

[LEGAL NOTICE NO. 100]

MARITIME TRANSPORT DECREE 2013  
(DECREE NO. 20 OF 2013)

## **Maritime (Radio) Regulations 2014**

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IN exercise of the powers conferred upon me by section 240(1)(t) of the Maritime Transport Decree 2013, I hereby make these Regulations—

## PART 1—PRELIMINARY

*Short title and commencement*

- 1. These Regulations may be cited as the Maritime (Radio) Regulations 2014 and shall come into force on a date or dates appointed by the Minister by notice in the *Gazette*.

*Interpretation*

- 2. In these Regulations, unless the context otherwise requires,—

“approved organisation” means a company, a body of persons whether corporate or unincorporated, or any other entity that is managing a safe ship management system approved under Maritime (Safe Ship Management Systems) Regulations 2014, and that represents any party and the ship owners belonging to that safe ship management system, or solely the ship owners belonging to that system;

“authorised officer” has the same meaning as under section 2 of the Decree;

“Authority” means the Maritime Safety Authority of Fiji;

“Chief Executive Officer” means the Chief Executive Officer of the Authority;

“continuous radio watch” means a radio watch that is not interrupted except—

- (a) for brief intervals when the ship’s receiving capability is impaired;
- (b) when the radio installation is under periodic maintenance or tests; or

- (c) in the case of a radio telephone watch on VHF or MF/HF, when the receiver is being used to obtain vital information on the other channels or frequencies;

“Decree” means the Maritime Transport Decree 2013;

“direct-printing telegraphy” means automated telegraphy techniques that comply with the relevant recommendations of the International Telecommunication Union;

“dbi” means the numerical units for gain with respect to radio reception;

“DSC” means Digital Selective Calling, which is a technique that uses digital codes, which enables a radio station to establish contact with another station or group of stations;

“EGC” means Enhanced Group Calling, and in relation to enhanced group calling equipment, means equipment used to store and print out information received by the ship via the INMARSAT system;

“EPIRB” means Emergency Position Indicating Radio Beacon, which is a transmitting station in the mobile service, the emissions of which are intended to facilitate search and rescue operations;

“Fiji Official Log book” means the logbook as defined in the Maritime (Logbook) Regulation 2014;

“foreign ship” shall have the same meaning as defined under section 2 of the Decree;

“GMDSS” means global maritime distress and safety system;

“GMDSS ship” means any ship that is—

- (a) a ship, other than a fishing ship, of 45 metres or more in length which proceeds beyond inshore waters;
- (b) a non-passenger ship of 300 gross tonnage or more which proceeds beyond the territorial waters;
- (c) a passenger ship which proceeds beyond the territorial waters; or
- (d) a fishing ship which proceeds beyond the territorial waters;

“General Operators Certificate” means a certificate issued by the Authority to a radio operator on board a ship;

“HF” means high frequency, being the frequency spectrum between 3000 kHz and 30 MHz;

“INMARSAT” means the organisation established by the Convention on the International Maritime Satellite Organisation (INMARSAT) adopted on the 3rd day of September 1976;

- “Integrated Radio Communication System (IRCS)” means a system in which individual radio communication equipment and installations are used as sensors, without the need for their own control units, providing outputs to and accepting inputs from the operator’s position (workstation);
- “International Telecommunication Union” or “ITU” means the specialised agency of the United Nations that is responsible for issues that concern information and communication technologies and coordinates the shared global use of the radio spectrum, promotes international cooperation in assigning satellite orbits, works to improve telecommunication infrastructure in the developing world, and assists in the development and coordination of worldwide technical standards;
- “ITU Radio Regulations” means the ITU Radio Regulations as adopted by the World Administrative Radio Conference, Geneva, 1979, as well as the revisions and resolutions adopted by subsequent Conferences of the ITU, and published under the authority of the Secretary-General of the ITU;
- “maintenance” means any activity intended to keep a radio installation in satisfactory working condition and includes tests, measurements, replacements, adjustments and repair;
- “maritime safety information (MSI)” means navigational and meteorological warnings, meteorological forecasts, and other urgent safety-related messages broadcast to ships;
- “MF” means medium frequency, being the frequency spectrum between 300kHz and 3000kHz;
- “mile” means a standard nautical mile;
- “NAVTEX” means the international service of coordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language;
- “Non-GMDSS ship” means a ship that does not proceed beyond the near coastal waters of Fiji;
- “near coastal waters” means all the waters in Fiji comprising—
- (a) the internal waters;
  - (b) the archipelagic waters; and
  - (c) territorial waters;
- “passenger ship” means a ship which carries more than 12 passengers on a voyage beyond Fiji waters, or any number of passengers on a voyage within Fiji waters;
- “radar transponder” means a survival craft radar transponder used to assist search and rescue between ships or aircraft and survival craft;

