

DATE: 22nd June, 2007  
Ref: \* TSU- 0781/06/07

TO: **JOEY BURKE**  
ANTILLES WHOLESALE  
5001 Deer Creek Trail Raleigh  
North Carolina, NC 27616, USA

FROM: TSUNAMI MARINE LTD  
44B MURRAY STREET  
WOODBROOK  
TRINIDAD. W.I

**DISTRIBUTION OF ITEMS**

**COVERING LETTER**

Please find enclosed herewith the following documents:

**JUNE B – JOB NO# TSU-07-0268:**

- ❖ Radio Certificate Survey Report
- ❖ Radio Certificate Survey Report
- ❖ Safety Equipment Annual Survey Report
- ❖ Safety Construction Annual Survey Report
- ❖ International Load Line Annual Survey Report
- ❖ IOPP Annual Survey Report
- ❖ Fax Copy- Radio Holland Service Report
- ❖ Fax Copy- Automatic Identification System (AIS) Survey Report
- ❖ Fax Copy- Annual testing of 406 MHZ Satellite Epirb as per MSC Circ.1040 (75)
- ❖ Fax Copy- Safety Radio Survey Report
- ❖ Radio Holland- Automatic Identification System (AIS) Survey Report
- ❖ Radio Holland- Annual testing of 406 MHZ Satellite Epirb as per MSC Circ.1040 (75)
- ❖ Photos

Please acknowledge receipt by returning a signed copy of this letter via fax (1-868-628-9770)

<b>NAME:</b>	X	<b>JOEY BURKE</b>
<b>SIGNATURE:</b>		
<b>DATE:</b>		



# **TSUNAMI MARINE LIMITED**

Naval Architects, Ship Surveyors & Marine Consultants

Job Report# TSU-07-0383

## **OCCASIONAL SURVEY REPORT**

**Vessel Name:** JUNE B

**Date of Survey:** 13<sup>TH</sup> AUGUST, 2007

**Surveyor:** MR. LOUIS MARTIN

**Place of Survey:** FERNANDINA BEACH, USA

**Client Name:** ANTILLES WHOLESale



**OCCASIONAL CARGO SHIP SAFETY EQUIPMENT SURVEY REPORT**

Ship's Name: JUNE B	Last Survey Performed:	C'BBEAN CARCO SHIP SAFETY ANNUAL
IMO/Register No. 8117201		
Job No: TSU-07-0383	Last Survey date:	29/05/07
Survey Date: 13/08/2007	Reference (Previous Job Number):	TSU-07-0268

**OUTSTANDING DEFICIENCIES:**

1	EMERGENCY FIRE PUMP TO BE REPAIRED.	
	DEFICIENCY CLEARED WITH REMARK	New pump installed and tested and details entered into safety equipment record.
2	FIXED FIRE FIGHTING SYSTEM (CO2) TO BE SERVICED - ALARM TO BE REPAIRED.	
	DEFICIENCY CLEARED WITHOUT REMARK	
3	CO2 CYLINDER FOR PAINT LOCKER FOUND OUTSIDE ITS SERVICE DATE	
	DEFICIENCY CLEARED WITHOUT REMARK	
4	MAIN ENGINE FOUND WITH WATER LEAK ON BOLT HEAD BETWEEN #3 AND #4 CYLINDER.	
	DEFICIENCY NOT CLEARED WITH REMARK	Non-conformity submitted to DPA on 29/05/07 for monitoring of shore-side support for timely resolution of repairs re parts ordered.
5	GENERATOR #2 FOUND NOT OPERATIONAL.	
	DEFICIENCY NOT CLEARED WITH REMARK	Non-conformity submitted to DPA on 01/04/07 for monitoring of shore-side support for timely resolution of repairs re parts ordered.
6	CARGO HOLD NO. 1 - RUBBER SEAL CHANNEL ON AFT END OF HATCH COVER #4 FOUND CORRODED AND WASTED.	
	DEFICIENCY NOT CLEARED WITH REMARK	Non-conformity submitted to DPA on 29/05/07 for monitoring of shore-side support for timely resolution of repairs re parts ordered.
7	COMPRESSION BAR ON AFT END OF HATCH COVER #5 FOUND CORRODED AND WASTED.	
	DEFICIENCY NOT CLEARED WITH REMARK	Non-conformity submitted to DPA on 29/05/07 for monitoring of shore-side support for timely resolution of repairs re parts ordered.
8	NO OPTIONS SELECTED	
9	NO OPTIONS SELECTED	
10	NO OPTIONS SELECTED	

TSUNAMI MARINE LIMITED

OCASIONAL SURVEY REPORT

This is to declare that the undersigned surveyor Mr. Louis Martin has examined and confirmed all items of this report, and recommends as follows:

**RECOMMENDATION: Annual Endorsement Of Current Certificate**

**REMARKS:** Annual endorsement was recommended based on the unavailability of the necessary replacement parts at time of survey at port of call. It was considered that shore based support is necessary for the ship to complete the necessary repairs. Therefore assurances effected by the completion of an internal non conformity, and acceptance by DPA with proposed close out date were deemed to be adequate. SMS implementation measures shall now be monitored to assess whether proper ISM procedures are implemented by the owner. The owner and vessel are required to forward the objective evidence of close out of these items when completed to avoid Flag State action against ISM certification.

Vessel's Cargo Ship Safety Equipment Certificate was endorsed on 13/08/07

issued at FERNANDINA BEACH, USA, on 13<sup>TH</sup> AUGUST, 2007

Surveyor



Mr. Louis Martin, D. MarSur, Assoc IIMS





19.1 A hose test or other equivalent test has been carried out, and results were satisfactory.

UNSATISFACTORY: SEE REMARK      REMARK:      MINOR LEAKS OBSERVED BETWEEN HATCH COVERS #4&5 AND #5&6 OF HOLD #1

20. The closing appliances of cargo ports and other similar openings have been examined and found in order.

NOT APPLICABLE      REMARK:

21. Has the forepeak compartment been internally inspected and found without defects.

YES      REMARK:

22. As a minimum requirement, if internal inspection of the forepeak compartment is not possible, has the forward collision bulkhead been inspected, as far as possible, and found without defects.

YES      REMARK:

23. Has the Aft peak compartment been internally inspected and found without defects.

YES      REMARK:

24. As a minimum requirement, if internal inspection of the Aft peak compartment is not possible, has the Aft collision bulkhead been inspected, as far as possible, and found without defects.

YES      REMARK:

25. Have Load Line marks assigned to the vessel been sighted and found to be in compliance with the International Load Line Certificate?

YES      REMARK:

26. Has a general inspection of uppermost continuous deck been performed and plating considered in satisfactory condition?

UNSATISFACTORY: SEE REMARK      REMARK:      AREAS OF MAIN DECK FWD AND AFT FOUND WITH MODERATE CORROSION EVIDENT.

27. Has a general inspection of side shell been performed and plating considered in satisfactory condition?

SATISFACTORY      REMARK:

28. Has a general inspection of the overall structural integrity of the internal bulkheads with regard to watertight integrity of the vessel been performed and considered in satisfactory condition?

YES      REMARK:

29. Is Flag approved Stability information available on board?

YES      REMARK:

30. Is a current International Load Line Certificate available on board? Validity date : [14/04/2011],

YES      REMARK

This is to declare that the undersigned surveyor has examined and confirmed all items of this report

**RECOMMENDATION:** Annual Endorsement Of Current Certificate

Issued at: JACKSONVILLE on 28<sup>TH</sup> MAY 2007

Mr. Louis Martin, Director, Assoc. IIMS



**TSUNAMI MARINE LIMITED**

IOPP ANNUAL SURVEY REPORT

IMO Number 8117201

Job No: TSU-07-0268

Ship Name MV JUNE B

Survey Date 28<sup>th</sup> MAY, 2007

## 1. Documentation

### Documents

1. Verification of the certificate of approval of oil-pollution prevention equipment, such as oily-water separating equipment, oil-filtering equipment, process units, oil-content meters and oil/water-interface detectors.  

