

## 9 AIS \*

- |     |  |                              |   |
|-----|--|------------------------------|---|
| 9.1 | Manufacturer   |                              |   |
| 9.2 | Type   |                              |   |
| 9.3 | AIS operates from:   | - Main source of energy      | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
|     |  | - Emergency source of energy | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
|     |  | - External GPS               | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 9.4 | Annual test report issued (copy to be attached to this report) |                              | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 9.5 | In efficient working condition                                 |                              | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |

> \* Existing sailing passenger ships <300gt engaged in domestic trade may be exempted

## 10

### Primary VHF

- 10.1 Manufacturer
- 10.2 Type
- 10.3 Measuring
- |                       |                      |    |                              |                             |                              |
|-----------------------|----------------------|----|------------------------------|-----------------------------|------------------------------|
| - Output High Power   | <input type="text"/> | W  | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Reflected Power     | <input type="text"/> | W  | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Output Low Power    | <input type="text"/> | W  | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Deviation           | <input type="text"/> | Hz | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Frequency tolerance | <input type="text"/> | Hz | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
- 10.4 VHF operates from:
- |                              |                              |                             |                              |
|------------------------------|------------------------------|-----------------------------|------------------------------|
| - Main source of energy      | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Emergency source of energy | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Reserve source of energy   | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
- 10.5 Control of VHF on navigation bridge convenient to the conning position  Yes  No  N/A
- 10.6 Correct operation of controls (e.g. PTT-switch, squelch, volume, DW, quick select 16, etc.)  Yes  No  N/A
- 10.7 Correct readability display unit  Yes  No  N/A
- 10.8 Correct operation on channel 6 - 13 - 16  Yes  No  N/A
- 10.9 Correct operation on channels for general communications  Yes  No  N/A
- 10.10 Correct reception and audibility  Yes  No  N/A

## 11

### Primary VHF DSC controller including watchkeeping receiver

- 11.1 Manufacturer and type   
(only if seperated from primary VHF)
- 11.2 Provided with automatic position update from:
- |                     |                      |
|---------------------|----------------------|
| - GNSS Manufacturer | <input type="text"/> |
| - GNSS Type         | <input type="text"/> |
- 11.3 GNSS including NMEA box operates from:
- |                              |                              |                             |                              |
|------------------------------|------------------------------|-----------------------------|------------------------------|
| - Main source of energy      | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Emergency source of energy | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Reserve source of energy   | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
- 11.4 Separated VHF DSC controller/watchkeeping receiver operates from:
- |                              |                              |                             |                              |
|------------------------------|------------------------------|-----------------------------|------------------------------|
| - Main source of energy      | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Emergency source of energy | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| - Reserve source of energy   | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
- 11.5 MMSI programmed conform ship radio licence  Yes  No  N/A
- 11.6 Protected against inadvertent activation of alarm button(s)  Yes  No  N/A
- 11.7 Correct date and time  Yes  No  N/A
- 11.8 Correct operation of controls  Yes  No  N/A
- 11.9 Correct readability display unit  Yes  No  N/A
- 11.10 Correct transmission on ch. 70 (checked by means of test equipment)  Yes  No  N/A
- 11.11 Correct reception on watchkeeping receiver (transmitted by test equipment)  Yes  No  N/A
- 11.12 Correct visual/audible DSC alarm  Yes  No  N/A
- 11.13 Watchkeeping receiver capable of maintaining continuous watch  Yes  No  N/A

## 12

### Duplicated VHF

- 12.1 Manufacturer
- 12.2 Type
- 12.3 Measuring
- Output High Power  W  Yes  No  N/A
  - Reflected Power  W  Yes  No  N/A
  - Output Low Power  W  Yes  No  N/A
  - Deviation  Hz  Yes  No  N/A
  - Frequency tolerance  Hz  Yes  No  N/A
- 12.4 Duplicated VHF operates from:
- Main source of energy  Yes  No  N/A
  - Emergency source of energy  Yes  No  N/A
  - Reserve source of energy  Yes  No  N/A
- 12.5 Control of VHF on navigation bridge convenient to the conning position  Yes  No  N/A
- 12.6 Correct operation of controls (e.g. PTT-switch, squelch, volume, DW, quick select 16, etc.)  Yes  No  N/A
- 12.7 Correct readability display unit  Yes  No  N/A
- 12.8 Correct operation on channel 6 - 13 - 16  Yes  No  N/A
- 12.9 Correct operation on channels for general communications  Yes  No  N/A
- 12.10 Correct reception and audibility  Yes  No  N/A

