



Report GMDSS Radio survey

For fishing vessels and sportfishing vessels, send this form to
visserij@ilent.nl

Additional information

(+31) (0)88 489 00 00 | www.ilent.nl

For sailing passenger vessels, send this form to nsi-tez-kv@ilent.nl
Or send to Inspectie Leefomgeving en Transport / Scheepvaart, P.O.
Box 16191, 2500 BD Den Haag

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
(according to the certificates of the Administration) _____
- 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 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 or Annex 7 (LY Code)
 Regulations Safety Seagoing Vessels - Annex 3/3a (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 (only if no deficiencies and/or remarks)

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 GMDSS identities, as applicable | <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 2014/90 (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 commission implementing MED regulations | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |

8

Antennas (SES, AIS-VHF, MF, VHF, EPFS, 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 EPFS | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 9.4 | Annual test report issued (<i>copy to be attached to this report</i>) | | <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 Yes No N/A
 - Emergency source of energy Yes No N/A
 - Reserve source of energy Yes No 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 separated from primary VHF)
- 11.2 Provided with automatic position update from:
- EPFS Manufacturer
 - EPFS Type
- 11.3 EPFS 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
- 11.4 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
- 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 | <input type="checkbox"/> | Yes <input type="checkbox"/> |
| | | - Reflected Power | _____ | W | <input type="checkbox"/> | No <input type="checkbox"/> |
| | | - Output Low Power | _____ | W | <input type="checkbox"/> | N/A <input type="checkbox"/> |
| | | - Deviation | _____ | Hz | <input type="checkbox"/> | Yes <input type="checkbox"/> |
| | | - Frequency tolerance | _____ | Hz | <input type="checkbox"/> | No <input type="checkbox"/> |
| 12.4 | Duplicated VHF operates from: | - Main source of energy | | | <input type="checkbox"/> | Yes <input type="checkbox"/> |
| | | - Emergency source of energy | | | <input type="checkbox"/> | No <input type="checkbox"/> |
| | | - Reserve source of energy | | | <input type="checkbox"/> | N/A <input type="checkbox"/> |
| 12.5 | Control of VHF on navigation bridge convenient to the conning position | | | | <input type="checkbox"/> | Yes <input type="checkbox"/> |
| 12.6 | Correct operation of controls (e.g. PTT-switch, squelch, volume, DW, quick select 16, etc.) | | | | <input type="checkbox"/> | No <input type="checkbox"/> |
| 12.7 | Correct readability display unit | | | | <input type="checkbox"/> | N/A <input type="checkbox"/> |
| 12.8 | Correct operation on channel 6 - 13 - 16 | | | | <input type="checkbox"/> | Yes <input type="checkbox"/> |
| 12.9 | Correct operation on channels for general communications | | | | <input type="checkbox"/> | No <input type="checkbox"/> |
| 12.10 | Correct reception and audibility | | | | <input type="checkbox"/> | N/A <input type="checkbox"/> |

13

Duplicated VHF DSC controller

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

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 EPFS 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 EPFS 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 duplicated radiotelephony

- 16.1 MF/HF manufacturer
- 16.2 Type
- | 16.3 Measuring J3E on | 2182 kHz | 8 MHz | 12 MHz | 16 MHz | 22 MHz | |
|-----------------------|----------------------|-------|--------|--------|--------|---|
| - Output High Power | <input type="text"/> | W | W | W | W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| - Reflected Power | <input type="text"/> | W | W | W | W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| - Frequency tolerance | <input type="text"/> | W | W | W | W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
- | 16.4 Measuring J2B on | 2187,5 kHz | 8414,5 kHz | | |
|-----------------------|----------------------|------------|---|---|
| - Output High Power | <input type="text"/> | W | W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| - Reflected Power | <input type="text"/> | W | W | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
- 16.5 MF/HF 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
- 16.6 Correct antenna tuning in MF band and all HF bands Yes No N/A
- 16.7 Correct modulation on J3E and J2B Yes No N/A
- 16.8 Correct operation of controls Yes No N/A
- 16.9 Correct readability MF/HF display unit Yes No N/A
- 16.10 Correct operation on MF/HF telephony distress frequencies Yes No N/A
- 16.11 Correct operation on frequencies for general communications Yes No N/A
- 16.12 Correct reception and audibility Yes No N/A

