DNV

REPORT ON SURVEY OF GMDSS RADIO INSTALLATIONS

DNV ID no.:
30473
Job ID:
N2654295
Date of issue:
(2025-03-06)

Ref. INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974 and IMO Res. A.1156(31) and amendments thereto.

Particulars of ship

Name of ship:	**ROYAL LADY**
Call sign:	**V2YA3**
Port of registry:	**ST. JOHN'S**
Flag:	**ANTIGUA AND BARBUDA**
Gross tonnage:	**9993**
SOLAS tonnage (Ref. 29):	**--**
MMSI number:	**305903000**
IMO number:	**9300829**
Date on which keel was laid:	**2004-07-29**

Survey type:

☐ Newbuilding initial ☐ Periodical ☒ Renewal ☒ Change of Flag ☐ Class entry

☐ Occasional Survey related to:
(for example, survey of replacement or rectification of GMDSS equipment)

☐ Passenger ship ☐ Polar waters
Note: If the ship is certified based on Polar Code requirements with operation in low air temperatures, i.e. PST below -20°C, then the supplement form "POL CRC 521" shall also be filled in and attached to this report.

Inmarsat C number(s): **430590310, 430590311**		IRIDIUM number(s): **N/A, N/A**	
Existing CRC or PSSC issued at: **GOTHENBURG,SWEDEN**	Date of issue: **2025-03-06**	Valid until date: **2025-03-31**	Has an exemption certificate been issued? ☐ Yes ☒ No

Marks to be used: Y = Yes N = No N/A = Not applicable

1. General, to be answered by radio inspector

Item		Y	N	N/A
1.1	Has DNV been contacted before conducting and after the conclusion of the radio survey? ☒ Attending / ☐ Remote DNV surveyor's name: **YURY SHISHKIN** Note: The radio inspector must always contact the assigned attending or remote DNV surveyor prior, during and after the radio survey. Failure to do so may result in rejection of the survey results and the report by DNV.	☒	☐	
1.2	Does the GMDSS installation conform to DNV approved plans? [1] Note: The drawings shall be made available by relevant DNV station.	☐	☐	☒
1.3	Are relevant pending approval comments, if any, complied with? [1]	☐	☐	☒
1.4	Has the radio inspector been informed by the assigned DNV surveyor about any Flag State Requirements? (Items 2.26/2.27 to be answered by radio inspector)	☒	☐	

[1] For newbuilding and major conversion survey only

1.5	Are there any deficiencies? (If yes, please record deficiencies under item 2.28 and inform the assigned DNV surveyor about the possible findings before leaving the vessel)	☐	☒	
1.6	Does the existing radio certificate/Form R reflect the actual installation? (If no, then DNV surveyor should be informed about the necessary changes that need to be made to the certificate / Form R)	☒	☐	☐

1.7 Alterations, Replacements or Renewals of Safety Radio Equipment:
All new equipment/units shall be type-approved based on the standards as referred to by SOLAS Ch. IV Reg. 14.
Also observe that GMDSS equipment installed onboard ship's flying EU Flag (Norway inclusive) shall carry "wheel mark".
Please fill in the table below, if applicable.

Item no.	Old equipment	New Equipment, type approval certificate no.
		,
		,

1.8 The undersigned:
- has not been engaged in any installation/repair/commissioning of the surveyed installation before or during the survey; and will not personally conduct any repairs of the installation or rectify possible findings after the survey, and
- confirms that the radio station has been inspected based on the check items listed in Appendix A, and
- confirms that the radio station **complies** [2] with the requirements of SOLAS 1974 and protocol of 1988 and later and amendments, and
- **recommends** [2] endorsement of the existing certificate/issuance of a new certificate.

Radio firm's DNV certificate no.: **AOSS0000M6V**
Valid until: **2027-01-15**

Place: **(Skagen, Denmark** Date: **(2025-03-06)**
Radio inspector's stamp and signature

for **(MARINTEL LLC.)**

MArinTel

(YASIN YILMAZ)
Radio Inspector

The undersigned, **(Capt. SAGAR KUMAR)**, Master of **ROYAL LADY** confirms that the above radio inspector:
- has conducted and completed the radio survey, and
- informed the undersigned as well as the assigned DNV surveyor about the results before leaving the vessel, and
- has not been engaged in any installation/repair/commissioning of the surveyed installation before or during the survey and is not hired to conduct any repairs of the installation or rectify possible findings after the survey.