## 13

### Duplicated VHF DSC controller

- 13.1 Manufacturer and type   
(only if seperated from Duplicated VHF)
- 13.2 Provided with automatic position update from:
- GNSS Manufacturer
  - GNSS Type
- 13.3 GNSS including NMEA box operates from:
- Main source of energy  Yes  No  N/A
  - Emergency source of energy  Yes  No  N/A
  - Reserve source of energy  Yes  No  N/A
- 13.4 Separated VHF DSC controller/watchkeeping receiver operates from:
- Main source of energy  Yes  No  N/A
  - Emergency source of energy  Yes  No  N/A
  - Reserve source of energy  Yes  No  N/A
- 13.5 MMSI programmed conform ship radio licence  Yes  No  N/A
- 13.6 Protected against inadvertent activation of alarm button(s)  Yes  No  N/A
- 13.7 Correct date and time  Yes  No  N/A
- 13.8 Correct operation of controls  Yes  No  N/A
- 13.9 Correct readability display unit  Yes  No  N/A
- 13.10 Correct transmission on ch. 70 (checked by means of test equipment)  Yes  No  N/A
- 13.11 Correct reception on ch.70 (transmitted by test equipment)  Yes  No  N/A
- 13.12 Correct visual/audible DSC alarm  Yes  No  N/A

## 14

### MF radiotelephony

- 14.1 Manufacturer
- 14.2 Type
- 14.3 Measuring J3E on **2182 kHz**
- Output High Power  W  Yes  No  N/A
- Reflected Power  W  Yes  No  N/A
- Frequency tolerance  Hz  Yes  No  N/A
- 14.4 Measuring J2B on **2187,5 or 2177 kHz**
- Output High Power  W  Yes  No  N/A
- Reflected Power  W  Yes  No  N/A
- 14.5 MF operates from:
- Main source of energy  Yes  No  N/A
- Emergency source of energy  Yes  No  N/A
- Reserve source of energy  Yes  No  N/A
- 14.6 Correct antenna tuning in MF band  Yes  No  N/A
- 14.7 Correct modulation on J3E and J2B  Yes  No  N/A
- 14.8 Correct operation of controls  Yes  No  N/A
- 14.9 Correct readability display unit  Yes  No  N/A
- 14.10 Correct operation on 2182 kHz  Yes  No  N/A
- 14.11 Correct operation on frequencies for general communications  Yes  No  N/A
- 14.12 Correct reception and audibility  Yes  No  N/A

## 15

### MF DSC controller including 2187,5 kHz watchkeeping receiver

- 15.1 Manufacturer and type  
(only if separated from MF)
- 15.2 Provided with automatic position update from:
- 15.3 GNSS Manufacturer
- 15.4 Type
- 15.5 Separated MF DSC controller including watchkeeping receiver operates from:
- Main source of energy  Yes  No  N/A
- Emergency source of energy  Yes  No  N/A
- Reserve source of energy  Yes  No  N/A
- 15.6 GNSS including NMEA box operates from:
- Main source of energy  Yes  No  N/A
- Emergency source of energy  Yes  No  N/A
- Reserve source of energy  Yes  No  N/A
- 15.7 MMSI programmed conform ship radio licence  Yes  No  N/A
- 15.8 Protected against inadvertent activation of alarm button(s)  Yes  No  N/A
- 15.9 Correct date and time  Yes  No  N/A
- 15.10 Correct operation of controls  Yes  No  N/A
- 15.11 Correct readability display unit  Yes  No  N/A
- 15.12 Correct transmission on 2187,5 kHz (checked by means of test equipment)  Yes  No  N/A

- 15.13 Correct reception on 2187,5 kHz (transmitted by test equipment)  Yes  No  N/A
- 15.14 Correct visual/audible DSC alarm  Yes  No  N/A
- 15.15 Watchkeeping receiver is fixed on 2187,5 kHz only  Yes  No  N/A
- 15.16 Watchkeeping receiver capable of maintaining continuous watch  Yes  No  N/A