17

MSI HF NBDP

(when a ship is engaged in voyages where such service is provided)

- 17.1 MSI HF Manufacturer
- 17.2 Type
- 17.3 Located on navigation bridge Yes No N/A
- 17.4 Able to receive FEC NBDP transmission on the international MSI frequencies Yes No N/A
- 17.5 Able to provide automatic MSI reception (UTC clock with reprogrammable memory) Yes No N/A
- 17.6 Receiver alerted by DSC and tuned to HF-MSI frequency to receive unscheduled broadcast automatically Yes No N/A
- 17.7 Correct visual/audible alarm Yes No N/A
- 17.8 Correct non-volatile message memory Yes No N/A
- 17.9 Correct readability printer or readability display unit or connection to an INS Yes No N/A

18

MF/HF DSC duplicated controller including scanning watchkeeping receiver

- 18.1 Manufacturer and type
(only if separated from MF/HF) _____
- 18.2 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
- 18.3 Provided with automatic position update Yes No N/A
- 18.4 EPFS Manufacturer _____
- 18.5 Type _____
- 18.6 EPFS 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
- 18.7 MMSI programmed conform ship radio licence Yes No N/A
- 18.8 Protected against inadvertent activation of alarm button(s) Yes No N/A
- 18.9 Correct date and time Yes No N/A
- 18.10 Correct operation of controls Yes No N/A
- 18.11 Correct readability display unit Yes No N/A
- 18.12 Correct transmission on 2187,5 kHz and HF DSC distress frequencies Yes No N/A
- 18.13 Correct reception on MF and HF DSC distress frequencies Yes No N/A
- 18.14 Correct visual/audible DSC alarm Yes No N/A
- 18.15 Watchkeeping receiver capable of maintaining continuous scanning watch Yes No N/A

19

MSI Navtex

- 19.1 Manufacturer _____
- 19.2 Type _____
- 19.3 Located on navigation bridge Yes No N/A
- 19.4 Correct visual/audible alarm Yes No N/A
- 19.5 Correct readability printer Yes No N/A
- 19.6 Correct readability display unit Yes No N/A
- 19.7 Correct non-volatile message memory Yes No N/A
- 19.8 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

20

EPIRB

- 20.1 Manufacturer _____
- 20.2 Type _____
- 20.3 Location of EPIRB _____
- 20.4 Appropriate position for secondary means of alerting Yes No N/A
- 20.5 Annual test report issued (copy to be attached to this report) Yes No N/A

- 20.6 Shore based maintenance test report (not exceeding 5 years) on board Yes No N/A
- 20.7 In efficient working condition Yes No N/A

21

Search and rescue locating device

- 21.1 Radar-SART manufacturer(s) and type(s)

| Radar-SART manufacturer | Type |
|-------------------------|------|
| | |
| | |
| | |
- 21.2 AIS-SART manufacturer's and type(s)

| AIS-SART manufacturer | Type |
|-----------------------|------|
| | |
| | |
| | |
| ID: | ID: |
| | |
- 21.3 Battery expirydate('s) Yes No
- 21.4 Location of the device on the ship Yes No
- 21.5 Is there a device on each side of the ship Yes No N/A
- 21.6 Ready for rapidly transfer to survival craft Yes No N/A
- 21.7 One device in Free Fall Boat Yes No N/A
- 21.8 Correct watertightness (no damage/cracks/water ingress) Yes No N/A
- 21.9 Provided with pole or other arrangement Yes No N/A
- 21.10 Equiped with buoyant lanyard Yes No N/A
- 21.11 Readable brief operating instructions on device Yes No N/A
- 21.12 Means to prevent inadvertent activation Yes No N/A
- 21.13 Correct operation on 9 GHz radar and/or AIS Yes No N/A
- 21.14 Correct visual/audible alarm Yes No N/A

22

GMDSS Primary recognized Ship Earth Station

(The SES with lesser coverage installed onboard should determine the coverage of sea area A3 as a primary system for a ship)