Place: **(Skagen, Denmark)** Date: **(2025-03-06)**

ROYAL LADY
MASTER
ANTIGUA AND BARBUDA

(Capt. SAGAR KUMAR)
Master's stamp and signature

The signed and stamped report without the appendix shall be scanned and, together with a copy of the radio firm's DNV certificate and the firm's internal list of trained inspectors which includes the name of the radio inspector, submitted to the assigned DNV surveyor without delay.
It is not mandatory to have a copy of CRC 521 onboard since this document is a report from approved external radio service suppliers to DNV only.

2 Delete as appropriate.

2. Technical details to be answered by radio inspector for all surveys

2.1 Sea area and maintenance

2.1.1 Sea area in which the ship is certified to operate:

☐ A1 ☐ A1+A2 ☒ A1+A2+A3 ☐ A1+A2+A3+A4

Satellite solution (primary system) using:
INMARSAT-C

Note: When two different recognised satellite systems are provided, then the primary satellite system is the system with the least coverage.

2.1.2 Method(s) of maintenance (Reg.IV/15)

☒ Duplication ☒ Shore-based maintenance ☐ At-sea maintenance

		Y	N	N/A
2.1.3	If at-sea maintenance: Is electronic test equipment, service manuals and spare parts available, and are authorised or approved personnel onboard? (Reg.IV/15)	☐	☐	☒
2.1.4	If shore-based maintenance: Is a written agreement with a service company or a plan of how it should be carried out available? (Reg.IV/15)	☒	☐	☐

2.1.5 Appropriate secondary means of alerting for the applicable sea area (Reg.IV/4.1.1.1, IV/8.1, IV/9.1.3, IV/10.1.4, IV/11.1.3)

Equipment: **EPIRB**

Ref. item on the report: **2.19**

2.2 GMDSS radio operators (Reg.IV/16 and ITU RR VOL I Art. 47)

Note: Any required flag endorsement to be specified in item 27.

	GMDSS radio operator	Certificate type and no.	Place of issue	Expiry date
2.2.1	**SAGAR KUMAR**	**GOC P0018430**	**HONDURAS WITH FLAG ENDORSMENT**	**01/11/2027**
2.2.2	**SAMDEEP MAAN**	**GOC KOL/R/2803**	**INDIAN WITH FLAG ENDORSMENT**	**19/10/2026**
2.2.3				

Note: If any of the above certificates are not issued by the ship's flag, then possible flag requirements with regards to endorsement/acceptance of those certificates should be checked and the results listed under item 2.27. The assigned DNV surveyor should be consulted with regards to possible flag requirements.

2.3 Radio licence

2.3.1 Radio licence no. (ITU RR VOL I Art. 18): **ADOMS-SSL-250059**
Place and date of issue: **ST.JOHNS 28.02.2025**
Expiry date: **24.02.2026**

		Y	N
2.3.2	Does the radio licence cover the actual installation on board?	☒	☐

Note: If the radio licence is expired or if it is not updated to cover possible changes to GMDSS installation, restrictions may apply under national requirements, to be clarified with DNV surveyor before departure.

2.4 General requirements		Y	N	N/A
2.4.1	Is a radio record kept in accordance with the regulations? (Reg.IV/17 and ITU RR VOL II App.16)	☒	☐	☐
2.4.2	Are ITU publications, in accordance with ITU RR VOL II App.16, present? Hint: A table of ITU publications required, including the last edition and the next edition, can be found on the ITU home page: https://www.itu.int/hub/pubs/itu-maritime-publications.	☒	☐	☐
2.4.3	Are tools, spare parts and relevant manuals as required by manufacturers available on board? (Reg.IV/15.4) Hint: Not to be confused with item 2.1.3 "At-sea maintenance" requirements.	☒	☐	☐
2.4.4	Is the emergency light in order and the switch properly marked? (Reg.IV/6.2.4)	☒	☐	☐
2.4.5	Is the ship's call sign, ship station identity (MMSI) and other codes, as applicable, clearly marked near each radio installation? (Reg.IV/6.2.5)	☒	☐	☐

2.4.6	Are the antennae drawings, radio arrangement drawings and cable wiring diagram available for service and survey purposes? Hint: Such Drawings need not to be approved by the class society but must show the actual installation (Reg.IV/15.3)	☒	☐	☐
2.4.7	Are the plans/drawings updated to cover the alterations (if any, ref. item 1.7); examined by the radio inspector and found in compliance with the appropriate requirements?	☒	☐	☐
2.4.8	Is the radio installation protected against environmental influence? (Reg.IV/6.2.3)	☒	☐	☐
2.4.9	Form AIS 001a completed	☒	☐	☐

