Report No.:

Indian Register of Shipping

SURVEY REPORT FOR INITIAL/PERIODICAL/RENEWAL/CHANGE OF FLAG/ GENERAL EXAMINATION* OF PASSENGER SHIP/CARGO SHIP SAFETY RADIO EQUIPMENT* UNDER GMDSS

(Under the provisions of the SOLAS 1974 as amended, for passenger ships irrespective of size, and cargo ships of 300 tons gross tonnage and over)

Name of ship		**IMO Number**	
Port of Registry		**Gross Tonnage**	
Flag		**Date Keel Laid**	
First date of survey:		**Last date of survey:**	

Signal letters and identification codes:

Call sign: ……	ID for DSC (VHF): ……..…
	ID for DSC (MF/HF): ……..……..
ID for Satellite EPIRB: ……..……	ID for DSC (MF): ……..
Ship Earth Station: ……..……	Ship Earth Station: ……...

Service Provider (Type and Model)	ID Number
……..	……

Service Provider (Type and Model)	ID Number
……..	……

Note 1: Results of survey to be marked "Y" (Yes), "N" (No) or "N/A" (Not Applicable)
Note 2: Functional tests are to be verified for compliance with IMO performance standard.

Sea area in which vessel is certified to operate: A1 ☐; A2 ☐; A3 ☐; A4 ☐
Any other specific area: ..... ☐

1. DOCUMENTATION

1.1	Valid radio license issued by flag administration available on board	…
1.2	Verification of radio operators certificate	…

	Name	**Rank**	**Certificate Held**	**Expiry**	**Issued by**
1st Operator					
2nd Operator					
3rd Operator					

1.3	All applicable statutory and class certificates are valid and onboard	…
1.4	Checking that the ship's compliment complies with the Minimum Safe Manning Document	….
1.5	Checking that the master, officers and ratings are certified as required by the STCW Convention	….
1.6	Verification of radio log	…
1.7	Verification that up to date International Telecommunication Convention (ITU) publication are available on board	…
1.8	Verification that operating manuals are available, on board for all equipment	…
1.9	Verification that service manuals are available on board for all equipment, if at sea maintenance is the declared option.	…

1.10	Confirmation that a Radio record (logbook) has been kept in the period since last survey to the satisfaction of the administration.	…
1.11	Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved to appropriate performance standards prior installation and that any changes are reflected in the appropriate certificate/ record.	…
1.12	Verification that Record of Passenger/Cargo Ship Safety Radio Equipment (GMDSS), form SRT-GMDS, is on board, (Reference …….. dated ……..)	…
1.13	Examining the plans for the provision and position of the radio installation (including source of energy and antennas) and the radio lifesaving appliances	…
1.14	Checking documentary evidence that the actual capacity of the battery has been proved in port within the last 12 months	….

2. SELECTED METHOD OF MAINTENANCE

Duplication of equipment	…
Shore-based maintenance	…
At –sea maintenance	…

3. GENERAL CHECKING OF RADIO INSTALLATION

3.1	Are all radio controls for operating the radio installation adequately illuminated	…
3.2	Are ships call sign, ship station identity, and other codes, as applicable, for use of the radio station posted	…
3.3	Is the radio installation protected from adverse environmental conditions	…
3.4	Is the radio installation so located that no harmful interference affects its use and so located to ensure the greatest possibility of operational availability.	…
3.5	General examination of all antennas (including Ship Earth Station antennas) including insulation and safety	…
3.6	Are spare parts and tools available	…
3.7	For at-sea maintenance are additional technical documentation, tools, measuring equipment and spare parts available.	…
3.8	Facilities for bridge wings communications	…
3.9	Verification of the equipment fitted in accordance with Form R (Supplement to Cargo Ship Safety Radio Certificate)/ Form P (Supplement to Passenger Ship Safety Certificate)	…
3.10	Verification that all two way communication equipment capable of automatically including ship's position in the distress alert are continuously and automatically provided with the information from internal or external navigation receiver. If such receiver is not on board, verification of procedure for manually updating the position and the time of determining the position at intervals not exceeding 4 hours.	…