- 22.1 Manufacturer Yes No N/A
- 22.2 Type Yes No N/A
- 22.3 Printer type Yes No N/A
- 22.4 Display unit Yes No N/A
- 22.5 Mobile number Yes No N/A
- 22.6 SES 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
- 22.7 Provided with automatic position update Yes No N/A
- 22.8 Protected against inadvertent activation of alarm button(s) Yes No N/A
- 22.9 Testing distress alarm unit Yes No N/A
- 22.10 Correct date and time Yes No N/A

- 22.11 Correct operation of controls Yes No N/A
- 22.12 Correct operation of keyboard Yes No N/A
- 22.13 Correct readability display unit Yes No N/A
- 22.14 Correct readability printer Yes No N/A
- 22.15 Correct visual/audible alarm Yes No N/A
- 22.16 Correct operation by means of a test call Yes No N/A

23

GMDSS Duplicated recognized Ship Earth Station

- 23.1 Manufacturer Yes No N/A
- 23.2 Type Yes No N/A
- 23.3 Printer type Yes No N/A
- 23.4 Display unit Yes No N/A
- 23.5 Mobile number Yes No N/A
- 23.6 SES 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
- 23.7 Provided with automatic position update Yes No N/A
- 23.8 Protected against inadvertent activation of alarm button(s) Yes No N/A
- 23.9 Testing distress alarm unit Yes No N/A
- 23.10 Correct date and time Yes No N/A
- 23.11 Correct operation of controls Yes No N/A
- 23.12 Correct operation of keyboard Yes No N/A
- 23.13 Correct readability display unit Yes No N/A
- 23.14 Correct readability printer Yes No N/A
- 23.15 Correct visual/audible alarm Yes No N/A
- 23.16 Correct operation by means of a test call Yes No N/A

24

MSI EGC receiver (which provide service for the operating areas)

- 24.1 Manufacturer, type and printer (only if separated from primary/duplicated SES) Yes No N/A
- 24.2 Correct visual/audible alarm Yes No N/A
- 24.3 Correct readability printer Yes No N/A
- 24.4 Correct readability display unit Yes No N/A
- 24.5 Correct reception of EGC messages Yes No N/A
- 24.6 Located on navigation bridge Yes No N/A

25

GMDSS portable VHF *

| | | | | |
|-------|--|---------------------|----------------------------|---|
| 25.1 | Manufacturer(s) and type(s) | Manufacturer | Type | |
| | | <hr/> | <hr/> | |
| | | <hr/> | <hr/> | |
| | | <hr/> | <hr/> | |
| 25.2 | Measuring Deviation and Frequency tolerance | Deviation | Frequency tolerance | |
| | | <hr/> Hz | <hr/> Hz | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| | | <hr/> Hz | <hr/> Hz | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| | | <hr/> Hz | <hr/> Hz | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.3 | Primary batteries | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.4 | Correct non-replaceable seals | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.5 | Battery's expirydate's | <hr/> | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| | | <hr/> | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| | | <hr/> | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.6 | Highly visible | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.7 | Correct watertightness (no damage/cracks/water ingress) | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.8 | Provision for its attachment to the clothing (clip) | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.9 | Provided with wrist strap (or neck strap with weak link) | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.10 | Readable operating instructions on device | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.11 | Correct operations of controls | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.12 | Correct operations on Ch. 16 and one other channel | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.13 | Correct reception and audibility | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 25.14 | Channels programmed as single-frequency channels (if connected to primary battery) | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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

26

Additional requirements passenger ships

| | | | | |
|-------|---|-------|--|---|
| 26.1 | Distress panel for initiating a distress alert * | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 26.2 | Manufacturer | <hr/> | | |
| 26.3 | Type | <hr/> | | |
| 26.4 | Distress alarm panel for indicating received distress alerts * | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 26.5 | Manufacturer | <hr/> | | |
| 26.6 | Type | <hr/> | | |
| 26.7 | Installed at the conning position | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 26.8 | Protected against inadvertent activation of alarm button(s) | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 26.9 | Correct visual/audible alarm | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 26.10 | Additional EPIRB <small>(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)</small> | | | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A |
| 26.11 | Manufacturer | <hr/> | | |
| 26.12 | Type | <hr/> | | |