YES	REMARK
-----	--------
  
2. Visual examination of records of various oil-discharge monitoring and control systems.  

NOT APPLICABLE	REMARK
----------------	--------
  
3. Confirmation that the instruction manual for the oily-water separating equipment or filtering system for control of effluent from machinery spaces is available on board.  

YES	REMARK
-----	--------
  
4. Confirmation that appropriate entries are being made in the Oil Record Book, Part I, as required by Reg. 20, Annex I, Marpol 73/78.  

YES	REMARK
-----	--------
  
5. Is an approved SOPEP Manual with updated National and Ship contact list available on board?  

YES	REMARK
-----	--------
  
6. Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved before installation and that any changes are reflected in the appropriate certificates.  

NOT APPLICABLE	REMARK
----------------	--------
  
7. Confirmation that the Garbage Management Plan is displayed and that the Garbage Register Book is available on board.  

YES	REMARK
-----	--------



## Certificates

8. MARPOL : Is the International Oil Pollution Prevention Certificate available on board and due surveys up to date?

YES

REMARK

Validity before starting survey : [ 14<sup>TH</sup> APRIL 2011 ]

## 2. MARPOL Annex 1

### Oil discharge from machinery spaces

9. External examination of oil-filtering equipment and confirmation, as far as practicable, that such equipment operates satisfactorily. Test of the 15 ppm alarm and other audible and visual alarms, where provided.

YES

REMARK

10. Test, where applicable, of the alarm of the oil-filtering equipment.

YES: SEE REMARK

REMARK

NO AUDIBLE ALARM FOUND INSTALLED AT TIME OF SURVEY

11. Examination, where practicable, of the automatic and manual operation of the means provided to stop the discharge of effluent.

SATISFACTORY

REMARK

12. Tests, where fitted, of the automatic stopping device required for discharge in special areas.

NOT APPLICABLE

REMARK

### Sludge tank and standard discharge connection

13. Verification that the oily-residue (sludge) tank and its discharge arrangements are satisfactory and confirmation that a standard discharge connection is provided.

YES: SEE REMARK

REMARK

ADDITIONAL DISCHARGE FLANGE TO ACCOMMODATE FACILITY CONNECTIONS AT REGULAR POINT OF CALL ALSO SUPPLIED ON BOARD.

14. Confirmation, where applicable, that homogenizers, sludge incinerators or other recognized means for the control of sludge are satisfactory.

YES

REMARK

### Separation between fuel-oil and water-ballast systems

15. Confirmation that fuel-oil and water-ballast systems are separated and, where applicable, that appropriate notices giving relevant instructions are posted.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

16. Confirmation that the ship is equipped with Incinerator(s), Garbage Treatment Plant (Comminuter or Grinder) and/or Garbage Collection Facilities.

SATISFACTORY \_\_\_\_\_ REMARK \_\_\_\_\_

17. Confirmation that the ship is equipped with a Sewage Treatment Plant or a Comminuter or a Holding Tank

YES \_\_\_\_\_ REMARK \_\_\_\_\_

18. Confirmation that the ship is equipped with a pipeline for the discharge of sewage to a reception facility, fitted with a standard shore connection.

UNSATISFACTORY: SEE REMARK \_\_\_\_\_ REMARK \_\_\_\_\_ NO SEWAGE STANDARD SHORE CONNECTION FOUND INSTALLED.

This is to declare that the undersigned surveyor has examined and confirmed all items of this report.

**RECOMMENDATION:** Annual Endorsement Of Current Certificate

Issued at: JACKSONVILLE on 28TH MAY 2007



Mr. Louis Martin, DipMarSur, AssocIIMS



9. Confirmation that the damage survival capability information is available on board and derived from the analysis of all anticipated loading conditions, draught and trim variations.

NOT APPLICABLE                      REMARK

10. Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved before installation and that any changes are reflected in the appropriate certificates.

NOT APPLICABLE                      REMARK

### Certificates

11. SOLAS : Is the Cargo Ship Safety Construction Certificate available on board and due surveys up to date? Validity before starting survey : [ 14/04/2011]

YES                                      REMARK

## 2. Hull

### Hull and hull equipment

12. General examination of side shell above waterline and accessible parts of the rudder.

SATISFACTORY                      REMARK

13. Examination of watertight integrity of the closures to any openings in the ship's side shell below the freeboard deck (particularly, cargo ports and other similar openings).

NOT APPLICABLE                      REMARK

14. Examination of anchoring and mooring equipment, as far as practicable.

UNSATISFACTORY: SEE REMARK      REMARK                      TWIN BOLLARDS FORWARD AND AFT FOUND WITH BASE CORRODED AND HOLED.

15. General examination of machinery spaces with regard to structural integrity.

SATISFACTORY                      REMARK

16. Examination of collision bulkheads and other watertight bulkheads as far as they can be seen.

YES                                      REMARK

17. Examination and test (locally and remotely) of all watertight doors in watertight bulkheads.

YES                                      REMARK

18. Confirmation that loading guidance data is available on board.

YES                                      REMARK

19. Verification of proper operation of the loading calculator, if any.

NOT APPLICABLE

## Marking

20. Confirmation that the Ship Identification Number is permanently marked either on the stern of the ship or on either side of the hull amidships, port and starboard or on either side of the superstructure, port and starboard or on the front of the superstructure:

	Cross where marked
On the stern of the ship	
On either side of the hull, amidships port and starboard	
On either side of the superstructure, port and starboard	
On the front of the superstructure	X

21. Confirmation that the Ship Identification Number is permanently marked either on one of the end transverse bulkheads in the machinery space, or on one of the hatchways, or, in the case of tanker, in the pump-room or, in the case of ships with ro-ro spaces, on one end of the transverse bulkheads of the ro-ro spaces.

	Cross where marked
On one of the end transverse bulkheads in the machinery space	X
On one of the hatchways	
In the case of tanker, in the pump-room	
In the case of ships with ro-ro spaces, on one end of the transverse bulkheads of the ro-ro spaces	

## Ventilation systems

22. Test of the means of closing the main inlets and outlets of all ventilation systems.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

23. Test of the means of stopping power ventilation systems from outside the spaces served.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

## Means of escape

24. Confirmation that the means of escape from machinery spaces are satisfactory.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

25. Confirmation that the means of escape from accommodation and other spaces are satisfactory.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

## Structural fire protection

26. Confirmation, as far as practicable, that no significant changes have been made to the arrangement of the structural fire protection.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

27. Examination of manual and automatic fire doors and verification of their working condition.





50.2 Examination, as far as practicable, of the bilge wells;

SATISFACTORY REMARK

50.3 Confirmation of the satisfactory condition of bilge pumps, remote reach rods and level alarms where fitted;

NOT APPLICABLE REMARK

50.4 Confirmation that the bilge-pumping system for each watertight compartment is satisfactory.

SATISFACTORY REMARK

### Electrical installation

51 Visual examination and, as far as practicable, verification in operation of electrical installations, including main source of power and lighting system.

NO: SEE REMARK REMARK #2 GENERATOR FOUND NOT OPERATIONAL

52 Confirmation, as far as practicable, of the operation of the emergency source of power and the system supplied, its starting arrangements, and its automatic operation if relevant.

SATISFACTORY REMARK

53 Verification that the precautions provided against shock, fire and other hazards of electrical origin are maintained.

SATISFACTORY REMARK

### Steering gear

54 Examination and working test of the main steering arrangements, including their associated equipment and control systems.

SATISFACTORY REMARK

55 Examination and working test of the auxiliary steering arrangements, including their associated equipment and control systems.

SATISFACTORY REMARK

56 Confirmation that the means of communication between the navigation bridge and the steering compartment are satisfactorily operating.

SATISFACTORY REMARK

57 Confirmation that the means of indicating the angular position of the rudder are satisfactorily operating.

YES REMARK





**TSUNAMI MARINE LIMITED**SAFETY EQUIPMENT ANNUAL  
SURVEY REPORT

IMO Number 8117201

Job No: TSU-07-0268

Ship Name JUNE B

Survey Date 29<sup>TH</sup> MAY 2007**1. Documentation****Documents**

1. General verification that log book entries are being made.  

YES	REMARK
-----	--------
  
2. Confirmation that the fire-control plans are permanently exhibited, or, alternatively, that emergency booklets containing information dealing with fire fighting are available on board.  