4. SOURCES OF ENERGY

4.1	Main	…	Emergency	…	Reserve …
4.2	Confirmation that the reserve source of energy has sufficient capacity to operate the primary or the duplicated equipment for 1 hours or 6 hours as appropriate.				…
4.3	If the reserve source of energy is battery, verification where appropriate, of its good condition by specific gravity measurement or voltage measurement.				…
4.4	If the reserve source of energy is battery, verification that the chargers are capable of re-charging the battery within 10 hours.				…
4.5	With the battery off charge, and the maximum required radio installation load connected to the reserve source of energy, checking the battery voltage and discharge current.				…
4.6	Confirmation regarding provision of aural alarm and visual indication at the position from which the ship is normally navigated, indicating when the charging voltage or current is outside the limits given by the manufacturer.				…

5. COMPOSITION OF RADIO INSTALLATION

	VHF	MF	MF/HF	Ship Earth Station
Primary System	…	…	…	…
Duplicated System	…	…	…	…

6. V.H.F RADIO INSTALLATION

6.1	Checking for operation on channel 6, 13 and 16	…
6.2	Checking for correct operation of all controls including priority of control units	…
6.3	Checking the operation of the VHF control unit(s) or portable VHF equipment provided for navigational safety	…
6.4	Checking for correct operation by on-air contact with a coast station or other ship	…
6.5	Checking for correct transmission and reception by means of a routine or test call to a coast station, other ship, onboard duplicate equipment or special test equipment	…
6.6	Examining Channel 70 DSC watch receiver, including confirmation that correct Maritime Mobile Service Identity (MMSI) is programmed in the equipment, and verification of DSC alarm	…
6.7	Checking for operation from main, emergency (if fitted), and reserve source of energy	…

7. MF/HF* RADIO TELEPHONE INSTALLATION

7.1	General examination of MF/HF* Radio telephone equipment	…
7.2	Verification that equipment operates from main, emergency (if provided) and reserve source of energy	…
7.3	Checking the MF/HF* Radio telephone equipment for correct operation by contacting a coast station and/or measuring transmission quality and radio frequency output	…
7.3.1	During the survey	
a)	Is the DSC equipment tested in Routine call category with the ship station and or a shore station.	…
b)	Is the DSC equipment tested in Safety call category with a ship station and or a shore station.	…
c)	Confirming that the correct Maritime Mobile Service Identity is programmed in the equipment.	…
d)	Checking the off-air self-test program.	…
7.4	Verification of antenna tuning in all appropriate bands.	…
7.5	Checking that control unit on bridge has first priority for purposes of initiating distress alerts, if control units are provided outside the navigation bridge.	…
7.6	Checking receiver performance by monitoring known radio station on all appropriate bands.	…
7.7	Checking the availability of the MF/HF* DSC alarm.	…
7.8	Confirming that only distress and safety DSC frequencies are being monitored on the MF/HF* DSC watch receiver	…

8. SHIP EARTH STATION

Note: Ship earth station (other than Inmarsat-C) which forms part of the GMDSS must conform to the Performance Standard as follows:

1. If designed to operate in a mobile satellite service recognized on or after 1 January 2021, complies with the relevant requirements of resolution A.1001 (25) and conforms to performance standards not inferior to those specified in the Annex to Resolution MSC.434 (98).
2. If designed to operate in a mobile satellite service recognized before 1 January 2021:
   a. Conforms to the relevant requirements of resolution A.1001 (25) and conforms to performance standards not inferior to those specified in the Annex to Resolution MSC.434 (98). OR
   b. Conforms to the performance standards not inferior to those specified in the annex to:

i. Resolution MSC.130 (75) on Performance standards for Inmarsat Ship Earth Stations capable of two-way communications, if installed after 1 February 1999.

ii. Resolution A.808(19) on Performance standards for Ship Earth Stations capable of two-way communications, if installed on or after 23 November 1996 and before 1 February 1999;

iii. Resolution A.698 (17) on Performance standards for Ship Earth Stations capable of two-way communications, if installed before 23 November 1996.