2.5 Power supplies

2.5.1 Main source of electrical power (Reg.II-1/41, IV/13.1)

Voltage: **230VAC**

2.5.2 Emergency source of electrical power/emergency generator (Reg.II-1/42 or II 1/43)

☐ Emergency battery ☒ Emergency generator

Voltage: **230VAC** Capacity (Ah): **N/A** or hours of operation: **18H**

2.5.3 Reserve source of energy (Reg.IV/13.2, 13.3, 13.4, 13.5, 13.7,13.8)

Make and type: **UPLUS USC 12-200**

☐ UPS ☐ Accumulators ☒ Sealed Accumulators ☐ Lithium-ion

Voltage: **24V** Sp. gravity (when applicable): **N/A**

Capacity (Ah) as stated on the batteries: **200AH**

Min. required capacity (Ah) based on onboard documentation: **NA**, sufficient for the operation of all required equipment (which are connected to the batteries) for a minimum time of: ☒ 1 hour (if 2.5.2 is provided) / ☐ 6 hours (if 2.5.2 is not provided)

		Y	N	N/A
2.5.4	Has an appropriate method for checking the capacity of the radio battery been determined either by the manufacturer or by the ship management and followed up? (Reg.IV/13.6.2.)	☒	☐	☐
2.5.5	Has there been a discharge test during the last 12 months verifying the capacity according to item 2.5.3? (Reg.IV/13.6.2.)	☒	☐	☐
2.5.6	With the battery off charge, and the maximum required radio installation load check the battery voltage and discharge current (Reg.IV/13.2, 13.7) Battery voltage and discharge current: **25VDC 20A**			
2.5.7	Is the reserve source of energy in good working condition?	☒	☐	☐
2.5.8	Is the location of the batteries in accordance with the specification given by the manufacturers with regards to temperature tolerance and environmental strain? (Reg.IV/13.7)	☒	☐	☐

2.6 Battery charger

2.6.1 Automatic charger make and type (Reg.IV/13.6): **FURUNO BC-6158**

The observed operational charging voltage and maximum charging current: **28,7V 30A**

		Y	N	N/A
2.6.2	Is the charger capable of recharging the batteries to the minimum required capacity within 10 hours? (Reg.IV/13.6.1)	☒	☐	☐

2.7 Antenna installation

		Y	N	N/A
2.7.1	Are the antennae locations in accordance with antennae arrangement drawings?	☒	☐	☐
2.7.2	Are all antennae well supported?	☒	☐	☐

2.8 VHF radio installation, basic equipment for sea area A1-A2-A3-A4 (Reg.IV/7.1.1, 7.1.2, 7.1.6)

Power supply ☒ Mains ☒ Emergency ☒ Reserve

	Sub-unit	Make and type
2.8.1	VHF radio installation Set no.1	**FURUNO FM-8900S**
2.8.2	DSC controller	**FURUNO FM-8900S**
2.8.3	DSC Watch receiver	**FURUNO FM-8900S**

		Y	N	N/A
2.8.4	Is an audible and a visual indication of reception of incoming DSC distress calls provided?	☒	☐	☐

2.8.5	Is the VHF installation in good working condition?	☒	☐	☐
2.8.6	Is protection against inadvertent activation of alarm button(s) provided?	☒	☐	☐

2.9 VHF radio installation, duplicated equipment for sea area A1-A2-A3-A4 (Reg.IV/15.6, 15.7)

Note: Duplication in A1 and A2 is not mandatory if shore-based or at-sea maintenance is provided, ref. 2.1.2.

Power supply ☒ Mains ☒ Emergency ☐ Reserve

	Sub-Unit	Make and type
2.9.1	VHF radio installation Set no. 2	**FURUNO FM-8900S**
2.9.2	DSC controller	**FURUNO FM-8900S**
2.9.3	DSC Watch receiver	**FURUNO FM-8900S**

		Y	N	N/A
2.9.4	Is an audible and a visual indication of reception of incoming DSC distress calls provided?	☒	☐	☐
2.9.5	Is the VHF installation in good working condition?	☒	☐	☐
2.9.6	Is protection against inadvertent activation of alarm button(s) provided?	☒	☐	☐

2.10 MF radio installation, basic equipment for sea area A2 (Reg.IV/9.1.1, 9.1.2, 9.2, 9.4) or sea area A3 (Reg.IV/10.1.2, 10.1.3, 10.2, 10.4)

Note: The basic MF/DSC for sea area A3 can be part of duplicated MF/HF/DSC item 2.13.