26.13 Aeronautical VHF (not applicable for existing sailing passengerships certified conform 2009/45/EG for class B, C and D) Yes No N/A

26.14 Manufacturer

26.15 Type

26.16 Aeronautical 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
- Primary batteries Yes No N/A

26.17 Battery expirydate

26.18 Measuring **121,5 MHz**

Frequency tolerance Hz Yes No N/A

Output High Power W Yes No N/A

Reflected Power W Yes No N/A

26.19 Correct modulation Yes No N/A

26.20 Device is of a colour which distinguishes it from portable GMDSS VHF Yes No N/A

26.21 Clearly indicated on device: "only for emergency communications with aircraft" Yes No N/A

26.22 Readable brief operating instructions on device Yes No N/A

26.23 Correct readability display unit Yes No N/A

26.24 Correct operation of controls Yes No N/A

26.25 Correct operation on Ch. 121,5 MHz Yes No N/A

26.26 Correct operation on Ch. 123,1 MHz Yes No N/A

26.27 Correct reception and audibility Yes No 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)

27

Reserve source of energy including charger

27.1 Radio battery Manufacturer

27.2 Type

27.3 Total number of sets

27.4 Voltage per set

27.5 Total available voltage

27.6 Capacity per set

27.7 Total available capacity

27.8 Location

27.9 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 |

- 27.10 Available capacity sufficient for required capacity Yes No N/A
- 27.11 Correct siting and installation Yes No N/A
- 27.12 Intrinsically safe electrical installations, if located in battery room Yes No N/A
- 27.13 Warning of explosion dangers displayed near batteries Yes No N/A
- 27.14 No equipment requiring lower voltage than the total voltage connected to part of battery bank Yes No N/A
- 27.15 No mixed batteries in the battery bank Yes No N/A
- 27.16 Provided with sufficient ventilation Yes No N/A
- 27.17 Securely braced to remain firmly fixed under all sea conditions Yes No N/A
- 27.18 Only required GMDSS equipment is connected to reserve source of energy Yes No N/A
- 27.19 Batteries: - Highest specific gravity _____
 - Lowest specific gravity _____
 - Battery analyser _____
- 27.20 Condition of battery sufficient for required capacity Yes No N/A
- 27.21 Change over from main/emergency source of energy to reserve source of energy Manually
 Automatically
- 27.22 Change over clearly labelled Yes No N/A
- 27.23 Manual change over switch readily accessible to operator Yes No N/A
- 27.24 Manual change over switch located on navigation bridge Yes No N/A
- 27.25 Automatic charger
 Manufacturer _____
- 27.26 Type _____
- 27.27 Capable of recharging within 10 hours Yes No N/A
- 27.28 Provided with visual indications that it is switched on Yes No N/A
- 27.29 Indication of battery voltage is available on the navigation bridge Yes No N/A
- 27.30 Indication of charge/discharge current is available on the navigation bridge Yes No N/A
- 27.31 Audible alarm and visual indication on the navigation bridge indicating an interruption of the ship's supply Yes No N/A

28

Radar 1

- 28.1 Manufacturer _____
- 28.2 Type _____
- 28.3 Which band X-band S-band _____
- 28.4 Radar operates from: - Main source of energy Yes No N/A
 - Emergency source of energy Yes No N/A
- 28.5 Plotting facilities: - EPA Yes No N/A
 - ATA Yes No N/A
 - ARPA Yes No N/A
- 28.6 Minimum display area conform vessel size/tonnage Yes No N/A
- 28.7 Radar scanner in accordance with compass safe distance Yes No N/A
- 28.8 Antenna rotation sufficient rpm Yes No N/A
- 28.9 No blind sectors from right ahead direction to 22,5 degrees abaft the beam Yes No N/A
- 28.10 Echo strength not displayed in different colours Yes No N/A