YES	REMARK
-----	--------
  
3. Confirmation that a duplicate copy of the fire-control plans (or booklet) is available in a prominently marked enclosure, external to the ship's deckhouse.  

YES	REMARK
-----	--------
  
4. Confirmation that the maintenance plan for the fire-fighting systems and appliances is kept and available on board.  

YES	REMARK
-----	--------
  
5. Confirmation that training manuals for fire-fighting are provided in each crew mess and recreation room or in each cabin.  

YES	REMARK
-----	--------
  
6. Confirmation that fire safety operational booklets are provided in each crew mess and recreation room or in each cabin.  

YES	REMARK
-----	--------
  
7. Verification that no fire on board necessitating the operation of the fixed fire-extinguishing systems or the portable fire extinguishers, has occurred since the last survey.  

NOT APPLICABLE	REMARK
----------------	--------
  
8. Confirmation that the date when the last full muster of the crew for boat and fire drill took place has been entered in the log book.  
 Last drill date : [ 20/05/2007 ]  

YES	REMARK
-----	--------

9. Confirmation that the record indicating that the lifeboat equipment was examined and found to be complete has been entered in the log book.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

10. Confirmation that the last date when the lifeboats were swung out and when each of them was lowered to the water has been entered in the log book.

Date : [ 27/04/2007 ]

YES \_\_\_\_\_ REMARK \_\_\_\_\_

11. Confirmation that the records indicating that crew members have received the appropriate on-board training have been entered in the log book.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

12. Confirmation that the training manual for the life-saving appliances is on board (this manual should be available to the crew).

YES \_\_\_\_\_ REMARK \_\_\_\_\_

13. Confirmation that the instructions for on-board maintenance of the life-saving appliances are on board.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

14. Confirmation that a table or curve of residual deviations for the magnetic compass is available on board. Verification that the magnetic compass deviation book is properly maintained.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

15. Confirmation that tables or curves of fixed corrections for the radio direction finder are available on board and verification that a calibration record has been kept, (if applicable)

NOT APPLICABLE \_\_\_\_\_ REMARK \_\_\_\_\_

16. Confirmation that a diagram of the radar-installation shadow sectors is displayed.

NOT APPLICABLE \_\_\_\_\_ REMARK \_\_\_\_\_

17. Verification that operational manuals and, where appropriate, maintenance manuals for all navigational equipment are available on board.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

18. Verification that the charts and nautical publications necessary for the intended voyage are available and have been up-dated.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

19. Confirmation that a copy of the International Code of Signals and a copy of the IAMSAR Manual, Volume III are available.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

20. Verification that emergency instructions are available for each person on board.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

21. Verification that copies of the up-dated muster list are posted in conspicuous places and in a language understood by all persons on board (written confirmation to be requested to the Master).

YES \_\_\_\_\_ REMARK \_\_\_\_\_

22. Confirmation that there are posters or signs in the vicinity of survival crafts and their launching stations.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

23. Verification that the ship's complement complies with the Minimum Safe Manning Document.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

24. Verification that the Master, officers and ratings are certificated as required by the STCW Convention.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

25. Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved before installation and that any changes are reflected in the appropriate certificates.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

## Certificates

26. SOLAS : Is the Cargo Ship Safety Equipment Certificate available on board?  
Validity : [ 14/04/2011 )

YES \_\_\_\_\_ REMARK \_\_\_\_\_

27. ISM CODE : Is a valid Safety Management Certificate available on board?  
Validity : [ 05/07/2010 )

YES \_\_\_\_\_ REMARK \_\_\_\_\_

## 2. Hull

### Marking

28. Confirmation that the Ship Identification Number is permanently marked either on the stem of the ship or on either side of the hull amidships, port and starboard or on either side of the superstructure, port and starboard or on the front of the superstructure.

	Cross where marked
On the stem of the ship	
On either side of the hull, amidships port and starboard	
On either side of the superstructure, port and starboard	
On the front of the superstructure	X

29. Confirmation that the Ship Identification Number is permanently marked either on one of the end transverse bulkheads in the machinery space, or on one of the hatchways, or, in the case of tanker, in the pump-room or, in the case of ships with ro-ro spaces, on one end of the transverse bulkheads of the ro-ro spaces.

	Cross where marked
On one of the end transverse bulkheads in the machinery space	X
On one of the hatchways	
In the case of tanker, in the pump-room	
In the case of ships with ro-ro spaces, on one end of the transverse bulkheads of the ro-ro spaces	

YES

REMARK

### 3. Fire protection and fire fighting

#### Fireman's outfits

30. Confirmation that the fireman's outfits are complete and in good condition.

YES

REMARK

31. Confirmation that the cylinders, including the spare cylinders, of any self-contained breathing apparatus are suitably charged.

YES

REMARK

#### Basic fire fighting equipment

32. Examination of the main fire pump(s) and verification that it(they) can be operated separately so as to simultaneously produce two (2) jets of water from different hydrants at any part of the ship whilst the required pressure is maintained in the fire main.

YES

REMARK

33. Examination of the emergency fire pump and verification it can be operated separately so as to simultaneously produce two (2) jets of water from different hydrants at any part of the ship whilst the required pressure is maintained in the fire main.

NO: DEFICIENCY RAISED

DEFICIENCY

FOUND NOT OPERATIONAL AT TIME OF SURVEY

34. Examination of the fire main, the fire main being under pressure through the emergency fire pump (particular attention to be paid to areas where dirt may accumulate and where corrosion may build up).

35. Examination of the hydrants, hoses, spanners and nozzles and confirmation that they are at their respective locations.

YES REMARK

36. Examination of the international shore connection. Confirmation that it is located as shown on the Fire Control Plan.

YES REMARK

37. Confirmation that the paint locker is protected by a fixed fire fighting appliance. (Required if horizontal surface > 4 m<sup>2</sup>)

YES REMARK

### Fire extinguishers

38. Verification of the arrangement of portable and non-portable fire extinguishers and random checks of their condition; confirmation that they are in their stowed positions; verification of their proper maintenance and servicing; random tests for evidence of charged extinguishers; confirmation that spare charges are available.

YES REMARK

39. Verification of the arrangement of the foam and/or fog applicators and random checks of their condition; confirmation that they are in their stowed positions and properly maintained.

NOT APPLICABLE REMARK

### Accommodation spaces

40. Examination, as far as possible, and test, as feasible, of any fire-detection and fire-alarm system in crew accommodation spaces (Ships where either the method IC or the method IIC has been adopted).

YES REMARK

41. Examination, as far as possible, and test, as feasible, of any automatic sprinkler, fire-detection and fire-alarm system in crew accommodation spaces (Ships where the method IIC has been adopted).

NOT APPLICABLE REMARK

42. Examination of the emergency escape breathing devices (EEBDs) and confirmation that they are maintained in working order.

YES REMARK

43. Examination and test, as feasible, of the extinguishing system protecting the deep-fat cooking equipment.

NOT APPLICABLE REMARK

NOT APPLICABLE

REMARK

45. Confirmation that the alarm indicating operation of the extinguishing system protecting the deep-fat cooking equipment is in working order and that controls for manual operation, if provided, are clearly marked.

NOT APPLICABLE

REMARK

### Special arrangements in machinery spaces

46. General examination of the fire extinguishing and special arrangements in the machinery spaces.

YES

REMARK

47. Verification, as far as practicable and as appropriate, of the operation of the remote control means provided for the opening and closing of skylights, the release of smoke, the closure of the funnel and ventilation openings.

NOT APPLICABLE

REMARK

48. Verification, as far as practicable and as appropriate, of the operation of the remote control means provided for the closure of power operated and other doors.

YES: WITHOUT REMARK

REMARK

49. Verification, as far as practicable and as appropriate, of the operation of the remote control means provided for stopping the ventilation and the boiler-forced or induced-draft fans.