Power supply ☒ Mains ☒ Emergency ☒ Reserve

	Sub-Unit	Make and type
2.10.1	MF transceiver	**FURUNO FS-1570**
2.10.2	DSC controller	**FURUNO FS-1570**
2.10.3	DSC Watch receiver (2187.5kHz)	**FURUNO FS-1570**

		Y	N	N/A
2.10.4	Is an audible and a visual indication of reception of incoming DSC distress calls provided?	☒	☐	☐
2.10.5	Is the MF installation in good working condition?	☒	☐	☐
2.10.6	Is protection against inadvertent activation of alarm button(s) provided?	☒	☐	☐
2.10.7	Is the basic MF/DSC in sea area A3 part of duplicated MF/HF/DSC item 2.13?	☒	☐	☐

2.11 MF radio installation, duplicated equipment for sea area A2 (Reg.IV/15.6)

Note: Duplication of MF/DSC in sea area A2 is not mandatory if shore-based or at-sea maintenance is provided, ref. 2.1.2.

Power supply ☐ Mains ☐ Emergency ☐ Reserve

	Sub-Unit	Make and type
2.11.1	MF transceiver	
2.11.2	DSC controller	
2.11.3	DSC Watch receiver (2187.5 kHz)	

		Y	N	N/A
2.11.4	Is an audible and a visual indication of reception of incoming DSC distress calls provided?	☐	☐	☒
2.11.5	Is the MF installation in good working condition?	☐	☐	☒
2.11.6	Is protection against inadvertent activation of alarm button(s) provided?	☐	☐	☒

2.12 MF/HF radio installation, basic equipment for sea area A4 (Reg.IV/11.1.1, 11.1.2, 11.2, 11.3)

Power supply ☐ Mains ☐ Emergency ☐ Reserve

	Sub-Unit	Make and type
2.12.1	MF/HF transceiver	
2.12.2	DSC controller	
2.12.3	DSC Watch receiver (2187.5 kHz, 8814.5 kHz and minimum one other HF DSC distress frequency)	

Note: If the HF telex system is type approved for and capable of receiving Maritime Safety Information (MSI) messages, then item 2.16.4 shall be filled in.

		Y	N	N/A
2.12.4	Is an audible and a visual indication of reception of incoming DSC distress calls provided?	☐	☐	☒

2.12.5	Is the MF/HF installation in good working condition?	☐	☐	☒
2.12.6	Is protection against inadvertent activation of alarm button(s) provided?	☐	☐	☒

2.13 MF/HF radio installation, duplicated equipment for sea area A4 or A3 (Reg.IV/15.7)

Power supply ☐ Mains ☐ Emergency ☐ Reserve

	Sub-Unit	Make and type
2.13.1	MF/HF transceiver	
2.13.2	DSC controller	
2.13.3	DSC Watch receiver (2187.5 kHz, 8414.5 kHz and minimum one other HF DSC distress frequency)	

Note: If the HF telex system is type approved for and capable of receiving Maritime Safety Information (MSI) messages then item 2.16.4 shall be filled in.

		Y	N	N/A
2.13.4	Is an audible and a visual indication of reception of incoming DSC distress calls provided?	☐	☐	☒
2.13.5	Is the MF/HF installation in good working condition?	☐	☐	☒
2.13.6	Is protection against inadvertent activation of alarm button(s) provided?	☐	☐	☒

2.14 Recognised mobile satellite service Ship Earth Station (SES), basic equipment for sea area A3 (Reg.IV/10.1.1, 10.2, 10.4)

Name of the satellite system: **INMARSAT-C**

Note: When two different SES are provided, then the primary satellite system is the SES with the least coverage and the SES with bigger coverage is regarded as duplication (item 2.15).

Power supply ☒ Mains ☒ Emergency ☒ Reserve

	Sub-Unit	Make and type
2.14.1	SES transceiver	**FURUNO FELCOM-18**
2.14.2	Printer	**FURUNO PP-510**

		Y	N	N/A
2.14.3	Is an audible alarm and a visual indication of reception of incoming distress calls through the SES provided?	☒	☐	☐
2.14.4	Is the SES installation in good working condition?	☒	☐	☐
2.14.5	Is protection against inadvertent activation of alarm button(s) provided?	☒	☐	☐
2.14.6	Is the SES also used as the mandatory SSAS?	☐	☐	☒
	If yes, then is the SES type approved as a combined SSAS and GMDSS SES?	☐	☐	☒
2.14.7	Is the SES also used as the mandatory LRIT?	☐	☐	☒
	If yes, then is the SES type approved as a combined LRIT and GMDSS SES?	☐	☐	☒

2.15 Recognised mobile satellite service Ship Earth Station (SES), duplicated equipment for sea area A3 (Reg.IV/15.7)

Note: When two different SES are provided, then the primary satellite system is the SES with the least coverage (item 2.14) and the SES with bigger coverage is regarded as duplication.