## 16 MF/HF radiotelephony including NBDP

- 16.1 MF/HF manufacturer
- 16.2 Type
- 16.3 NBDP manufacturer and type (only if seperated from MF/HF)
- 16.4 Display unit
- 16.5 NBDP printer manufacturer
- 16.6 Type
- | 16.7 Measuring J3E on | 2182 kHz             | 8 MHz                  | 12 MHz                 | 16 MHz                 | 22 MHz                 |                        |   |
|-----------------------|----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---|
| - Output High Power   | <input type="text"/> | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| - Reflected Power     | <input type="text"/> | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| - Frequency tolerance | <input type="text"/> | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="text"/> W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
- | 16.8 Measuring J2B on | 2187,5 kHz           | 8414,5 kHz             |                        |   |
|-----------------------|----------------------|------------------------|------------------------|---|
| - Output High Power   | <input type="text"/> | <input type="text"/> W | <input type="text"/> W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| - Reflected Power     | <input type="text"/> | <input type="text"/> W | <input type="text"/> W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
- 16.9 MF/HF including NBDP, display unit and printer operates from:
- Main source of energy  Yes  No  N/A
  - Emergency source of energy  Yes  No  N/A
  - Reserve source of energy  Yes  No  N/A
- 16.10 Correct antenna tuning in MF band and all HF bands  Yes  No  N/A
- 16.11 Correct modulation on J3E and J2B  Yes  No  N/A
- 16.12 Correct operation of controls  Yes  No  N/A
- 16.13 Correct readability MF/HF display unit  Yes  No  N/A
- 16.14 Correct operation on MF/HF telephony distress frequencies  Yes  No  N/A
- 16.15 Correct operation on frequencies for general communications  Yes  No  N/A
- 16.16 Correct reception and audibility  Yes  No  N/A
- NBDP:**
- 16.17 Answers back programmed conform ship radio station licence  Yes  No  N/A
- 16.18 Correct operation of keyboard  Yes  No  N/A
- 16.19 Correct readability NBDP display unit  Yes  No  N/A
- 16.20 Correct operation of NBDP unit  Yes  No  N/A
- 16.21 Correct operation of NBDP installation by test with coast radio station  Yes  No  N/A

## 17

### MF/HF DSC controller including scanning watchkeeping receiver

- 17.1 Manufacturer and type  
(only if separated from MF/HF)
- 17.2 MF DSC controller including watchkeeping receiver operates from:
- Main source of energy  Yes  No  N/A
  - Emergency source of energy  Yes  No  N/A
  - Reserve source of energy  Yes  No  N/A
- 17.3 Provided with automatic position update  Yes  No  N/A
- 17.4 GNSS Manufacturer
- 17.5 Type
- 17.6 GNSS including NMEA box operates from:
- Main source of energy  Yes  No  N/A
  - Emergency source of energy  Yes  No  N/A
  - Reserve source of energy  Yes  No  N/A
- 17.7 MMSI programmed conform ship radio licence  Yes  No  N/A
- 17.8 Protected against inadvertent activation of alarm button(s)  Yes  No  N/A
- 17.9 Correct date and time  Yes  No  N/A
- 17.10 Correct operation of controls  Yes  No  N/A
- 17.11 Correct readability display unit  Yes  No  N/A
- 17.12 Correct transmission on 2187,5 kHz and HF DSC distress frequencies  Yes  No  N/A
- 17.13 Correct reception on MF and HF DSC distress frequencies  Yes  No  N/A
- 17.14 Correct visual/audible DSC alarm  Yes  No  N/A
- 17.15 Watchkeeping receiver capable of maintaining continuous scanning watch  Yes  No  N/A

## 18

### Navtex

- 18.1 Manufacturer
- 18.2 Type
- 18.3 Located on navigation bridge  Yes  No  N/A
- 18.4 Correct visual/audible alarm  Yes  No  N/A
- 18.5 Correct readability printer  Yes  No  N/A
- 18.6 Correct readability display unit  Yes  No  N/A
- 18.7 Correct non-volatile message memory  Yes  No  N/A
- 18.8 Correct reception of navtex messages on:
- 518 kHz  Yes  No  N/A
  - 490 kHz  Yes  No  N/A
  - 4209,5 kHz  Yes  No  N/A