8.1	Verification that equipment operates from main, emergency (if provided) and reserve source of energy, and that where an uninterrupted supply of information from the ship's navigational or other equipment is required ensuring such information remains available in the event of failure of the ship's main or emergency source of electrical power	…
8.2	Verification of distress function by means of an approved test procedure, where possible	…
8.3	Verification of correct operation by inspection of recent hard copy or by test alert/call.	…

9. NAVTEX RECEIVER

Note: NAVTEX receiver equipment installed on or after 1 July 2019, but before 1 January 2024 must conforms to performance standards not inferior to those set out in the annex to resolution A.148 (77), as amended by the annex to resolution MSC.430 (98).

Navtex receiver equipment installed on or after 1 January 2024 must conforms to performance standards not inferior to those set out in the annex to resolution MSC. 508 (105).

9.1	Checking the correct operation by monitoring incoming message or inspecting recent hard copy/ display unit	…
9.2	Performance test run of the self test program if provided	…

10. ENHANCED GROUP CALL (EGC)

Note: EGC equipment installed on or after 1 July 2019 must conforms to performance standards not inferior to those set out in the annex to resolution MSC.306 (87), as amended by the annex to resolution MSC.431 (98).

10.1	Checking for correct operation and area by monitoring incoming messages or by inspecting recent hard copy.	…
10.2	Performance test run of the self test programs, if provided.	…

11. HF-NBDP EQUIPMENT

11.1	Checking for correct operation by monitoring incoming messages or by inspecting recent hard copy	…
11.2	Performance test run of the self-test programs, if provided.	…

12. TWO WAY RADIO TELEPHONE APPARATUS

12.1	Examination of two way VHF radio apparatus including verification of its correct operation on both channel 16 and any other channel through a test with another fixed or portable VHF installation.	…
12.2	Confirmation that primary batteries of two way VHF are valid.	…
12.3	Charging arrangement for battery, where rechargeable battery is used	…
12.4	Where appropriate, checking any fixed installation provided in a survival craft	…

13. EPIRB

EPIRB	…	
13.1	Verification of condition by visual examination, position and mounting for float free operation	…
13.2	Self test routine	…

13.3	Labeling of EPIRB	…
13.3.1	Verification of battery expiry date	…
13.3.2	Manufacturer's serial number	…
13.3.3	Verification that call sign of the ship marked on the EPIRB	…
13.4	Verification of hydrostatic release and its expiry date	…
13.5	Verification of emission on operational frequencies, coding and registration on the 406 MHz signal without transmission of a distress call to the satellite	…
13.6	Annual Testing of the EPIRB carried out as required	…
13.7	Shore based maintenance has been carried out as required (not exceeding 5 years)	…
13.8	Verification that EPIRB ID is clearly marked on the outside of the equipment	…

14. SECONDARY MEANS OF ALERTING

Designated equipment					
VHF (DSC)	…	Ship Earth Station (Type & Model)	…		
MF (DSC)	…	HF (DSC)	…	EPIRB	…

15. SART / AIS-SART

15.1	Operational test of Survival craft radar transponder/ AIS SART*	…
15.2	Checking the position and mounting	…
15.3	Verification of Battery expiry date	…

16. AUTOMATIC IDENTIFICATION SYSTEM

16.1	Operational test carried out	…
16.2	Annual testing of AIS carried out on …….	

17. SHIP SECURITY ALERT SYSTEM

17.1	Functionality test carried out with competent authority	…

18. VOYAGE DATA RECORDER/ SIMPLIFIED VOYAGE DATA RECORDER

18.1	Operational test carried out	…
18.2	Voyage Data Recorder (VDR)/S-VDR Annual performance Test carried out on.....	

19. LONG RANGE IDENTIFICATION AND TRACKING:

19.1	Conformance Test Certificate is available on board	…
19.2	DNID member number registered by CSP in the LRIT shipborne equipment (i.e. Sat C) is not disabled or deleted	…

20. ON PASSENGER SHIPS ONLY:

20.1	Two way on-scene radio communication on 121.5 MHz and 123.1 MHz from navigating bridge.	…
20.2	A GOC Certified operator assigned to perform only radio communication duties during distress incidents.	…