Name of the satellite system: **INMARSAT-C**

Power supply ☒ Mains ☒ Emergency ☒ Reserve

	Sub-Unit	Make and type
2.15.1	SES transceiver	**FURUNO FELCOM-18**
2.15.2	Printer	**FURUNO PP-510**

		Y	N	N/A
2.15.3	Is an audible alarm and a visual indication of reception of incoming distress calls through the SES provided?	☒	☐	☐
2.15.4	Is the SES installation in good working condition?	☒	☐	☐
2.15.5	Is protection against inadvertent activation of alarm button(s) provided?	☒	☐	☐
2.15.6	Is the SES also used as the mandatory SSAS?	☐	☐	☒
	If yes, then is the SES type approved as a combined SSAS and GMDSS SES?	☐	☐	☒

2.15.7	Is the SES also used as the mandatory LRIT?	☐	☐	☒
	If yes, then is the SES type approved as a combined LRIT and GMDSS SES?	☐	☐	☒

2.16 Facilities for reception of Maritime Safety Information, MSI (Reg.IV/7.1.4 and MSC.1/Circ.1645)

2.16.1 Inmarsat-EGC receiver, basic equipment in areas in which NAVTEX service has not been provided. (MSC.1/Circ.1645 Annex 1.3)

Power supply ☒ Mains ☒ Emergency ☒ Reserve

2.16.1.1 EGC receiver Make and type: **FURUNO FELCOM-18**

		Y	N	N/A
2.16.1.2	Is an audible alarm and a visual indication of reception of incoming Inmarsat distress calls provided?	☒	☐	☐
2.16.1.3	Is the EGC printer located on the navigation bridge?	☒	☐	☐
2.16.1.4	Is the EGC installation in good working condition?	☒	☐	☐

2.16.2 IRIDIUM-EGC receiver, basic equipment in areas in which NAVTEX service has not been provided. (MSC.1/Circ.1645 Annex 1.3)

2.16.2.1 Power supply ☒ Mains ☒ Emergency ☒ Reserve

		Y	N	N/A
2.16.2.2	Is an audible alarm and a visual indication of reception of incoming IRIDIUM distress calls provided?	☒	☐	☐
2.16.2.3	Is the EGC printer located on the navigation bridge?	☒	☐	☐
2.16.2.4	Is the EGC installation in good working condition?	☒	☐	☐

2.16.3 Navtex receiver, basic equipment in any sea area where NAVTEX service is provided. (Reg.IV/7.1.4 and MSC.1/Circ.1645 Annex 1.1)

Power supply ☒ Mains ☒ Emergency ☒ Reserve ☒ Other

2.16.3.1 Navtex receiver make and type: **FURUNO NX-700**

		Y	N	N/A
2.16.3.2	Is an audible alarm and a visual indication of reception of incoming distress calls provided?	☒	☐	☐
2.16.3.3	Is the Navtex receiver or the associated printer located in the navigation bridge?	☒	☐	☐
2.16.3.4	If installed on or after 2005-07-01, does the Navtex receiver comply with the IMO Resolution MSC.148(77)? Note: This item is to be answered "not applicable" if the Navtex receiver was installed before 2005-07-01. Equipment installed before 2005-07-01 should comply with Annex to IMO resolution A.525(13).	☒	☐	☐
2.16.3.5	Is the Navtex receiver in good working condition?	☒	☐	☐

2.16.4 HF-MSI, basic equipment in any sea area where NAVTEX and EGC service are not provided. (Reg.IV/7.1.4, MSC.1/Circ.1645 Annex 1.2 and Resolution A.700(17))
make and type:
Integrated with:
☐ Main MF/HF/DSC equipment item 2.12
☐ Duplicated MF/HF/DSC equipment item 2.13
☐ N/A (meaning that the equipment is an independent HF-MSI receiver)

Power supply ☐ Mains ☐ Emergency ☐ Reserve ☐ Other

		Y	N	N/A
2.16.4.1	Is an audible alarm and a visual indication of reception of incoming distress calls provided?	☐	☐	☒
2.16.4.2	Is the HF-MSI receiver or the associated printer located in the navigation bridge?	☐	☐	☒
2.16.4.3	Is the HF-MSI receiver in good working condition?	☐	☐	☒

2.17 Two-way VHF GMDSS radiotelephone apparatus

Basic equipment for sea area A1-A2-A3-A4 (Reg.IV/7.2.2, 7.3.2, 7.4)
Note 1: Two sets required for cargo ships 300 GT – 500 GT; and three sets required for passenger ships and cargo ships greater than 500 GT.
Note 2: If the ship is certified based on Polar Code requirements with operation in low air temperatures, i.e. PST below -20°C, then some or all of the bellow VHF equipment can also be used for compliance with Polar Code requirements as specified in "POL CRC 521" item 4, provided that the approved Polar Water Operational Manual (PWOM) supports this.