## 19

### EPIRB

- 19.1 Manufacturer
- 19.2 Type
- 19.3 Location of EPIRB
- 19.4 Appropriate position for secondary means of alerting  Yes  No  N/A
- 19.5 Annual test report issued (*copy to be attached to this report*)  Yes  No  N/A
- 19.6 Shore based maintenance test report (not exceeding 5 years) on board  Yes  No  N/A
- 19.7 In efficient working condition  Yes  No  N/A

## 20

### Search and rescue locating device

- 20.1 SART manufacturer(s) and type(s)
- | SART manufacturer    | Type                 |
|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> |
- 20.2 AIS-SART manufacturer's and type(s)
- | AIS-SART manufacturer | Type                 |
|-----------------------|----------------------|
| <input type="text"/>  | <input type="text"/> |
| <input type="text"/>  | <input type="text"/> |
| <input type="text"/>  | <input type="text"/> |
- 20.3 Battery expirydate(s)
- Yes  No
- Yes  No
- 20.4 Location's of the device on the ship
- 20.5 Is there a device on each side of the ship  Yes  No  N/A
- 20.6 Ready for rapidly transfer to survival craft  Yes  No  N/A
- 20.7 One device in Free Fall Boat  Yes  No  N/A
- 20.8 Correct watertightness (no damage/cracks/water ingress)  Yes  No  N/A
- 20.9 Provided with pole or other arrangement  Yes  No  N/A
- 20.10 Equiped with buoyant lanyard  Yes  No  N/A
- 20.11 Readable brief operating instructions on device  Yes  No  N/A
- 20.12 Means to prevent inadvertent activation  Yes  No  N/A
- 20.13 Correct operation on 9 GHz radar  Yes  No  N/A
- 20.14 Correct visual/audible alarm  Yes  No  N/A

## 21

### GMDSS Primary Ship Earth Station

21.1	Manufacturer	<hr/>	
21.2	Type	<hr/>	
21.3	Printer type	<hr/>	
21.4	Display unit	<hr/>	
21.5	Mobile number	<hr/>	
21.6	SES operates from:	- Main source of energy	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
		- Emergency source of energy	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
		- Reserve source of energy	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.7	Provided with automatic position update		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.8	Protected against inadvertent activation of alarm button(s)		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.9	Testing distress alarm unit		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.10	Correct date and time		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.11	Correct operation of controls		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.12	Correct operation of keyboard		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.13	Correct readability display unit		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.14	Correct readability printer		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.15	Correct visual/audible alarm		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
21.16	Correct operation by means of a test call		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

## 22

### GMDSS Duplicated Ship Earth Station

22.1	Manufacturer	<hr/>	
22.2	Type	<hr/>	
22.3	Printer type	<hr/>	
22.4	Display unit	<hr/>	
22.5	Mobile number	<hr/>	
22.6	SES operates from:	- Main source of energy	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
		- Emergency source of energy	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
		- Reserve source of energy	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.7	Provided with automatic position update		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.8	Protected against inadvertent activation of alarm button(s)		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.9	Testing distress alarm unit		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.10	Correct date and time		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.11	Correct operation of controls		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.12	Correct operation of keyboard		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.13	Correct readability display unit		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.14	Correct readability printer		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.15	Correct visual/audible alarm		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
22.16	Correct operation by means of a test call		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

## 23 EGC receiver

- 23.1 Manufacturer, type and printer  
(only if seperated from primary/duplicated SES)
- 23.2 Correct visual/audible alarm
- 23.3 Correct readability printer
- 23.4 Correct readability display unit
- 23.5 Correct reception of EGC messages
- 23.6 Located on navigation bridge

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

## 24 GMDSS portable VHF \*

- 24.1 Manufacturer(s) and type(s)
- 24.2 Measuring Deviation and Frequency tolerance
- 24.3 Primary batteries
- 24.4 Correct non-replaceable seals
- 24.5 Battery's expirydate's
- 24.6 Highly visible
- 24.7 Correct watertightness (no damage/cracks/water ingress)
- 24.8 Provision for its attachment to the clothing (clip)
- 24.9 Provided with wrist strap (or neck strap with weak link)
- 24.10 Readable operating instructions on device
- 24.11 Correct operations of controls
- 24.12 Correct operations on Ch. 16
- 24.13 Correct reception and audibility
- 24.14 Channels programmed as single-frequency channels