21. GMDSS RADIO OPERATORS:

21.1	Is the Ship operator(s) able to use the GMDSS equipment and carry out function tests for transmitting and receiving distress and safety alerts	…
21.2	Is ship's operators able to explain correct procedures for the followings:	…
21.2.1	Canceling a false distress alert (Res.MSC.514(105))	…

21.2.2	Receiving a distress alert.	…
21.2.3	Sending a distress alert	…

22. HAS THE VESSEL BEEN EXEMPTED BY THE ADMINISTRATION FROM MEETING THE REQUIREMENTS OF THE CONVENTION

22.1	Administration ……..…….
22.2	Reference No …….
22.3	Details ……..…….

23. ADDITIONAL REQUIREMENTS FOR SHIPS OPERATING IN POLAR WATERS

23.1	For ships intended to operate in low air temperature, checking the certificates or equivalent documents of the systems and equipment required by this Code for the consistence of the polar service temperature specified for the ship (Polar Code part I-A/Ch. 1.4.2) (for Initial Survey)	…
23.2	For ships operating in low air temperature, checking the certificates or equivalent documents of the survival systems and equipment for the consistence of the maximum expected rescue time at polar service temperature (Polar Code part I-A/Ch. 1.4.3) (for Initial Survey)	…
23.3	Examining, where applicable, the alternative design and arrangements for ship structure, machinery installations, fire safety/protection or life-saving appliances and arrangements, in accordance with the test and inspection requirements, if any, specified in the approved documentation and PWOM (SOLAS 74/00/14 regulation XIV/4) (for Initial Survey)	…
23.4	Checking that the Polar Water Operational Manual (PWOM) with the hazards identified in the operational assessment being addressed properly is placed on board (Polar Code part I-A/Ch. 2.3, 4.3.1.3 and 4.3.1.4) (for Initial Survey)	…
23.5	Confirming that procedures are provided on board for availability of the mandatory communication equipment for use in survival craft, including availability of battery power for the maximum expected time of rescue (Polar Code part I-A/Ch. 10.3.2.3) (for Initial Survey) *Note 1: Procedures referred to in above paragraph can include both operational requirements and any other means including technical solutions i.e. thermal insulation, chemical heat sources, additional batteries, rechargeable batteries with respective chargers, etc., and is to be documented in Polar Water Operational Manual (PWOM). (MSC.1/Circ.1612)* *Note 2: The expression "availability for operation during the maximum expected time of rescue", mean ability of mandatory communication equipment for use in survival craft, including liferafts, and rescue boats to maintain the ready-for-operation state within the maximum expected time of rescue at the Polar Service Temperature (PST) assigned to the vessel, and after that to be capable to perform its functions at the PST assigned to the vessel with the operating time not less than specified in respective existing performance standards. (MSC.1/Circ.1612)*	…
23.6	Confirming that, where applicable, the approved documentation for the alternative design and arrangement is on board, with the relevant contents being entered in PWOM (SOLAS 74/00/14 regulation XIV/4) (for Initial Survey)	…
23.7	Confirming the provision of the operational assessment and reviewing any changes thereof (Polar Code part I-A/Ch. 1.5)	…
23.8	Confirming that the PWOM is on board, and checking it if any changes occurred since last survey (Polar Code part I-A/Ch. 2.3, 4.3.1.3 and 4.3.1.4)	…
23.9	Confirming that procedures are provided on board for availability of the mandatory communication equipment for use in survival craft, including availability of battery power for the maximum expected time of rescue (Polar Code part I-A/Ch. 10.3.2.3)	…
23.10	Confirming that the Voyage Plan has been provided on board for the voyages in polar waters since last survey, otherwise if no trading in polar waters, random checking to the historical plans may be considered (Polar Code part I-A/Ch. 11.3)	…