“radio installation” means any radio installation required by maritime Regulations to be provided on board a ship, including its associated antennas, interconnecting circuits and where appropriate, sources of electrical energy;

“radio log” means the record required to be kept under regulation 13;

“silence period” means a period of 3 minutes beginning at each hour and at 30 minutes after each hour of each day, reckoned according to Coordinated Universal Time, during which no transmission other than for distress may be made, on the frequency of 2182kHz;

“SOLAS” means the International Convention for the Safety of Life at Sea 1974;

“STCW Convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended;

“unlimited voyage” has the same meaning as defined in the Maritime (STCW Convention) Regulations 2014; and

“VHF” means very high frequency, being the frequency spectrum between 30 MHz and 300 MHz.

#### *Objectives*

3.—(1) The objectives of these Regulations are to prescribe requirements that apply to ship borne radio installations and the performance standards that ship borne radio equipment must adhere to.

(2) For the purposes of these Regulations, the requirements in sub-regulation (1) include—

- (a) survey and inspection provisions;
- (b) maintenance of a continuous radio watch;
- (c) the installation, maintenance and testing of radio equipment;
- (d) keeping of records of important radio messages; and
- (e) the qualifications to be held by radio operators.

#### *Application*

4.—(1) These Regulations shall apply to every Fiji ship that is required by any maritime Regulations to carry radio communication equipment.

(2) Regulation 6(3) shall apply to the following ships while they are at a Fiji port or offshore terminal—

- (a) a foreign passenger ship; and
- (b) a foreign non-passenger ship of 300 gross tonnage or more.

(3) These Regulations shall not apply to the Republic of Fiji Navy Ships.

## PART 2—RADIO WATCH AND RADIO PERSONNEL

*Radio watch*

- 5.—(1) The master of a ship shall ensure that—
- (a) a continuous radio watch is maintained while the ship is at sea; and
  - (b) the watch is kept at the position from which the ship is normally navigated.
- (2) The continuous watch required under sub-regulation (1) shall be maintained—
- (a) for those ships not undertaking an international voyage and which are required by the maritime Regulations to be fitted with a VHF radio, except on channel 16 using radio telephone;
  - (b) for every ship undertaking an international voyage which are required by the maritime Regulations to be fitted with a VHF radio, on channel 70 using DSC and channel 16 using radio telephone;
  - (c) for every non-GMDSS ship which are required by the maritime Regulations to be fitted with an MF/HF radio, on such distress and safety frequencies for radiotelephony as may be appropriate for the time of day and the geographical location of the ship in relation to a Fiji HF coast radio station;
  - (d) every GMDSS ship which is required to be fitted with an MF/HF radio—
    - (i) on the distress and safety DSC frequencies 2187.5 kHz and 8414.5 kHz; and
    - (ii) on at least one of the distress and safety DSC frequencies 4207.5 kHz, 6312 kHz, 12577 kHz or 16804.5 kHz, as may be appropriate to the time of day and the geographical position of the ship; and
  - (e) for every GMDSS ship that are required by the maritime Regulations to be fitted with an INMARSAT ship earth station, for satellite shore-to-ship distress alerts.
- (3) The master of any ship shall ensure that, while at sea, a radio watch is maintained for broadcasts of maritime safety information on the appropriate frequency or frequencies on which such information is broadcasted for the area in which the ship is operating.