SATISFACTORY

REMARK

50. Verification, as far as practicable and as appropriate, of the operation of the remote control means provided for stopping the fuel-oil pumps and other pumps that discharge flammable liquids.

SATISFACTORY

REMARK

51. Examination, as far as possible, of any fire-detection and fire-alarm system in machinery spaces.

NO: SEE REMARK

REMARK

NO DETECTION OR ALARM SYSTEM FOUND  
INSTALLED. HOWEVER, FIRE PATROLES  
IMPLEMENTED

52. General examination of the arrangements for fuel oil, lubricating oil and other flammable oils.

SATISFACTORY

REMARK

53. Verification, as far as practicable and as appropriate, of the operation of the remote control means for closing the valves on the tanks that contain fuel oil, lubricating oil and other flammable oils.

SATISFACTORY

REMARK









- | YES  | REMARK |
|--|--------|
| 81. Confirmation that a spare magnetic compass is available.   |        |
| NO   | REMARK |
| 82. Verification that the gyro compass is in working order.  |        |
| YES  | REMARK |
| 83. Verification that a gyro compass bearing repeater allowing to take bearings over 360° is in working order.                               |        |
| YES  | REMARK |
| 84. Verification that the gyro compass heading repeater fitted at the emergency steering position, if same is provided, is in working order. |        |
| NOT APPLICABLE   | REMARK |
| 85. Verification that the radar installation (9 GHz) is in working order.  |        |
| YES  | REMARK |
| 86. Verification that the second radar installation is in working order.   |        |
| YES  | REMARK |
| 87. Verification that the automatic radar plotting aid is in working order.  |        |
| NOT APPLICABLE   | REMARK |
| 88. Verification that the electronic tracking aid (ETA) is in working order.   |        |
| NOT APPLICABLE   | REMARK |
| 89. Verification that the echo-sounding device is in working order.  |        |
| YES  | REMARK |
| 90. Verification that the speed and distance measuring device (SDMD) on water is in working order.   |        |
| YES  | REMARK |
| 91. Verification that the speed and distance measuring device (SDMD) on the ground is in working order.                                      |        |
| NOT APPLICABLE   | REMARK |
| 92. Verification that the rudder-angle indicator is in working order.  |        |
| YES  | REMARK |
| 93. Verification that the propeller rate-of-revolution indicator is in working order.  |        |

- | YES   | REMARK |
|---|--------|
| 94. Verification that the variable-propeller-pitch and operational-mode indicator is in working order.  |        |
| NOT APPLICABLE  | REMARK |
| 95. Verification that the rate-of-turn indicator is in working order.   |        |
| NOT APPLICABLE  | REMARK |
| 96. Where the navigation bridge is totally enclosed, verification that the sound reception system is in working order.  |        |
| NOT APPLICABLE  | REMARK |
| 97. Verification that the telephone or means to communicate headings information to the emergency steering position, if same is provided, is in working order.  |        |
| YES   | REMARK |
| 98. Verification that the electronic chart display and information system (ECDIS), if provided, is in working order.  |        |
| NOT APPLICABLE  | REMARK |
| 99. Confirmation that back up arrangements for the electronic chart display and information system (ECDIS), if provided, are provided.  |        |
| NOT APPLICABLE  | REMARK |
| 100. Verification that the global navigation satellite system (GNSS) receiver or the terrestrial radio navigation system receiver is in working order.  |        |
| YES   | REMARK |
| 101. Verification that the automatic identification system (AIS) is in working order.   |        |
| YES   | REMARK |
| 102. Verification that the heading control system or the track control system is in working order.  |        |
| NOT APPLICABLE  | REMARK |
| 103. Verification that the voyage data recorder (VDR) is in working order.  |        |
| NOT APPLICABLE  | REMARK |
| 104. Confirmation that the voyage data recorder (VDR) has been subjected to an annual performance test and that a certificate of compliance issued by the testing facility is kept on board the ship. |        |
| NOT APPLICABLE  | REMARK |

## Safety of navigation

105. Verification that the required navigation lights are in satisfactory working condition.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

106. Verification that the required sound signaling equipment (whistle, fore-castle bell, gong) and shapes are in satisfactory working condition.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

107. Verification of the deployment of the pilot ladders and of their satisfactory condition.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

108. Verification, as appropriate, of the good order and working condition of the mechanical pilot hoists and pilot transfer arrangements.

NOT APPLICABLE \_\_\_\_\_ REMARK \_\_\_\_\_

## 5. Life-saving appliances

### Communications

109. Examination of the line-throwing appliance and verification that its rockets are not out of date.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

110. Verification that the ship's parachute distress signals are not out of date.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

111. Examination and verification of the operation of on-board communication equipment.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

112. Examination and verification of the operation of the emergency general-alarm system.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

### Lifeboats

113. Examination of each lifeboat, including its equipment; confirmation of the compulsory markings of each lifeboat.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

114. Examination of the lifting hooks, keel attachment, etc. and, where fitted, the on-load release and hydrostatic lock.

YES \_\_\_\_\_ REMARK \_\_\_\_\_



YES \_\_\_\_\_ REMARK \_\_\_\_\_

124.1 Confirmation that the liferaft stowage will facilitate a proper release.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

125. Confirmation that each inflatable liferaft has been duly surveyed by an approved servicing station.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

126. Confirmation that each hydrostatic release unit has been serviced by an approved servicing station.

SATISFACTORY: SEE REMARK \_\_\_\_\_ REMARK \_\_\_\_\_ TWO (2) YEAR DISPOSABLE TYPE

127. Verification of the operation of the launching appliances for davit-launched liferafts.

NOT APPLICABLE \_\_\_\_\_ REMARK \_\_\_\_\_

### Liferafts (rigid)

128. Examination of the equipment of each rigid liferaft; confirmation that it is in a satisfactory condition and that the rigid-liferaft stowage will facilitate rapid launching.

NOT APPLICABLE \_\_\_\_\_ REMARK \_\_\_\_\_

129. Verification that the held hand flares, the rocket parachute flares and the buoyant smoke signals of each liferaft are not out of date.

NOT APPLICABLE \_\_\_\_\_ REMARK \_\_\_\_\_

### Lighting

130. Verification of the lighting of the muster and embarkation stations, of the lighting of the alleyways, stairways and exits giving access to the muster and embarkation stations, including when supplied from the emergency source of power.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

### Personal

131. Examination of the provision, disposition and stowage of lifejackets; random checks of their condition. Confirmation that they are provided with whistle, retro-reflective material and lights.

SATISFACTORY \_\_\_\_\_ REMARK \_\_\_\_\_

132. Verification of the provision, disposition and stowage of immersion suits and thermal protective aids; random checks of their condition.

133. Verification of the provision, disposition and stowage of the lifebuoys, including those fitted with self-igniting lights, self-activating smoke signals and buoyant lines; confirmation that the smoke signals are not out of date.

YES

REMARK

**Radio**

134. Examination and verification of the operation of two-way radiotelephone apparatus (VHF).

YES

REMARK

135. Examination and verification of the operation of radar transponders.

YES

REMARK

This is to declare that the undersigned surveyor has examined and confirmed all items of this report.

**RECOMMENDATION:** Issuance Of Conditional Cert. with Recommendations

Issued at: FERNANDINA BEACH FL on 29<sup>TH</sup> MAY 2007

Mr. Louis M. Cio, DipMarSur, AssocHMS





**TSUNAMI MARINE LIMITED****RADIO CERTIFICATE SURVEY REPORT**

IMO/Register Number :8117201

Job No:TSU-07-0268

Ship Name JUNE B

Survey Date 29TH MAY 2007

Survey Location : FERDANDINA BEACH FL  
USA.**1. Documentation****Documents**

1. Verification that a valid radio station licence issued by the Flag Administration is available on board :

YES \_\_\_\_\_ REMARK \_\_\_\_\_

2. Verification of the radio-operator's certificates of competence :

YES \_\_\_\_\_ REMARK \_\_\_\_\_

3. Verification of the radio log.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

4. Verification that up-to-date ITU publications are available on board.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

5. Verification that operating manuals are available on board for all radio equipment. Verification that information is adequate to enable proper maintenance and operation of the equipment.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

6. Verification that service manuals for all radio equipment are available on board, if at-sea maintenance is the declared option.

