



Maritime and Coastguard Agency

An executive agency of the
Department for
Transport

GMDSS Radio Log Book

Incorporating the
Simplified F/V GMDSS Log Book



Safer lives, Safer ships, Cleaner seas





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Instructions for keeping the Radio Log

In accordance with the provisions of regulation 20 of the Merchant shipping (Radio Installations) Regulations 1998 ("the 1998 Regulations") and regulations 19 of the Merchant Shipping (Radio) (Fishing Vessel) Regulations 1999 ("the 1999 FV Regulations"), a Radio Log must be carried on board certain ships/vessels. It should be retained on the navigating bridge convenient to the radio installation. It must be available for inspection any person authorised in that behalf by the Secretary of State for the Department of Transport, the Secretary of State for Business, Enterprise and Regulatory Reforms or authorised representative of another Administration.

I. Completion of the Radio log

The Log is split up into three sections , A, B, C, and ANNEX. Please read these notes before completing each section.

(1) Section A

1. Enter all the required particulars of the ship/vessel and details of radio certification
2. enter the method(s) of ensuring the availability of the radio equipment, including details of the Service Company or Companies if shore-based maintenance is the chosen means.

(1) Section B

Enter details of all the qualified personnel on board . Indicate clearly the qualified crew member designated by the Master/Skipper as having primary responsibility for radio communications in the event of a distress incident. This designation is under regulation 19(1) and (2) of the 1998 Regulations and 18(1) of the 1999 FV Regulations. Indicate also (if different), the person nominated by the Master/Skipper under Regulation 18(7) of the 1998 Regulations and 17(7) of the 1999 FV Regulations.

(3) Section C

This section comprises the diary record of the operation of the radio installation. Entries in this part of the log are to be prepared in duplicate. The summary column must include the following:

1. A summary of communications relating to Distress, Urgency and Safety traffic. The summary must include dates and times and details of the Distress and Urgency working.
2. A record of important incidents connected with the radio service. For example,
 - (a) a breakdown or serious malfunction of the equipment;
 - (b) a breakdown of communications with coast stations, land earth stations or satellites;

- © adverse propagation conditions, i.e ionospheric, static, atmospheric noise, general interference;
 - (d) serious breaches of radio procedures by other stations
3. Where appropriate, the position of the ship/vessel should be annotated at least once a day and the time at which the ship/vessel was in that position. The position may be given relative to a geographical point, if appropriate, as an alternative to its latitude and longitude.
 4. The details of the tests and checks carried out on the equipment, (see ANNEX).

II. Notes On The Keeping of the Log

The Master/Skipper must nominate one or more crew members, normally the person(s) qualified for distress and safety radio communications under the Regulations, to maintain the Log and to carry out the tests and checks of the equipment required by regulation 18(7) of the 1998 Regulations and 17(7) of the 1999 FV Regulations and specified in Schedule 2 and 3 to the 1999 Regulations and 1999 FV Regulations.

It is required that note is made of when the vessel leaves and enters port. Distress and Urgency communications, received as hard copy via Navtex, Satellite communication (ECC), Telex (NBDP) or DSC should be noted in the log and titled at the rear of the Log in date order. Daily, weekly and monthly tests and checks of equipment and reserve power as set out in the Annex to these instructions must be entered into the Log on completion. A brief summary of the operational capacity of the equipment together with the names of any station on contacted during tests should be recorded. If any of the radio equipment is found not to be in full working order the nominated the radio equipment is found not to be in full working order the nominated person must notify the Master/Skipper and record details of the deficiencies in the Log.

III. Inspection of the Log

The Master/Skipper must inspect the Log and sign each day's entries.

IV. Disposal of the Log

The duplicates of Section C (carbon copy perforated sheets) must be detected and carefully fastened together in the correct order to form the record of the operation of radio installation. they should be finally disposed of in the manner directed by the operating company or the shipowner as the case may be.

The Master/Skipper shall then dispose of the Log in the same manner and in accordance with the requirements of the ships official Log Book.