	Set no.	Make and type	Serial no.	Primary (sealed) battery expiry date	Located in	Portable	Fixed
2.17.1	1	**ENTEL HT649**	**JHS32899**	**2027-08**	**NAV. DECK STBDSIDE**	☒	☐
2.17.2	2	**ENTEL HT649**	**JHS32911**	**2027-08**	**NAV. DECK STBDSIDE**	☒	☐
2.17.3	3	**ENTEL HT649**	**JHS32946**	**2027-08**	**NAV. DECK STBDSIDE**	☒	☐

Note: Fixed VHF can be installed in lifeboats. In such a case the lifeboat no. should be identified under "Located in", and the type "Fixed" should be chosen.

		Y	N	N/A
2.17.4	If the ship is certified for compliance with Polar Code requirements with operation in low air temperatures, i.e. PST below -20°C, then is any of the above equipment also used for compliance with the Polar Code requirements (ref. approved Polar Water Operational Manual, PWOM)? If "yes" then specify:	☐	☐	☒
2.17.5	If the ship is certified for compliance with Polar Code requirements with operation in areas with PST above (warmer than) -20°C, then additional procedures/requirements with regards to durability/availability of the Two-way VHF GMDSS radiotelephone apparatus (Polar Code Ch.10.2.2.3 and 10.3.2.3) as described in the approved Polar Water Operational Manual (PWOM) are complied with? Include a short description of additional durability/availability procedures for the equipment as per approved PWOM:	☐	☐	☒
2.17.6	Are the transceivers marked with the ship's name and call sign and VHF channel numbers?	☒	☐	☐
2.17.7	Are the two-way VHFs in good working condition?	☒	☐	☐

2.18 Search and rescue locating device(s)

Basic equipment for all sea areas: A1, A2, A3 and A4 (Reg. IV/7.2.1, 7.3.1, 7.5)
Note 1: One device required for cargo ships 300 GT – 500 GT; and two devices required for passenger ships and cargo ships greater than 500 GT located on each side of the vessel stowed in such locations that they can be rapidly placed in any survival craft other than a liferaft required by SOLAS Reg.III/31.1.4. Alternatively, one device should be installed in each survival craft other than a liferaft required by SOLAS Reg.II/31.1.4.
Note 2: If the ship is certified based on Polar Code requirements with operation in low air temperatures, i.e. PST below -20°C, then one or both of the bellow devices can also be used for compliance with Polar Code requirements as specified in "POL CRC 521" item 3, provided that the approved Polar Water Operational Manual (PWOM) supports this.
Note 3: If free-fall lifeboats are provided, then one device shall be installed in a free-fall lifeboat and the second device shall be installed on the bridge such that it can be carried to other survival crafts.

		Y	N	N/A
2.18.1	If the ship is certified for compliance with Polar Code requirements with operation in low air temperatures, i.e. PST below -20°C, then are Search and Rescue locating devices installed in all lifeboats? Note: If the answer to the above is "yes", then "POL CRC 521" item 3.1 replaces 2.18.	☐	☐	☒

	Set no.	SART	AIS-SART	Make and type	Serial no.	Battery expiry date	Located in
2.18.2	1		X	**MCMURDO S5A**	**11-970172327**	**2029-05**	**BRIDGE PORTSIDE**
2.18.3	2		X	**MCMURDO S5A**	**11-970172621**	**2029-06**	**FF-LIFEBOAT**
2.18.4	3						

2.18.5	4						

Note: If installed in the lifeboats, then the lifeboat number should be identified under "Located in"