NOT APPLICABLE \_\_\_\_\_ REMARK \_\_\_\_\_

7. Confirmation that a record has been kept in the period since the last survey to the satisfaction of the Administration and as required by the Radio Regulations.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

8. Verification through documentary evidence that the actual capacity of the battery has been proved in port within the last 12 months.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

9. Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved before installation and that any changes are reflected in the appropriate certificates.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

**Certificates**

10. SOLAS: Is the Cargo Ship Safety Radio Certificate available on board and due surveys up to date?

YES \_\_\_\_\_ REMARK \_\_\_\_\_

*Remark made by the surveyor*

LAST SURVEY CONDUCTED ON 29/05/2007

**Shipborne navigational equipment**

11. Verification that the radar installation (9 GHz) is in working order.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

12. Verification that the global navigation satellite system (GNSS) receiver or the terrestrial radionavigation system receiver is in working order.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

**Reference of Radio Surveyor's report**

13. Confirmation of the declared sea areas assigned to the vessel

Sea area [A1+A2+A3]

14. Reference of Radio Surveyor's report:

[ ]

15. Selected method(s) of maintenance :

	Y/N
Duplication of equipment	Y
Shore based maintenance	Y
At sea maintenance	N

*Remarks made by Radio Technician :*

SHORE BASE CONTRACT IN EFFECT.

**Radio/GMDSS - General**

16. Examination of the position, physical and electromagnetic protection and illumination of each radio installation.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

17. Confirmation that the prescribed radio equipment is on board, with due regard to the declared sea areas where the ship will trade and the declared means of keeping functional requirements available.

YES \_\_\_\_\_ REMARK \_\_\_\_\_

18. Is it possible to trigger from the navigation bridge the transmission of ship-to-shore distress alerts by at least two (2) separate and independent means using different radio-communication equipment?

YES \_\_\_\_\_ REMARK \_\_\_\_\_

Ship surveyors remarks :

( )

**RECOMMENDATION:** Annual Endorsement Of Current Certificate

Issued at: FERNADINA BEACH FL, on 29TH MAY, 2007

**Mr. Louis Martin, DipMarSur, AssocIIMS**



**TSUNAMI MARINE LIMITED****SAFETY RADIO SURVEY REPORT**

IMO/Register Number :8117201

Job No:

Ship Name M/V JUNE B

Survey Date 29 MAY 2007

Survey Location : FERNANDINA BEACH FL

**1. Documentation****Documents**

Verification that a valid radio station licence issued by the Flag Administration is available on board :

Date of issuance	15 SEP 2006
Date of validity	23 OCT 2007

Verification of the radio-operator's certificates of competence :

	Name	Certificate issuing country
1st operator	KNUD PATRICE	SAINT VINCENT
2nd operator	CASTELLON MARCO	HONDURAS
3rd operator		4

Verification of the radio log.

YES: WITHOUT REMARK

REMARK

Verification that up-to-date ITU publications are available on board.

YES: WITHOUT REMARK

REMARK

Verification that operating manuals are available on board for all radio equipment. Verification that information is adequate to enable proper maintenance and operation of the equipment.

YES: WITHOUT REMARK

REMARK

Verification that service manuals for all radio equipment are available on board, if at-sea maintenance is the declared option.

NOT APPLICABLE

REMARK

Confirmation that a record has been kept in the period since the last survey to the satisfaction of the Administration and as required by the Radio Regulations.

YES: WITHOUT REMARK

REMARK

Verification through documentary evidence that the actual capacity of the battery has been proved in port within the last 12 months.

YES: WITHOUT REMARK

REMARK

Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved before installation and that any changes are reflected in the appropriate certificates.

YES: WITHOUT REMARK

REMARK

**CARGO SHIP SAFETY RADIO SURVEY REPORT**

**Certificates**

SOLAS : Is the Cargo Ship Safety Radio Certificate available on board and due surveys up to date?

YES: WITHOUT REMARK                      REMARK

*Remark made by the surveyor*

**Shipborne navigational equipment**

Verification that the radar installation (9 GHz) is in working order.

YES: WITHOUT REMARK                      REMARK

Verification that the global navigation satellite system (GNSS) receiver or the terrestrial radionavigation system receiver is in working order.

YES: WITHOUT REMARK                      REMARK

**Radiocommunications**

**Reference of Radio Surveyor's report**

Reference of Radio Surveyor's report :

|       |

*Description and remark made by the surveyor*

**CHECKLIST**

**Radio/GMDSS - General**

Examination of the position, physical and electromagnetic protection and illumination of each radio installation.

YES: WITHOUT REMARK                      REMARK

Sea area(s) of trading of the ship :

Sea area [A1+A2+A3]

Selected method(s) of maintenance :

	Y/N
Duplication of equipment	Y
Shore based maintenance	Y
At sea maintenance	N

Confirmation that the prescribed radio equipment is on board, with due regard to the declared sea areas where the ship will trade and the declared means of keeping functional requirements available.

YES: WITHOUT REMARK                      REMARK

Is it possible to trigger from the navigation bridge the transmission of ship-to-shore distress alerts by at least two (2) separate and independent means using different radiocommunication services ? Short description of above mentioned two (2) means :

*Description and remark made by the surveyor*

(TRIMBLE SAT C ACR 406 EPIRB )

CARGO SHIP SAFETY RADIO SURVEY REPORT

General examination of all antennas.

YES: WITHOUT REMARK

REMARK

Visual verification of all antennas, including INMARSAT antennas and feeders for satisfactory siting and absence of defect.

YES: WITHOUT REMARK

REMARK

Verification of the insulation and safety of all antennas.

YES: WITHOUT REMARK

REMARK

General examination of the reserve source of energy.

YES: WITHOUT REMARK

REMARK

Confirmation that the reserve source of energy has sufficient capacity to operate the basic or the duplicated equipment for one (1) hour or six (6) hours, as appropriate.

YES: WITHOUT REMARK

REMARK

If the reserve source of energy is a battery, verification of its siting and installation.

YES: WITHOUT REMARK

REMARK

If the reserve source of energy is a battery, verification, where appropriate, of its good condition by specific gravity measurement or voltage measurement.

YES: WITHOUT REMARK

REMARK

24 VOLTS SPECIFIC GRAVITY 1.248, 1.243

If the reserve source of energy is a battery, verification of the battery voltage and discharge current with the battery off-charge and the maximum required radio installation load connected to the reserve source of energy.

YES: WITHOUT REMARK

REMARK

If the reserve source of energy is a battery, verification that the chargers are capable of re-charging the battery within ten (10) hours.

YES: WITHOUT REMARK

REMARK

Verification that information of ship's position is provided continuously and automatically to all two-way communication equipment.

YES: WITHOUT REMARK

REMARK

Examination of the test equipment and spares carried to ensure they are adequate in accordance with the sea areas where the ship is trading and the declared option for keeping the availability of the functional requirements.

YES: WITHOUT REMARK

REMARK

### Radio/GMDSS - Other equipment

Examination of the 406 MHz satellite EPIRB with particular attention to its position and mounting as regards free float operation;

visual inspection for defects;

execution of self-test routine;

verification that the EPIRB identification (ID) is clearly marked on the outside of the equipment and, where possible, decoding of the EPIRB identity number confirming it is correct;

verification of the battery expiry date, if provided, verification of the hydrostatic release and its expiry date.

YES: WITHOUT REMARK

REMARK

**CARGO SHIP SAFETY RADIO SURVEY REPORT**

Check of the emission on operational frequencies, coding and registration on the 406 MHz signal without transmission of a distress call to the satellite;  
 verification that the EPIRB has been subject to maintenance at intervals not exceeding five years at an approved shore-based maintenance facility;  
 if possible, verification of the emission on operational frequencies, coding and registration on the 121.5 MHz homing signal without transmission of a distress call to the satellite.