Manufacturer	Type

Deviation	Frequency tolerance
Hz	Hz
Hz	Hz
Hz	Hz

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

Yes  No  N/A

> \* Existing sailing passenger ships certified conform 2009/45  
- class C and D require two GMDSS portable VHF  
- class A and B require three GMDSS portable VHF

## 25 Additional requirements passenger ships

25.1	Distress panel for initiating a distress alert *		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.2	Manufacturer	<input type="text"/>			
25.3	Type	<input type="text"/>			
25.4	Distress alarm panel for indicating received distress alerts *		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.5	Manufacturer	<input type="text"/>			
25.6	Type	<input type="text"/>			
25.7	Installed at the conning position		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.8	Protected against inadvertent activation of alarm button(s)		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.9	Correct visual/audible alarm		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.10	Additional EPIRB <i>(for existing sailing passenger ships certified conform 2009/45/EG an additional EPIRB is not required, if the EPIRB used as a secondary means of alerting is within reach at the conning position)</i>		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.11	Manufacturer	<input type="text"/>			
25.12	Type	<input type="text"/>			
25.13	Aeronautical VHF <i>(not applicable for existing sailing passengerships certified conform 2009/45/EG for class B, C and D)</i>		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.14	Manufacturer	<input type="text"/>			
25.15	Type	<input type="text"/>			
25.16	Aeronautical VHF operates from:	- Main source of energy	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- Emergency source of energy	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- Reserve source of energy	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- Primary batteries	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.17	Battery expirydate	<input type="text"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.18	Measuring	<b>121,5 MHz</b>			
	Frequency tolerance	<input type="text"/> Hz	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
	Output High Power	<input type="text"/> W	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
	Reflected Power	<input type="text"/> W	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.19	Correct modulation		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.20	Device is of a colour which distinguishes it from portable GMDSS VHF		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.21	Clearly indicated on device: "only for emergency communications with aircraft"		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.22	Readable brief operating instructions on device		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.23	Correct readability display unit		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.24	Correct operation of controls		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.25	Correct operation on Ch. 121,5 MHz		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.26	Correct operation on Ch. 123,1 MHz		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
25.27	Correct reception and audibility		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

> \* Existing sailing passengerships certified conform 2009/45/EG  
Distress (alarm) panel not required if the conning position is  
- the navigation bridge, and the GMDSS radio installation is within reach  
- outside, but the GMDSS radio installation within reach at the conning position, where one is being able to initiate and receive distress alerts  
- the navigation corner, where GMDSS radio installation is within reach  
- outside, taking into account a continous staffing at the location of the GMDSS radio equipment and reliable communication between the conning position and the location of the GMDSS radio equipment. (Portable GMDSS VHF may be used for this purpose)

## 26

### Reserve source of energy including charger

26.1	Radio battery Manufacturer	_____		
26.2	Type	_____		
26.3	Total number of sets	_____		
26.4	Voltage per set	_____		
26.5	Total available voltage	_____		
26.6	Capacity per set	_____		
26.7	Total available capacity	_____		
26.8	Location	_____		
26.9	Operating duration and required capacity	<input type="checkbox"/> 1 hour	required capacity (1,4 x 2 x ILoad)	Ah
		<input type="checkbox"/> 3 hours	required capacity (1,4 x 1,6 x 3 x ILoad)	Ah
		<input type="checkbox"/> 6 hours	required capacity (1,4 x 1,25 x 6 x ILoad)	Ah
26.10	Available capacity sufficient for required capacity			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.11	Correct siting and installation			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.12	Intrinsically safe electrical installations, if located in battery room			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.13	Warning of explosion dangers displayed near batteries			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.14	No equipment requiring lower voltage than the total voltage connected to part of battery bank			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.15	No mixed batteries in the battery bank			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.16	Provided with sufficient ventilation			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.17	Securely braced to remain firmly fixed under all sea conditions			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.18	Only required GMDSS equipment is connected to reserve source of energy			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.19	Batteries:	- Highest specific gravity	_____	
		- Lowest specific gravity	_____	
		- Battery analyser	_____	
26.20	Condition of battery sufficient for required capacity			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.21	Change over from main/emergency source of energy to reserve source of energy	<input type="checkbox"/> Manually		
		<input type="checkbox"/> Automatically		
26.22	Change over clearly labelled			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.23	Manual change over switch readily accessible to operator			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.24	Manual change over switch located on navigation bridge			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.25	Automatic charger	_____		
	Manufacturer	_____		
26.26	Type	_____		
26.27	Capable of recharging within 10 hours			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.28	Provided with visual indications that it is switched on			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.29	Indication of battery voltage is available on the navigation bridge			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.30	Indication of charge/discharge current is available on the navigation bridge			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
26.31	Audible alarm and visual indication on the navigation bridge indicating an interruption of the ship's supply			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