- 28.11 Correct readability display unit Yes No N/A
- 28.12 Correct operation of controls (Gain, VRM, EBL, STC, FTC, Tuning, HI etc.) Yes No N/A
- 28.13 Correct operation on all ranges Yes No N/A
- 28.14 Correct performance of targets on display unit Yes No N/A
- 28.15 Means of performance check Yes No N/A

29

Radar 2

- 29.1 Manufacturer
- 29.2 Type
- 29.3 Which band X-band S-band
- 29.4 Radar operates from:
 - Main source of energy Yes No N/A
 - Emergency source of energy Yes No N/A
- 29.5 Plotting facilities:
 - EPA Yes No N/A
 - ATA Yes No N/A
 - ARPA Yes No N/A
- 29.6 Minimum display area conform vessel size/tonnage Yes No N/A
- 29.7 Radar scanner in accordance with compass safe distance Yes No N/A
- 29.8 Antenna rotation sufficient rpm Yes No N/A
- 29.9 No blind sectors from right ahead direction to 22,5 degrees abaft the beam Yes No N/A
- 29.10 Echo strength not displayed in different colours Yes No N/A
- 29.11 Correct readability display unit Yes No N/A
- 29.12 Correct operation of controls (Gain, VRM, EBL, STC, FTC, Tuning, HI etc.) Yes No N/A
- 29.13 Correct operation on all ranges Yes No N/A
- 29.14 Correct performance of targets on display unit Yes No N/A
- 29.15 Means of performance check Yes No N/A

30

SSAS

- 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 SSAS operates from:
 - Main source Yes No N/A
 - Another appropriate source of energy Yes No N/A
- 30.5 A minimum of two activation points are provided, one of which is on the bridge Yes No N/A
- 30.6 Protected against inadvertent operation Yes No N/A
- 30.7 Should not be necessary to remove seals or break any lid or cover Yes No N/A
- 30.8 When activated SSAS continues the alert until deactivated and/or reset Yes No N/A
- 30.9 Transmission security alert without an adjustment of the radio system Yes No N/A
- 30.10 Transmission initiated by SSAS activation points include a unique identifier Yes No N/A
- 30.11 Transmission includes the ship identity Yes No N/A

- 30.12 Transmission includes the current position associated with a date and time Yes No N/A
- 30.13 Transmission does not raise an alarm on board ship nor alert other ships Yes No N/A
- 30.14 SSAS is capable of being tested Yes No N/A

31 LRIT

- 31.1 Combined with GMDSS primary SES Yes No N/A
- 31.2 Combined with GMDSS duplicated SES Yes No N/A
- 31.3 Manufacturer and type
(only if separated from primary/duplicated SES)
-
-
- 31.4 LRIT operates from:
- Main source Yes No N/A
 - Emergency source of energy Yes No N/A
 - Reserve source of energy Yes No N/A
- 31.5 Capable of being switched off or ceasing transmission LRIT information Yes No N/A
- 31.6 Conformance test report on board issued by Administrations recognized test ASP Yes No N/A
- 31.7 Equipment used to transmit LRIT information still the same (no change) Yes No N/A
- 31.8 No transfer to the flag of another Contracting Government Yes No N/A
- 31.9 Correct function of equipment used to transmit LRIT information Yes No N/A
- 31.10 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 written down in the GMDSS Radio survey report. Additional equipment such as radar, which is on some ships not (yet) required, shall be inspected and written down in the GMDSS Radio survey report.

AIS reports are in accordance with MSC.1/Circ.1252 (item 9.4), EPIRB-reports are in accordance with MSC.1/Circ.10404/rev.2 (item 19.5) and MSC.1/Circ.1039/rev.1 (item 19.6) and shall be sent together with the GMDSS 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 to a vessel.

- 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)

MSI

Ships should be provided with equipment appropriate for the entire voyage in which the ship is engaged as follows:

- NAVTEX, if the ship is engaged on voyages in any area in which an international NAVTEX service is provided

If international NAVTEX service is NOT provided:

- HF NBDP receiver where such HF NBDP service is provided

or

- EGC receiver which provides international EGC service for the operating areas.

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 fishing vessels (date of keel before 01-01-1999)

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

GMDSS power requirements new fishing vessels (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 shall be automatically provided with position information from an internal or external navigation receiver.