**YES: WITHOUT REMARK****REMARK**

When applicable, examination of the INMARSAT 1.6 GHz satellite EPIRB with particular attention to its position and mounting as regards free float operation;  
 visual inspection for defects; execution of self-test routine;  
 verification that the EPIRB identification (ID) is clearly marked on the outside of the equipment and, where possible, decoding of the EPIRB identity number confirming it is correct;  
 verification of the battery expiry date; if provided, verification of the hydrostatic release and its expiry date.

**NOT APPLICABLE****REMARK**

Examination of the VHF DSC EPIRB when fitted (in lieu of a 406 MHz satellite EPIRB) with particular attention to its position and mounting as regards free float operation;  
 visual inspection for defects;  
 execution of self-test routine;  
 verification that the EPIRB identification (ID) is clearly marked on the outside of the equipment and, where possible, decoding of the EPIRB identity number confirming it is correct;  
 verification of the battery expiry date; if provided, verification of the hydrostatic release and its expiry date.

**NOT APPLICABLE****REMARK**

Examination of the two-way VHF radio apparatus, including verification of its correct operation on both Channel 16 and any other channel through a test with another fixed or portable VHF installation;  
 verification of the battery-charging arrangements where rechargeable batteries are used;  
 verification of the expiry date of the primary batteries where used.

**YES: SEE REMARK****DEFICIENCY**

BATTERY SEALS BROKEN NEED 2 NEW LITHIUM BATTERIES RADIO HOLLAND WILL SUPPLY 3 NEW BATTERIES ON 20 MAY 2007

Where appropriate, verification of any fixed two-way VHF radiotelephone installation provided in survival craft.

**NOT APPLICABLE****REMARK**

Examination of the radar transponder(s), including verification of their position and mounting; verification of response on ship's 9 GHz radar; verification of the battery expiry date.

**YES: WITHOUT REMARK****REMARK**

Examination of the radiotelephone distress frequency watch receiver, including verification of the mute-demute function; verification of the sensitivity of the receiver against well known coast stations;  
 confirmation of the audibility of the loudspeaker.

**YES: WITHOUT REMARK****REMARK**

Examination of the NAVTEX equipment, if appropriate, including verification for correct operation by monitoring incoming messages or by inspecting a recent hard copy; execution of the self-test program, if provided.

**YES: WITHOUT REMARK****REMARK****GMDSS - VHF Installation**

Examination of the VHF transceiver(s), including verification for operation on channels 6, 13 and 15;  
 verification of frequency tolerances, transmission line quality and radio frequency power output;  
 verification for correct operation of all controls including priority of control units;  
 confirmation that the equipment operates from the main, emergency (if provided) and reserve sources of energy;  
 verification of the operation of the VHF control unit(s) or portable VHF equipment provided for navigational safety;  
 verification for correct operation by on-air contact with a coast station or another ship.

CARGO SHIP SAFETY RADIO SURVEY REPORT

YES: WITHOUT REMARK

REMARK

Examination of the VHF DSC controller and channel 70 DSC watch receiver, including the performance of an off-air check to confirm that the correct Maritime Mobile Service Identity is programmed in the equipment; verification of correct transmission by means of a routine or test call to a coast station, another ship, on-board duplicate equipment or special test equipment;  
 verification of correct reception by means of a routine or test call from a coast station, another ship, on-board duplicate equipment or special test equipment;  
 verification of the audibility of the VHF/DSC alarm;  
 confirmation that the equipment operates from the main, emergency (if any) and reserve sources of energy.

YES: WITHOUT REMARK

REMARK

**GMDSS - MF Installation**

General examination of the MF radiotelephone equipment.

NOT APPLICABLE

REMARK

Verification that the MF radiotelephone equipment operates from the main, emergency (if any) and reserve sources of energy.

NOT APPLICABLE

REMARK

Verification of the MF radiotelephone equipment antenna tuning in all appropriate bands.

NOT APPLICABLE

REMARK

Verification that the MF radiotelephone equipment is within frequency tolerances on all appropriate bands.

NOT APPLICABLE

REMARK

Verification of the MF radiotelephone equipment for correct operation by contacting a coast station and/or measuring transmission line quality and radio frequency output.

NOT APPLICABLE

REMARK

Verification of the performances of the receiver of the MF radiotelephone equipment by monitoring well known stations on all appropriate bands.

NOT APPLICABLE

REMARK

If control units are provided for the MF radiotelephone equipment outside the navigation bridge, verification that the control unit on the bridge has first priority for the purpose of initiating distress alerts.

NOT APPLICABLE

REMARK

General Examination of the MF/DSC controller.

NOT APPLICABLE

REMARK

Verification that the DSC controller operates from the main, emergency (if any) and reserve sources of energy.

NOT APPLICABLE

REMARK

Confirmation that the correct Maritime Mobile Service Identity is programmed in the DSC controller.

NOT APPLICABLE

REMARK

Verification of the off-air self-test program of the DSC controller.

NOT APPLICABLE

REMARK

Verification of the operation of the DSC controller by means of a test call on MF to a coast station, provided that the rules of the berth permit the use of MF transmissions.



**CARGO SHIP SAFETY RADIO SURVEY REPORT****NOT APPLICABLE****REMARK**

Verification of the audibility of the MF/DSC alarm.

**NOT APPLICABLE****REMARK**

General examination of the MF DSC watch receiver(s).

**NOT APPLICABLE****REMARK**

Confirmation that only distress and safety DSC frequencies are being monitored by the MF DSC watch receiver(s).

**NOT APPLICABLE****REMARK**

Verification that a continuous watch is being maintained on the MF DSC watch receiver(s) whilst keying MF radio transmitters.

**NOT APPLICABLE****REMARK**

Verification of the MF DSC watch receiver(s) for correct operation by means of a test call from a coast station or another ship.

**NOT APPLICABLE****REMARK****GMDSS - MF/HF Equipment**

General examination of the MF/HF radiotelephone equipment.

**YES: WITHOUT REMARK****REMARK**

Verification that the MF/HF radiotelephone equipment operates from the main, emergency (if any) and reserve sources of energy.

**YES: WITHOUT REMARK****REMARK**

Verification of the MF/HF radiotelephone equipment antenna tuning in all appropriate bands.

**YES: WITHOUT REMARK****REMARK**

Verification that the MF/HF radiotelephone equipment is within frequency tolerances on all appropriate bands.

**YES: WITHOUT REMARK****REMARK**

Verification of the MF/HF radiotelephone equipment for correct operation by contacting a coast station and/or measuring transmission line quality and radio frequency output.

**YES: WITHOUT REMARK****REMARK**

Verification of the MF/HF radiotelephone equipment receiver performances by monitoring well known stations on all appropriate bands.

**YES: WITHOUT REMARK****REMARK**

If control units are provided for the MF/HF radiotelephone equipment outside the navigational bridge, verification that the control unit on the bridge has first priority for the purpose of initiating distress alerts.

**YES: WITHOUT REMARK****REMARK**

General examination of the HF radiotelex equipment.

**YES: WITHOUT REMARK****REMARK**

Verification that the HF radiotelex equipment operates from the main, emergency (if any) and reserve sources of energy.

**YES: WITHOUT REMARK****REMARK**

**CARGO SHIP SAFETY RADIO SURVEY REPORT**

Confirmation that the correct selective calling number is programmed in the HF radiotelex equipment.

YES: WITHOUT REMARK                      REMARK

Verification of the correct operation of the HF radiotelex equipment by checking a recent hard copy or by raising a test with a coast radio station.

YES: WITHOUT REMARK                      REMARK

General examination of the MF/HF DSC controller(s).

YES: WITHOUT REMARK                      REMARK

Verification that the MF/HF DSC controller operates from the main, emergency (if any) and reserve sources of energy.

YES: WITHOUT REMARK                      REMARK

Confirmation that the correct Maritime Service Identity is programmed in the MF/HF DSC controller(s).

YES: WITHOUT REMARK                      REMARK

Verification of the off-air self-test program of the MF/HF DSC controller(s).

YES: WITHOUT REMARK                      REMARK

Verification of the operation of the MF/HF DSC controller(s) by means of a test call on MF and/or HF to a coast station, provided that the rules of the berth permit the use of MF/HF transmissions.