		Y	N	N/A
2.18.6	If the ship is certified for compliance with Polar Code requirements with operation in low air temperatures, i.e. PST below -20°C, then is any of the above devices also used for compliance with the Polar Code requirements (ref. approved Polar Water Operational Manual, PWOM)? If "yes" then specify:	☐	☐	☒
2.18.7	If the ship is certified for compliance with Polar Code requirements with operation in areas with PST above (warmer than) -20°C, then additional procedures/requirements with regards to durability/availability of the Search and rescue locating device(s) (Polar Code Ch.10.2.2.3 and 10.3.2.3) as described in the approved Polar Water Operational Manual (PWOM) are complied with? Include a short description of additional durability/availability procedures for the equipment as per approved PWOM:	☐	☐	☒
2.18.8	Are the search and rescue locating device(s) marked with the ship's name and call sign?	☒	☐	☐
2.18.9	Are the search and rescue locating device(s) located in an easily accessible position on each side of the ship?	☒	☐	☐
2.18.10	If free-fall lifeboats are provided, is one of the search and rescue locating device(s) installed in a free-fall lifeboat and the second located in the immediate vicinity of the navigation bridge such that it can be carried to other survival craft? (Reg.IV/7.5)	☒	☐	☐
2.18.11	Are search and rescue locating device(s) in good working order?	☒	☐	☐

2.19 Float-free satellite EPIRB

Basic equipment for all sea areas: A1, A2, A3 and A4 (Reg.IV/7.1.5)
Make and type **JOTRON TRON 60AIS**

		Y	N	N/A
2.19.1	Has an annual test according to SOLAS requirements been satisfactorily carried out in accordance with MSC/Circ.1040/Rev.2 and Form CRC 401 filled in? (Observe that the original of Form CRC 401 shall be left onboard and a copy shall be attached to this report)	☒	☐	☐
2.19.2	Has a periodical shore-based maintenance based on MSC Circ. 1039 been carried out and the unit been labelled accordingly? (Observe that the shore-based maintenance report shall be available onboard) Next shore-based maintenance date: **2029-05**	☒	☐	☐

2.20 Additional satellite EPIRB

Make and type **JOTRON TRON60AIS**

		Y	N	N/A
2.20.1	Has an annual test according to SOLAS requirements been satisfactorily carried out in accordance with MSC/Circ.1040/Rev.2 and Form CRC 401 filled in? (Observe that the original of Form CRC 401 shall be left onboard and a copy shall be attached to this report)	☒	☐	☐
2.20.2	Has a periodical shore-based maintenance based on MSC Circ. 1039 rev. 1 been carried out and the unit been labelled accordingly? (Observe that the shore-based maintenance report shall be available onboard) Next shore-based maintenance date: **2029-05**	☐	☐	☒

2.21 GPS/GNSS satellite navigator basic equipment for GMDSS position updating (Reg.IV/13.8, IV/18)

Note: If the satellite navigator is connected to the GMDSS equipment, it shall be supplied from a source of energy ensuring continuous supply of the ship's position information in the event of failure of the ship's main or emergency source of electrical power. (Reg. IV/13.8)

2.21.1 Make and type: **FURUNO GP-170**

Power supply ☒ Mains ☒ Emergency ☒ Reserve

		Y	N	N/A
2.21.2	Is all relevant GMDSS equipment connected to above GPS/GNSS?	☒	☐	☐

Note 1: If answered No, then all equipment that is not connected but is required to be connected to GPS/GNSS shall be recorded as a deficiency in item 2.28. In addition, item 1.5 on page 1 shall be checked Y.

Note 2: All GMDSS equipment that is capable of automatically including the ship's position shall be connected to the above GPS/GNSS (Ref. IV/18)

2.22 Two-way on-scene communication on the aeronautical frequencies 121.5 and 123.1 MHz Equipment required for passenger ships on international voyages (Reg.IV/7.6) and for ships certified for compliance with Polar Water requirements regardless of operational temperature (Polar Code 10.3.1.3.2)

Power supply ☐ Mains and alternate source ☐ Sealed battery

2.22.1 Transceiver make and type:
Serial no.:
Battery expiry date:

		Y	N	N/A
2.22.2	Is the transceiver, if portable, marked with the ship's name and call sign, and aeronautical VHF frequencies?	☐	☐	☒

2.23 Distress and Distress alarm panels Equipment required for passenger ships on international voyages (Reg.IV/6.4, 6.6)

Power supply ☐ Mains ☐ Emergency ☐ Reserve

2.23.1 Distress and distress alarm panels.
Note: Both to be filled in even if combined.

Sub-Unit	Make and type	Panel location
Distress Panel		
Distress Alarm Panel		

		Y	N	N/A
2.23.2	Is all relevant GMDSS equipment connected to the above Distress Panel and the Distress Alarm Panel?	☐	☐	☒
2.23.3	Is protection against inadvertent activation of alarm button(s) provided?	☐	☐	☒

Note 1: All equipment that is not connected but is required to be connected to the above Panels shall be recorded as a deficiency in item 2.28 and in addition item 1.5 on page 1 shall be checked Y.