Section A: Particulars of Ship/Vessel:

Name of vessel	IMO No./Official (RSS) No.*	MMSI
Port of Registry	International Callsign	Sea Areas
Date keel was laid	Gross tonnage/Registered Length*	<input type="checkbox"/> A1 <input type="checkbox"/> A2 <input type="checkbox"/> A3 <input type="checkbox"/> A4
Date of expiry of current Safety Radio Certificate/F/V Certificate*		*Delete as appropriate

Radio Maintenance Facility: Duplication Onboard Shore-based SBM Certificate number

Section B: Qualified Personnel:

No.	Name	Rank	GMDSS Certificate		Date joining vessel	Date leaving vessel	Emergency Designated Person
			Class number	Issue date			
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							

Section B: *continued*

No.	Name	Rank	GMDSS Certificate Class number	Issue date	Date joining vessel	Date leaving vessel	Signed Master/Skipper: Emergency Designated Person
18							Delivered to the Superintendent of the Marine Office at the Port of:
19		Date:					
20				to			Period covered by log: from
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Disposal of GMDSS/FV GMDSS Log:							
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7							
6							
5							
4							
3							
2							
1							

Section B: continued

Owners:

As a result, the number of people who have been infected with the virus has increased rapidly, leading to a significant increase in the number of deaths. The World Health Organization (WHO) has reported that there are now over 10 million confirmed cases of COVID-19 worldwide, with over 500,000 deaths.

Service Company (SBM):

As a result, the following recommendations are made:

Record of monthly examination (and where practical) self test of EPIRB, SART's and Survival Craft two-way GMDSS equipment:

If any equipment is found to be defective, mark as DEF alongside date and record details in section C - Diary record of the operation of the radio. Report all failures to Company and the MCA

ANNEX: Equipment Tests and Reserve Energy Checks

1. Daily

- (a) The proper functioning of the DSC facilities shall be tested at least once each day, without radiation of signals, by use of the equipments internal test facility.
- (b) Batteries providing source of energy for any part of the radio installation shall be tested daily and where necessary, brought up to the fully charged condition.
- © All printers should be checked for correct operation and to ensure that there is a sufficient supply of paper for that days operation.

2. Weekly

- (a) The proper operation of the DSC facilities shall be tested at least once a week by means of a test call, when within communication range of a coast station fitted with DSC equipment. where a vessel has been out of communication range of a coast station fitted with MFDSC equipment on a particular band for a period of longer than one week, a test call shall made at the first opportunity when the vessel is within communication range of such a coast station.
- (b) It is recommended that a station-to-station test takes place using VHF DSC
- C) Where the reserve source of energy is not a (for example, a motor generator or uninterruptible power supply (UPS), the reserve source of energy shall be tested weekly.

3. Monthly

- (a) Each EPIRB shall be examined to check-
 - (I) its capability to operate properly by carrying out a self test function (see manufacturers instructions) without using the satellite system.
 - (ii) security in the mountain, paying particular attention to its ability to float free (where required to do so) in the event of the vessel sinking, and
 - (iii) for signs of damage and /or painting.
- (b) Each search and rescue radar transponder(SART) shall be tested in line with manufacturers instructions and shall examined to check the integrity of its mounting and for signs of damage. Note: SARTs packed in liferafts can only be tested when the liferaft goes for service. DO NOT interfere with sealing of the liferaft.
- (c) Each survival craft two-way VHF equipment shall be tested at least once a month on a frequency other than 156.8 MHz(VHF Channel 16), unless the equipment is of a sealed type where such testing is not practical. (Manufacturers guidance should be followed). A test battery should be used where only sealed primary batteries are provided for use with the radios.
- (d) A check shall be made on the state of charge (if applicable) security of mounting and condition of all batteries providing a source of energy for any part of the radio installation. The battery connections and compartments shall also be checked and general maintenance carried out, if required.
- (e) It is recommended to visually check all antennas for security of mount and visible damage to cabling. All insulators and feed-throughs should be cleaned to remove accumulated salt and dirt. Ensure equipment is switched off and isolated before carrying out work on any antenna.

Example page

GMDSS - F/V Radio Log

Vessel's name:

Nautilus

Callsign:

V3CD

MMSI:

234000167

GMDSS - F/V Radio Log

Vessels name: Callsign: MMSI:



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