## 27

### Radar 1

27.1	Manufacturer	<hr/>				
27.2	Type	<hr/>				
27.3	Which band	<input type="checkbox"/> X-band	<input type="checkbox"/> S-band			
27.4	Radar operates from:	- Main source of energy		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- Emergency source of energy		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.5	Plotting facilities:	- EPA		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- ATA		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- ARPA		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.6	Minimum display area conform vessel size/tonnage			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.7	Radar scanner in accordance with compass safe distance			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.8	Antenna rotation sufficient rpm			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.9	No blind sectors from right ahead direction to 22,5 degrees abaft the beam			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.10	Echo strength not displayed in different colours			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.11	Correct readability display unit			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.12	Correct operation of controls (Gain, VRM, EBL, STC, FTC, Tuning, HI etc.)			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.13	Correct operation on all ranges			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.14	Correct performance of targets on display unit			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
27.15	Means of performance check			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

## 28

### Radar 2

28.1	Manufacturer	<hr/>				
28.2	Type	<hr/>				
28.3	Which band	<input type="checkbox"/> X-band	<input type="checkbox"/> S-band			
28.4	Radar operates from:	- Main source of energy		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- Emergency source of energy		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.5	Plotting facilities:	- EPA		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- ATA		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
		- ARPA		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.6	Minimum display area conform vessel size/tonnage			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.7	Radar scanner in accordance with compass safe distance			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.8	Antenna rotation sufficient rpm			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.9	No blind sectors from right ahead direction to 22,5 degrees abaft the beam			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.10	Echo strength not displayed in different colours			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.11	Correct readability display unit			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.12	Correct operation of controls (Gain, VRM, EBL, STC, FTC, Tuning, HI etc.)			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.13	Correct operation on all ranges			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.14	Correct performance of targets on display unit			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
28.15	Means of performance check			<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

## 29 SSAS

- 29.1 Combined with GMDSS primary SES  Yes  No  N/A
- 29.2 Combined with GMDSS duplicated SES  Yes  No  N/A
- 29.3 Manufacturer and type  
(only if separated from primary/duplicated SES) \_\_\_\_\_
- 29.4 SSAS operates from:  Yes  No  N/A
- Main source
- Yes  No  N/A
- Another appropriate source of energy
- 29.5 A minimum of two activation points are provided, one of which is on the bridge  Yes  No  N/A
- 29.6 Protected against inadvertent operation  Yes  No  N/A
- 29.7 Should not be necessary to remove seals or break any lid or cover  Yes  No  N/A
- 29.8 When activated SSAS continues the alert until deactivated and/or reset  Yes  No  N/A
- 29.9 Transmission security alert without an adjustment of the radio system  Yes  No  N/A
- 29.10 Transmission initiated by SSAS activation points include a unique identifier  Yes  No  N/A
- 29.11 Transmission includes the ship identity  Yes  No  N/A
- 29.12 Transmission includes the current position associated with a date and time  Yes  No  N/A
- 29.13 Transmission does not raise an alarm on board ship nor alert other ships  Yes  No  N/A
- 29.14 SSAS is capable of being tested  Yes  No  N/A

## 30 LRIT

- 30.1 Combined with GMDSS primary SES  Yes  No  N/A
- 30.2 Combined with GMDSS duplicated SES  Yes  No  N/A
- 30.3 Manufacturer and type  
(only if separated from primary/duplicated SES) \_\_\_\_\_
- 30.4 LRIT operates from:  Yes  No  N/A
- Main source
- Yes  No  N/A
- Emergency source of energy
- Yes  No  N/A
- Reserve source of energy
- 30.5 Capable of being switched off or ceasing transmission LRIT information  Yes  No  N/A
- 30.6 Conformance test report on board issued by Administrations recognized test ASP  Yes  No  N/A
- 30.7 Equipment used to transmit LRIT information still the same (no change)  Yes  No  N/A
- 30.8 No transfer to the flag of another Contracting Government  Yes  No  N/A
- 30.9 Correct function of equipment used to transmit LRIT information  Yes  No  N/A
- 30.10 Conformance test report on board is conform actual situation/device  Yes  No  N/A

## Explanatory notes GMDSS Radio survey report

All required equipment shall be inspected and write down in the GMDSS Radio survey report. Additional equipment such as AIS and/or radar, which is on some ships not (yet) required, shall be inspected and write down in the GMDSS Radio survey report.

