Self-Checklist for Survey of Ship Security Alert System (SSAS)

Ref. No.

M/V	Class No
Flag	IMO No.
Type of Ship	
Description of SSAS (Manufacture)	(Type)
Date	Port
Company	Check by

Tick in the left box of following with if the item is checked with satisfaction; (for a verification subsequent to the initial installation verification, item indicated "D" may be dispensed, in such a case, tick the box "D" to indicate dispensation)

1. General

☐ ☐D	1-1	Ship Security Alert System is complies with IMO Res.694(17) and/or IEC60945.

2. Power supply

☐ ☐D	2.1	Where the ship security alert system is powered from ship's main source of electrical power, it is possible to operate the system from alternative source of power.
☐ ☐D	2-2	Alternative source of power is either emergency power supply, a storage battery charged with emergency power source, or independent battery.

3. Operation

☐	3-1	Ship Security Alert System is capable of being activated from the navigation bridge and in at least one other location.
☐	3-2	Ship Security Alert Messages addresses to competent authorities designated by the Administration.
☐	3-3	Ship Security Alert System activation points is designed so as to prevent the inadvertent initiation of the ship security alert. It is not necessary for the user to remove seals or to break any lid or cover in order to operate any control.
☐ ☐D	3-4	The activation points operates a radio system such transmission of the security alert does not require any adjustment of the radio system, i.e. tuning of channels, setting of modes or menu options.
☐ ☐D	3-5	Once activated, Ship Security Alert System continues to transmit the security alert until it is reset or deactivated. The interval between transmissions of the alerts is as short as possible. (e.g. between 15 minutes and one hour)
☐ ☐D	3-6	Operation of the activation point does not cause any alarm or indication to be raised on the ship nor alert other ships.
☐ ☐D	3-7	The operation of the ship security alert system does not impair the functionality of the GMDSS installation.

4. Ship Security Alert

☐	4-1	Transmission initiated by security alert system activation points includes a unique code/identifier[1] (ship's identity, e.g. ship's name, call sign, IMO ship identification number or Maritime Mobile Service Identify (MMSI)) and ship's security alert activation indication.
☐	4-2	The transmission includes the ship identity and current position (latitude and longitude) associated with a date and time.
☐	4-3	Ship Security Alert Messages (Ship's identity, ship's position and ship's security alert activation indication) are generated automatically with no input from the operator other than security alert system activation.

5. Installation

☐	5-1	General inspection
☐ ☐D	5-2	Wiring (power cable and antenna cable) has been permanently installed.
☐	5-3	Operational test

6. Others

☐ ☐D	6-1	The Ship Security Alert System is capable of being tested.
☐	6-2	Operation manual and maintenance manual provided by manufacturer are placed onboard.

The undersigned certifies the status as given above and declares that all information known by the auditor or Radio Inspector relating to the SSAS during this audit shall be treated with the strictest confidence and shall not be revealed to anyone without the written consent of the Company.

Checked by

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[1] *The administration may instruct a unique code/identifier other than ship's identity in the brackets.*
Form MS-SELF-CHK-SSAS (2012.1)