

**SHIP SECURITY ALERT SYSTEM (SSAS)  
INSTALLATION AND SURVEY CHECK LIST**

Ship's Name BV Register Number	IMO Number	Maritime Mobile Service Identity (MMSI)	Flag Port of Registry
<b>UAL FORTITUDE</b>	9402079	<b>305223000</b>	<b>ST JOHN'S Antigua and Barbuda</b>

Place of installation/survey	<b>YALOVA / TURKEY</b>
Date of installation/survey	<b>25.07.2018</b>
Maker of the SSAS	<b>SAILOR TT-3000</b>
Installer/Fitter	<b>RADIO SURVEYOR : CANER CICEK - SAVROS DENIZCILIK LTD. STI.</b>
Marine Security Auditor	<b>HAMDİ KARADENİZ</b>

1	<b>INSTALLATION</b>	WR(*)	SR(*)	NA(*)
1.1	<b>SSAS type approval certificate (Reference)</b>			
1.1.1	MSC.136(76)	X		
1.1.2	MSC.147(77)	X		
1.2	<b>Power supply</b>			
1.2.1	Where the SSAS is powered from the ship's main source of electrical power, the SSAS may also be operated by another source of power.	X		
1.3	<b>Activation points</b>			
1.3.1	The SSAS is capable of being activated from the bridge and, at least, from another location.	X		
1.3.2	The activation points are shown on the Ship Security Plan and are protected against inadvertent operation.	X		

2	<b>OPERATION</b>	WR(*)	SR(*)	NA(*)
2.1	<b>Radio system</b>			
2.1.1	The transmission of the Security Alert does not require adjustment of the radio system and does not cause any alarm on the ship.	X		
2.1.2	The operation of the SSAS does not impair the functionality of the GMDSS installation.	X		
2.2	<b>Transmission of security alerts</b>			
2.2.1	The transmission includes a unique code/identifier indicating that the alert has not been generated in accordance with the GMDSS distress procedure.	X		
2.2.2	The transmission includes the ship's identity and current position associated with a date and time.	X		
2.2.3	The SSAS, when activated, continues the security alert until deactivated/reset.	X		

3	<b>TEST</b>	WR(*)	SR(*)	NA(*)
3.1	<b>Testing</b>			
3.1.1	The SSAS is capable of being tested	X		
3.2	<b>Test</b>			
3.2.1	A test security alert message has been satisfactorily sent and receipt of same acknowledged by the addressee (as per the SSP).	X		
3.2.2	If not, the Ship's Security Officer has produced the print-out of a test alert carried out within the previous fortnight and acknowledgement by the addressee.			X

(\*) Cross as appropriate  
WR: Without remark  
SR: See remark  
NA: Not applicable

**Remarks**

N/A

**Caner CICEK  
RADIO SURVEYOR**



**Notes**

- (1.1) SSAS installed before 1 July 2004 should conform to performance standards not inferior to those specified with resolution MSC.136(76). SSAS installed as from 1 July 2004 should conform, in principle, to performance standards not inferior to those specified with resolution MSC.147(77).
- (1.3.1) Users should not break deals or break lid/cover to operate the activation point.
- (2.1.1) No tunings of channels, no settings of mode, no menu options.
- (2.2) The transmission is addressed to a shore station and not to ships station.

If the personnel involved in the survey of the SSAS have not the Security clearance to know where the activation points are located, then the SSO is requested to activate the SSAS from the bridge and from the other location.