Y = Correct

N = No good (result is a deficiency)

N/A = Not applicable

As the form is suitable for different kind of regulations, not all windows and all lines in the report will apply.

- If a window is not applicable, for instance there is no duplicated VHF, the window of the duplicated VHF may be left blank.
- If in a window one line does not apply, for instance it concerns an existing ship which does not have to comply to the relevant line, N/A is the correct mark.

The original Report GMDSS Radio survey shall be signed by the radio surveyor and the master (or officer or representative), after which the report shall be handed over to the master/skipper or representative. The digital version of the report (including EPIRB and if applicable the AIS annual test report) shall be sent the same day by email to visserij@ilent.nl

### The radio survey shall be done depending the kind of safety certificate:

- Within three months before the final anniversary date.
- Within three months before or after the anniversary date.
- Within three months before or after the second or third anniversary date.

If a re-survey due to deficiencies is necessary, the re-survey shall be done within the above mentioned period.

If the nature of the deficiencies is a threat to safety, a re-survey shall be done before the ship departs.

### Some vessels may have several kind of safety Certificates:

Sport fishing vessel may have:

- Passenger Ship Safety Certificate (based on EU 2009/45)
- National Safety Certificate

Sailing passenger vessels may have:

- Passenger Ship Safety Certificate (based on EU 2009/45)
- Certificate of Seaworthiness (related to Commercial Cruising Vessels)
- Special Purpose Ship Safety Certificate

(some sailing passenger vessels do have all 3 mentioned certificates)

## Information regarding fishing vessels

### There are two different certificates for fishing vessels:

- Certificate of Seaworthiness (<24 m.)
- Certificate of Compliance (24 m. and upwards)

A1 + A2 existing fishery (date of keel before 1-1-1999)

Some existing fishing vessels are equipped as follows:

- A1 VHF/DSC class D with separate DSC antenna
  - \* however, renewal of existing VHF/DSC shall be type class A/B
- A2 existing MF transceiver + GMDSS INMARSAT-C
  - \* power supply requirements conform GMDSS
  - \* MF/DSC controller and MF/DSC watchkeeping receiver is not required
  - \* however, renewal of the existing MF transceiver includes also installation of MF/DSC controller and MF/DSC watchkeeping receiver

### GMDSS Portable VHF on board fishing vessels:

- Up to 24 m. : one
- 24 m. and upwards: two
- 45 m. and upwards: three
  - \* former type approved non-GMDSS portable VHF for merchant marine may stay on board, if battery charger has been installed on a fixed place on the bridge
  - \* however, renewal shall be a GMDSS type with primary batteries

### Search and rescue locating device on board fishing vessels

- Up to 45 m.: one
- 45 m. and upwards: two
- If sailing area is northern region: each survival craft and rescue boat shall be fitted with SART

### AIS on board fishing vessels

- 15 m. and upwards, not later than 31 May 2014
- 18 m. and upwards, not later than 31 May 2013
- 24 m. and upwards, not later than 31 May 2012
- 45 m. and upwards, not later than 31 December 2004

### GMDSS power requirements existing ships (date of keel before 01-01-1999)

- Main source of energy
- 6 hours on reserve source of power

### GMDSS power requirements new ships (date of keel after 01-01-1999)

- Main source of energy
- Emergency source of energy
- 3 hours on reserve source of energy, if emergency source of energy is capable of serving for a period of at least 3 hours
- 1 hour on reserve source of energy, if emergency source is capable of serving the radio installation for a period of at least 6 hours

### Position update:

Any GMDSS shipboard equipment which is capable of transmitting position coordinates as part of a distress alert and which does not have an integral electronic positionfixing system receiver shall be interconnected to a separate navigation receiver, if one is installed, to provide that information automatically.