

## Checklist for Survey of Ship Security Alert System (SSAS)

Ref. No.

Date

M/V	Class No
Type of Ship	IMO No.
Description of SSAS (Manufacture)	(Type)
Office:	Port:
Company of ship	Auditor:

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

<b>1. General</b>		
<input type="checkbox"/>	1-1 <input type="checkbox"/> D	Ship Security Alert System is complies with IMO Res.694(17) and/or IEC60945.
<b>2. Power supply</b>		
<input type="checkbox"/>	2-1 <input type="checkbox"/> D	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.
<input type="checkbox"/>	2-2 <input type="checkbox"/> D	Alternative source of power is either emergency power supply, a storage battery charged with emergency power source, or independent battery.
<b>3. Operation</b>		
<input type="checkbox"/>	3-1	Ship Security Alert System is capable of being activated from the navigation bridge and in at least one other location.
<input type="checkbox"/>	3-2	Ship Security Alert Messages addresses to competent authorities designated by the Administration.
<input type="checkbox"/>	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.
<input type="checkbox"/>	3-4 <input type="checkbox"/> D	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.
<input type="checkbox"/>	3-5 <input type="checkbox"/> D	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)
<input type="checkbox"/>	3-6 <input type="checkbox"/> D	Operation of the activation point does not cause any alarm or indication to be raised on the ship nor alert other ships.
<input type="checkbox"/>	3-7 <input type="checkbox"/> D	The operation of the ship security alert system does not impair the functionality of the GMDSS installation.
<b>4. Ship Security Alert</b>		
<input type="checkbox"/>	4-1	Transmission initiated by security alert system activation points includes a unique code/identifier <sup>1</sup> (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.
<input type="checkbox"/>	4-2	The transmission includes the ship identity and current position (latitude and longitude) associated with a date and time.
<input type="checkbox"/>	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.
<b>5. Installation</b>		
<input type="checkbox"/>	5-1	General inspection
<input type="checkbox"/>	5-2 <input type="checkbox"/> D	Wiring (power cable and antenna cable) has been permanently installed.
<input type="checkbox"/>	5-3	Operational test
<b>6. Others</b>		
<input type="checkbox"/>	6-1 <input type="checkbox"/> D	The Ship Security Alert System is capable of being tested.
<input type="checkbox"/>	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.

\_\_\_\_\_  
Radio inspector  
Company

\_\_\_\_\_  
Auditor to Nippon Kaiji Kyokai

<sup>1</sup> The administration may instruct a unique code/identifier other than ship's identity in the brackets.  
Form MS-CHK-SSAS (2009.11)