23.11	Where applicable, checking the qualifications of the masters, chief mates, officers and/or other persons in charge of a navigational watch on board ships operating in polar waters in accordance with chapter V of the STCW Convention and the STCW Code (Polar Code part I-A/Ch. 12.3.1 and 12.3.2)	…
23.12	Checking the qualification certificates (if required by the Administration) and/or familiarization records of all the crew members for their assigned duties referenced in the PWOM (Polar Code part I-A/Ch. 12.3.4)	…
23.13	Confirming that, where applicable, the approved documentation for the alternative design and arrangements is on board, with the relevant contents being entered in PWOM (SOLAS 74/00/14 regulation XIV/4)	…
23.14	Examining and testing the communication equipment on board for ship-to-ship and ship-to-shore communication, taking into account the limitations of communications systems in high latitudes and the anticipated low temperature (Polar Code part I-A/Ch. 10.3.1.1)	…
23.15	For ships intended to provide icebreaking escort, examining and testing the sound signalling system capable to be mounted to face astern (Polar Code part I-A/Ch. 10.3.1.2)	…
23.16	Examining and testing the means for two-way on-scene and SAR coordination communications for search and rescue purposes including aeronautical frequencies operations and that communication equipment provides for two-way voice and data communication with a Telemedical Assistance Service (TMAS) (Polar Code part I-A/Ch. 10.3.1.3 and 10.3.1.4)	…
23.17	For ships intended to operate in low air temperature, examining that each rescue boat and lifeboat is capable to be provided with devices for transmitting signals for distress alerting, locating and on-scene communications (Polar Code part I-A/Ch. 10.3.2.1) *Note: All rescue boats and lifeboats carried by the ship, notwithstanding the redundancy in aggregate capacity of survival craft required by SOLAS regulations III/21 & III/31, and taking into account the different possible distress scenarios, are considered able to be released for evacuation simultaneously and are to be provided with mandatory communication equipment accordingly.* *a. for distress alerting - one device is to be carried for transmitting ship to shore distress alerts;* *b. in order to be located - one device is to be carried for transmitting signals for location; and* c. *for on-scene communications - one device is to be carried for transmitting and receiving on-scene communications.*	…
23.18	*For ships intended to operate in low air temperature, examining the capabilities of all other survival craft, for transmitting signals for location and for communication (Polar Code part I-A/Ch. 10.3.2.2)* *Note: All survival crafts carried by the ship, notwithstanding the redundancy in aggregate capacity of survival craft required by SOLAS regulations III/21 & III/31, and taking into account the different possible distress scenarios, are considered able to be released for evacuation simultaneously and are to be provided with mandatory communication equipment accordingly.* *a. in order to be located - one device is to be carried for transmitting signals for location; and* *b. for on-scene communications - one device is to be carried for transmitting and receiving on-scene communications.*	…
23.19	Examining, where applicable, the alternative design and arrangements for ship structure, machinery installations, fire safety/protection or life-saving appliances and arrangements, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation and PWOM (SOLAS 74/00/14 regulation XIV/4).	…
23.20	Confirmation that Polar Ship Certificate has been issued/ endorsed* based on satisfactory survey.	…

24. ISSUANCE/ENDORSEMENT OF CERTIFICATE

24.1	Confirmation that the Initial Survey/Periodical Survey/Renewal Survey/Change of Flag Survey* completed satisfactorily.	…
24.2	General examination of the vessel carried out satisfactorily towards ……..with the scope of Periodical Survey/Renewal Survey*. (Note: (i)Authorisation reference received from head office/flag Administration are to be provided under "Remarks" (ii)Further survey scope covered for postponement survey are to be confirmed by indicating under "Remarks")	…
24.3	On satisfactory completion of the survey/examination* Full-Term Certificate issued/endorsed/extended /interim certificate issued/short term certificate issued*. (Note: Validity of the short term certificates and other conditions based on which the certificate is issued are to be included in the "Remarks" section)	…
24.4	Confirmation that the Periodical Survey/Renewal Survey* carried out partly as reported. Extent of survey/examination* carried out/pending* is reflected in the survey status. (Note: Explanation for carrying out surveys partly may be included under "Remarks")	…
24.5	Periodical Survey could not be completed within the survey window, details of reason and actions taken provided under 'Remarks'. Note: Extent of survey/examination carried out /pending is to be reflected in the survey status	…

REMARKS

……..

……..

Name of Surveyor: _____ Name of Radio Inspector: _____

Signature of Surveyor: _____ Signature of Radio Inspector: _____

Radio Company: _____

Official Seal Official Seal

Date: _____

Port: _____