NO: DEFICIENCY RAISED                      DEFICIENCY                      FURUND DSC-60 WATCH RECEIVER NOT RECEIVING RESPONSE FROM COAST STATION DSC-60 WILL NEED TO BE REPAIRED

Verification of the audibility of the MF/HF DSC alarm.

YES: WITHOUT REMARK                      REMARK

General examination of the MF/HF DSC watch receiver(s).

YES: WITHOUT REMARK                      REMARK

Confirmation that only distress and safety DSC frequencies are being monitored on the MF/HF DSC watch receiver(s).

YES: WITHOUT REMARK                      REMARK

Verification that a continuous watch is being maintained on the MF/HF DSC watch receiver(s) whilst keying MF/HF radio transmitters.

YES: WITHOUT REMARK                      REMARK

Verification of the correct operation of the MF/HF DSC watch receiver(s) by means of a test call from a coast station or another ship.

NO: DEFICIENCY RAISED                      DEFICIENCY                      FURUND DSC-60 NOT RECEIVING TEST OR DISTRESS CALLS DSC-60 WILL NEED TO BE REPAIRED

**GMDSS - Enhanced Group Call equipment**

General examination of the Enhanced Group Call Equipment.

YES: WITHOUT REMARK                      REMARK





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USA**

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**Automatic Identification System (AIS) Survey Report**

and declaration that AIS installation is installed following the IMO Guidelines SN/Circ 227

Ship's name	: <u>MSV JUNE B</u>	Manufacturer	: <u>JRC</u>
Call sign	: <u>JRPC3</u>	Model	: <u>JHS-187</u>
MMSI number	: <u>375929000</u>	Serial number	: <u>BB4-180</u>
IMO number	: <u>8117261</u>	Software version(s)	:
Gross tonnage	: <u>1193</u>		:
Flag state	: <u>SAINT VINCENT</u>		:
Port of registry	: <u>SAINT VINCENT</u>		:
Class AIS	: <u>Class A : SOLAS AIS</u>		:
Ship type	: <u>REFER</u>	VHF antenna type	: <u>COMBINED GPS VHF</u>
RH order nr.	:	GPS antenna type	: <u>COMBINED GPS VHF</u>

Supply source	: <u>Main / Reserve</u>	Voltage(s)	: <u>110-114 VOLTS</u>
---------------	-------------------------	------------	------------------------

Radar connected	: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Model of Radar	: <u>FAR 2117</u>
Make of Radar	: <u>FURUNO</u>	Software Radar	:

ROT	: <input type="checkbox"/> Connected	Pilot plug	: <input checked="" type="checkbox"/> Installed <input type="checkbox"/> Not Installed
	: <input checked="" type="checkbox"/> Calculated	AC socket	: <input checked="" type="checkbox"/> Available <input type="checkbox"/> Not available
	: <input type="checkbox"/> Supplied by Gyro	Checked	: <input checked="" type="checkbox"/>

<b>External connected GPS or DGPS</b>		<b>External connected heading info from Gyro:</b>	
Make	: <u>FURUNO</u>	Make	: <u>TOKYO KIKI</u>
Model	: <u>GP-90</u>	Model	: <u>PR-200</u>
Serial nr.	: <u>4400-5340</u>	Serial nr.	:
Software	:	Software	:
Interface Unit	: <input checked="" type="checkbox"/> Not needed	Connection	: <input type="checkbox"/> Direc: RS 422 connection
	: <input type="checkbox"/> Newly Installed		: <input type="checkbox"/> CIF input from AD 100
	: <input type="checkbox"/> Existing one used		: <input checked="" type="checkbox"/> NMEA input from AD 100
Make & Model	:		: <input type="checkbox"/> Other type Gyro converter
Approval	:	Approval	:

	<b>Internal GPS Antenna</b>	<b>External GPS Antenna</b>	<b>ECDIS connected</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	A= <u>49</u> m	A= <u>50</u> m	Make ECDIS	:
	B= <u>19</u> m	B= <u>18</u> m	Model ECDIS	:
	C= <u>4</u> m	C= <u>6</u> m	Software ECDIS	:
	D= <u>8</u> m	D= <u>6</u> m	Details	:

Documentation, Drawings and Antenna plan : AVAILABLE RADIO HOLLAND A

Port	: <u>FERNANDINA FL USA</u>	Engineer / Surveyor	
Date	: <u>29 MAY 2007</u>	Name	: <u>MICHAEL JOHNSON</u>
		Sign	: <u>[Signature]</u> FL



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**Annual testing of 406 MHz SATELLITE EPIRB as per MSC Circ. 1040 (75)**

Ship's name : M/V JUNE B  
 Call sign : J8PC3  
 MMSI number : 375929000  
 Make and Type EPIRB : ACR SATELLITE2 406 Serial nr: SBE300V

	VERIFIED	COMMENTS
1.a Checked location :	<input checked="" type="checkbox"/>	
1.b Checked float free mounting :	<input checked="" type="checkbox"/>	
2.a Checked presence of lanyard :	<input checked="" type="checkbox"/>	
2.b Checked neatly stowage of lanyard :	<input checked="" type="checkbox"/>	
2.c Checked lanyard not fastened to bracket or vessel :	<input checked="" type="checkbox"/>	
3. Visual inspection for defects :	<input checked="" type="checkbox"/>	
4. Carrying out the self-test routine :	<input checked="" type="checkbox"/>	
5. <i>Checking of markings,</i>		
5a. Correct labelling of decoded EPIRB identification nr. <input checked="" type="checkbox"/> 15 HEX ID		AEE8364334D34D1
<input checked="" type="checkbox"/> MMSI : _____ or <input type="checkbox"/> CALL SIGN : _____ or <input type="checkbox"/> SERIALIZED : _____		
5.b Brief operating instructions :	<input checked="" type="checkbox"/>	
5.c Expiry date of battery :	<input checked="" type="checkbox"/>	Expiry Date : 6-2011
5.d Checked EPIRB has been maintained by the SBM provider at intervals required by the Administration	<input checked="" type="checkbox"/>	
5.e Due date of next SBM service :		6-2011
5.f Name of SBM provider :		DOCKSIDE MARINE
6. Checked decoded signal corresponds with marking :	<input checked="" type="checkbox"/>	
7. Checked registration of decoded signal against documentation of flag state authority :	<input checked="" type="checkbox"/>	
8. Checked expiry date of Hydrostatic release :	<input checked="" type="checkbox"/>	Expiry Date : MAY 2009
9. Checked emission in the 406 MHz band using the self-test mode or appropriate device to avoid transmission of a distress signal to the satellites : If possible, checked emission in the 121.5 MHz band using the self-test mode or an appropriate device to avoid activating the satellite system :	<input checked="" type="checkbox"/>	Frequency : 406.024,6 KHZ
10. After test, remounting EPIRB in its bracket, checked that no transmission has been started :	<input checked="" type="checkbox"/>	
11. Verifying the presence of operation manual :	<input checked="" type="checkbox"/>	

Port : FERNANDINA BEACH FL USA

Surveyor Name: MICHAEL JOHNSON

Date : 29 MAY 2007

Signature: [Signature] RADIO HOLLAND USA



Radio Holland USA Inc  
 8043 Gulf Freeway  
 Houston, Texas 77017  
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# SERVICE REPORT

TASK ID:

Office	RH-JACKSONVILLE	Vessel	JUNE B		
Owners	ANTILLES WHOLESALE	IMO No.	8117201	MMSI No.	375629000
Agents		Call Sign	JSPC3	Flag	SAINT VINCENT
Port and Berth	FERNANDINA BEACH FL USA	Immatr C No.	437592910		
Invoice to		ETA	29 MAY 2007	ETD	3 JUN 2007
Customer call		Equipment	Serial number		
Date of Request	1 JUNE 2007	FURUNO DSC-60			
SVC type:	<input checked="" type="checkbox"/> Request <input type="checkbox"/> Warranty <input type="checkbox"/> Contract	Software version if applicable			
Charge to:	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Agent <input type="checkbox"/> Others	Additional Serial Numbers (gyro spheres etc)			

a) Fault reported    b) Action taken    c) Final Check

A) REQUEST TO REPAIR FURUNO DSC-60  
 B) DSC-60 NOT RECEIVING DISTRESS OR TEST CALLS. INPUT DISTRESS CALL INTO UNIT FROM TEST BOX NO RESPONSE. SEND DSC TO COAST STATION NO RECEPTION OF DSC AT COAST STATION. REMOVE UNIT AND REPLACE CONTROL MODEM PCB. RETEST SYSTEM WITH CALL TO WLO MOBILE ALABAMA. 3 MESSAGES SENT AND RECEIVED PROPERLY.  
 C) DSC-60 FULLY OPERATIONAL.

