**AMERICAN BUREAU OF SHIPPING  
CHECKSHEET ON SOLAS SURVEYS-SSAS** (ORIGINAL TO BE RETAINED ONBOARD  
BY VESSEL’S MASTER UNTIL NEXT SSAS SURVEY)

VESSEL       CLASS NO.

Associated REPORT NO.       DATE

**RADIO TECHNICIANS SURVEY- SSAS [[1]](#footnote-1)**

NAT TONNAGE       DATE KEEL LAID

PORT OF REGISTRY

CALL SIGN       OFFICIAL NUMBER

IMO NUMBER       INMARSAT ID NUMBERS

Ship Security Alert System (SSAS)  **YES NO**

a. Checked for compliance with IMO performance standards[[2]](#footnote-2).

b. Checked that a minimum of two activation points, one of which is on the navigation bridge, are provided,    
that are protected against inadvertent operation. (It should not be necessary for the user to remove seals  
or to break any lid or cover in order to operate any control.)[[3]](#footnote-3)

c. Checked that the transmission of the security alert possible without any adjustment of the radio system, i.e.    
tuning of channels, setting of modes or menu options. (Operation of the activation point should not cause  
any alarm or indication to be raised on the ship nor should it impair the functionality of the GMDSS installation.)

d. Checked that the transmission initiated by SSAS activation points include a unique code/ identifier indicating    
that the alert has not been generated in accordance with GMDSS distress procedures.

e. Checked that the transmission includes the ship identity and current position associated with a date and time.    
(The transmission should be addressed to a shore station and should not to ship stations.)

f. Checked that the SSAS, when activated, continues the ship security alert until deactivated and/or reset.

g. Checked that the SSAS capable of being tested.

h. Checked that, where the ship security alert system is powered from the ship's main source of electrical power    
is it also possible to operate the system from an alternative source of power.

**R****adio Technician's Remarks**:

      Radio Technician's Signature

Company

Date

1. The following part of the survey should always be performed by a fully qualified Radio Technician who has adequate knowledge of the ISPS Code Regulations pertaining to the SSAS, the SOLAS Convention, as amended, and the IMO performance standards for SSAS. [↑](#footnote-ref-1)
2. If installed on or after 1 July 2004, conforms to performance standards not inferior to those specified in the Annex resolution MSC.147(77).   
   If installed before 1 July 2004, conforms to performance standards not inferior to those specified in the Annex to resolution MSC.136(76). [↑](#footnote-ref-2)
3. Personnel involved in the survey of the SSAS installation and testing are to have the necessary security clearance to know where the "secure" activation point(s) are located on board. If they do not have security clearance, then the appropriate ship's crew/operating person is to be requested to activate the SSAS "IN TEST MODE" from the bridge and from the other "secure" location. [↑](#footnote-ref-3)