Note 2: If the EPIRB in 2.19 is used as the secondary means of alerting, then it shall be connected to the distress panel. If not connected to the distress panel, then a manual EPIRB on the Bride is required. Item 2.20 should be used for reporting the possible manual EPIRB.

Note 3: As an alternative to items 2.23.1 and 2.23.2, control over DSC TX and DSC RX functionalities of all or part of required equipment may be available at the conning position. These individual DSC controls shall be clearly identified. In such a case item 2.28 should be used to explain.

2.24 Dedicated GMDSS operator required for passenger ships on international voyages (Reg.IV/16.2)

		Y	N	N/A
	Is at least one GMDSS operator assigned to perform only radio communication duties during distress incidents?	☐	☐	☒

2.25 Safe Return to Port (SRtP) & Orderly Evacuation and Abandonment (OEA) requirements for passenger vessels of 120m or more or having three or more main vertical zone, constructed on or after 1 July 2010 (Reg.II-2/21 and 22 & DNV-RU-SHIP Pt.6 Ch.2 Sec.11.4.7/11.6.4)

		Y	N	N/A
2.25.1	Are approved plans/drawings/ SRtP design philosophy documents showing the locations of the SRtP bridge Reg. II-2/21) and the possible additional location designated for OEA (Reg. II-2/22); and also identifying different vertical fire zones (MVZ) and the additional radio equipment required in these rooms available onboard? Note: Radio inspector shall check the relevant parts of the above documents to clarify the approved design, locations of additional SRtP/OEA bridge(s), additional radio equipment in SRtP/OEA bridge(s) and confirm that the additional radio installation is in accordance with the approved design.	☐	☐	☒
2.25.2	Is the SRtP bridge located in the same main vertical fire zone (MVZ) as the navigational bridge? If not, then only 2.25.3 should be completed, if yes, then both 2.25.3 and 2.25.4 shall be completed.	☐	☐	☒

2.25.3 Radio equipment installed in SRtP bridge (Reg.II-2/21 and DNV-RU-SHIP Pt.6 Ch.2 Sec.11.4.7)

	Make and type	Power supply				Is in good working condition?		
		Mains	Emergency	Reserve	Other	Y	N	N/A
2.25.3.1		☐	☐	☐	☐	☐	☐	☒
2.25.3.2		☐	☐	☐	☐	☐	☐	☒
2.25.3.3		☐	☐	☐	☐	☐	☐	☒
2.25.3.4		☐	☐	☐	☐	☐	☐	☒

2.25.4 Additional radio equipment based on OEA requirements installed in a different vertical fire zone (MVZ) than the SRtP bridge (Reg. II-2/22 and DNV-RU-SHIP Pt.6 Ch.2 Sec. 11.6.4)

	Make and type	Power supply				Is in good working condition?		
		Mains	Emergency	Reserve	Other	Y	N	N/A
2.25.4.1		☐	☐	☐	☐	☐	☐	☒
2.25.4.2		☐	☐	☐	☐	☐	☐	☒
2.25.4.3		☐	☐	☐	☐	☐	☐	☒
2.25.4.4		☐	☐	☐	☐	☐	☐	☒

2.26 Additional GMDSS equipment (National requirements).

Use the free text area after item 2.28 if needed.

	Make and type	Power supply				Is in good working condition?		
		Mains	Emergency	Reserve	Other	Y	N	N/A
2.26.1		☒	☒	☒	☐	☐	☐	☒
2.26.2		☒	☒	☒	☐	☐	☐	☒
2.26.3		☐	☐	☐	☐	☐	☐	☒
2.26.4		☐	☐	☐	☐	☐	☐	☒

2.27 Additional Flag State functional/ documentation requirements (GMDSS only)

		Compliance Y	N
2.27.1	**Master SAGER KUMAR, Flag Endorsement No: , Issued By St.Jhon's , ANTIGUA & BARBUDA**	☒	☐

2.27.2	**2Nd Officer SANDEEP MAAN, Flag Endorsement No: , Issued By St.Jhon's , ANTIGUA & BARBUDA**	☒	☐
2.27.3		☐	☐
2.27.4		☐	☐
2.27.5		☐	☐

Additional specifications of items 2.26/2.27 if needed:

2.28 Additional space for any relevant information

Minor deficiencies to be dealt with within a time limit not exceeding 3 months (normally 1 month). Major deficiencies to be dealt with before leaving port.