*SUPPLIED TO VESSEL 3 NEW ACR 2726 LITHIUM BATTERIES FOR GROSS EMERGENCY HANDHELD RADIOS*

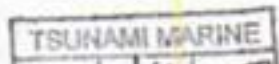
Problem category: NO RX                      Cause code: PARTS NEEDED                      Outcome code: REPAIRED

Qty.	Part no.	Description	Serial No.	Price	S	R
1	005-950-490	CTRL/MODEM PCB			X	
3	1066	ACR LITHIUM BATTERIES			X	

Date	Service Eng.	On board		Stop / Working		Travel *			Time Total	
		From	Until	From	Until	From	Until	Mileage	ST	OT
1 JUNE	MJOHNSON	12:00	18:00			12:00	13:00	55	3.0	
						15:00	16:00	55	1.0	

Service Engineer (Name/Signature) <i>M. Johnson</i>	Date: Master sign. & Ship stamp <i>M-Johnson</i>	M/V JUNE B O.N. 400477 GRT 1493 NET 31000	Customer Satisfaction <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Work completed: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	Customer comments: YES <input type="checkbox"/> NO <input type="checkbox"/>	Ship No: 1000	Number of sheets 1 of 1

Service rendered is subject to general (printed) conditions of Radio Holland. Radio Holland is not responsible for any loss of life or property. Return vessel may be voided due to violations out of our control such as transponder failure, etc.





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### Automatic Identification System (AIS) Survey Report

and declaration that AIS installation is installed following the IMO Guidelines SN/Circ 227

Ship's name	: <u>MY JUNE B</u>	Manufacturer	: <u>JRC</u>
Call sign	: <u>JSPCJ</u>	Model	: <u>JHS-82</u>
MMSI number	: <u>375929000</u>	Serial number	: <u>BB4780</u>
IMO number	: <u>8117201</u>	Software version(s)	:
Gross tonnage	: <u>1193</u>		:
Flag state	: <u>SAINT VINCENT</u>		:
Port of registry	: <u>SAINT VINCENT</u>		:
Class AIS	: <u>Class A : SOLAS AIS</u>		:
Ship type	: <u>REFER</u>	VHF antenna type	: <u>COMBINED GPS VHF</u>
RH order nr.	:	GPS antenna type	: <u>COMBINED GPS VHF</u>

Supply source	: <u>Mains / Reserve</u>	Voltage(s)	: <u>110/24 VOLTS</u>
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Radar connected	: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Model of Radar	: <u>FAR 2117</u>
Make of Radar	: <u>FURUNO</u>	Software Radar	:

ROT	: <input type="checkbox"/> Connected	Pilot plug	: <input checked="" type="checkbox"/> Installed <input type="checkbox"/> Not Installed
	: <input checked="" type="checkbox"/> Calculated	AC socket	: <input checked="" type="checkbox"/> Available <input type="checkbox"/> Not available
	: <input type="checkbox"/> Supplied by Gyro	Checked	: <input checked="" type="checkbox"/>

External connected GPS or DGPS		External connected heading info from Gyro:	
Make	: <u>FURUNO</u>	Make	: <u>TOKYO KHKI</u>
Model	: <u>GP-99</u>	Model	: <u>PR-200</u>
Serial nr.	: <u>4400-5345</u>	Serial nr.	:
Software	:	Software	:
Interface Unit	: <input checked="" type="checkbox"/> Not needed	Connection	: <input type="checkbox"/> Direct RS 422 connection
	: <input type="checkbox"/> Newly Installed		: <input type="checkbox"/> CIF input from AD 100
	: <input type="checkbox"/> Existing one used		: <input checked="" type="checkbox"/> NMEA input from AD 100
Make & Model	:		: <input type="checkbox"/> Other type Gyro converter
Approval	:	Approval	:

	Internal GPS Antenna	External GPS Antenna	ECDIS connected <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	A= <u>49</u> m	A= <u>50</u> m	Make ECDIS
	B= <u>19</u> m	B= <u>18</u> m	Model ECDIS
	C= <u>4</u> m	C= <u>6</u> m	Software ECDIS
	D= <u>8</u> m	D= <u>6</u> m	Details

Documentation, Drawings and Antenna plan : AVAILABLE RADIO HOLLAND A

Port : FERNANDINA FL USA Engineer / Surveyor  
Date : 29 MAY 2007 Name : MICHAEL JOHNSON ✓ Sign : GRACISON FL

TUNAMI MARINE



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**Annual testing of 406 MHz SATELLITE EPIRB as per MSC Circ. 1040 (75)**

Ship's name : MV JUNE B  
Call sign : J8PC3  
MMSI number : 375929000  
Make and Type EPIRB : ACR SATELLITE2 406 Serial nr.: SBE300V

	VERIFIED	COMMENTS
1.a Checked location :	<input checked="" type="checkbox"/>	.....
1.b Checked float free mounting :	<input checked="" type="checkbox"/>	.....
2.a Checked presence of lanyard :	<input checked="" type="checkbox"/>	.....
2.b Checked neatly stowage of lanyard :	<input checked="" type="checkbox"/>	.....
2.c Checked lanyard not fastened to bracket or vessel :	<input checked="" type="checkbox"/>	.....
3. Visual inspection for defects :	<input checked="" type="checkbox"/>	.....
4. Carrying out the self-test routine :	<input checked="" type="checkbox"/>	.....
5. <b>Checking of markings,</b>		
5a. Correct labelling of decoded EPIRB identification nr. <input checked="" type="checkbox"/> 15 HEX ID		<u>AEE3364334D34D1</u>
<input checked="" type="checkbox"/> MMSI : ..... <input type="checkbox"/> CALL SIGN : ..... <input type="checkbox"/> SERIALISED : .....		
5.b Brief operating instructions :	<input checked="" type="checkbox"/>	.....
5.c Expiry date of battery :	<input checked="" type="checkbox"/>	Expiry Date : <u>6-2011</u>
5.d Checked EPIRB has been maintained by the SBM provider at intervals required by the Administration	<input checked="" type="checkbox"/>	.....
5.e Due date of next SBM service :		<u>6-2011</u>
5.f Name of SBM provider :		<u>DOCKSIDE MARINE</u>
6. Checked decoded signal corresponds with marking :	<input checked="" type="checkbox"/>	.....
7. Checked registration of decoded signal against documentation of flag state authority :	<input checked="" type="checkbox"/>	.....
8. Checked expiry date of Hydrostatic release :	<input checked="" type="checkbox"/>	Expiry Date : <u>MAY 2009</u>
9. Checked emission in the 406 MHz band using the self-test mode or appropriate device to avoid transmission of a distress signal to the satellites : If possible, checked emission in the 121.5 MHz band using the self-test mode or an appropriate device to avoid activating the satellite system :	<input checked="" type="checkbox"/>	Frequency : <u>406.024.6 KHZ</u>
10. After test, remounting EPIRB in its bracket, checked that no transmission has been started :	<input checked="" type="checkbox"/>	.....
11. Verifying the presence of operation manual :	<input checked="" type="checkbox"/>	.....

Port : FERNANDINA BEACH FL, USA Surveyor Name: MICHAEL JOHNSON  
Date : 29 MAY 2007 Signature: *[Signature]* RADIO HOLLAND A  
FORM 1-2007-01 Rev 3