*Radio operators for Fiji ships*

6.—(1) The owner and master of a ship shall ensure that, when at sea, the ship has on board a person or persons qualified in accordance with these Regulations for distress and safety radio communication purposes.

(2) The master shall designate one such person under sub-regulation (1) as having the primary responsibility for radio communications during distress incidents.

(3) The person operating the VHF radio on a ship which is required by the Maritime Regulations to be provided with a VHF radio only, shall hold a minimum qualification of a VHF radio operator issued by the Chief Executive Officer.

(4) All radio operators on SOLAS Fiji Registered Ships shall hold a General Operator's Certificate issued by the Chief Executive Officer.

(5) All radio operators on ships other than SOLAS ships shall hold the appropriate radio certificate in accordance with the Maritime (STCW Convention) Regulations 2014.

*Radio operators for foreign ships*

7. The person operating any of the radio equipment on any foreign passenger ship or any foreign non-passenger ship of 300 gross tonnage or more while the ship is at a Fiji port or offshore terminal shall hold, as a minimum qualification, a valid GMDSS General Operator's Certificate issued in accordance with Chapter IV of STCW Convention subject to sections 26 and 27 of the Decree.

PART 3—SURVEYS AND INSPECTIONS

*Radio surveys*

8.—(1) The owner of a ship shall ensure that the ship's radio installation is surveyed by a radio surveyor recognised by the Chief Executive Officer, in accordance with the Maritime (Fiji Maritime Code) Regulations 2014.

(2) The owner of every fishing ship which is assigned to Fiji waters or to an unlimited voyage shall ensure that any radio installation fitted in the ship is surveyed by a radio surveyor recognised by the Chief Executive Officer—

- (a) when the radio installation is installed; and
- (b) annually after the radio installation has been installed.

(3) The owner of every ship other than any fishing ship to which sub-regulation (2) applies, shall ensure that any radio installation fitted in the ship is inspected by a radio surveyor recognised by the Chief Executive Officer under this regulation—

- (a) when it is installed;
- (b) at annual intervals after its installation; and
- (c) at such periods as may be determined by the approved organisation for that ship.

*Recognition of radio surveyor*

9.—(1) The Chief Executive Officer may, upon a person applying in the form prescribed in Schedule 3, consider the application and if satisfied, recognise that person as a radio surveyor by issuing a maritime document in accordance with section 24 of the Decree.

(2) For the purposes of sub-regulation (1), the Chief Executive Officer is satisfied if the person—

- (a) has the technical qualifications and experience to undertake the radio inspections authorised by the maritime document;
- (b) is proficient in reading, writing and communicating in the English language; and
- (c) is a fit and proper person under section 24 of the Decree to hold such a document.

- (3) A maritime document recognising a person as a radio surveyor shall—
- (a) be issued for the purposes of regulation 8(3) only;
  - (b) state the extent and type of radio inspections that may be undertaken by the radio surveyor;
  - (c) be issued for a period of not more than 5 years; and
  - (d) state the period of validity of the document.

#### PART 4—INSTALLATION, MAINTENANCE AND RECORDS

##### *Installation, location and control of radio equipment*

10.—(1) The owner of a ship shall ensure that any radio installation fitted on the ship is—

- (a) positioned in such a manner,—
    - (i) that no harmful interference of mechanical, electrical or other origin affects its proper use;
    - (ii) so as to ensure electromagnetic compatibility;
    - (iii) to avoid harmful interaction with other equipment and systems; and
    - (iv) to ensure the greatest possible degree of safety and operational availability;
  - (b) protected against the harmful effects of water, extremes of temperature and other adverse environmental conditions;
  - (c) where practicable, provided with reliable, permanently arranged electrical lighting, independent of the main and emergency sources of electrical power, for the adequate illumination of the radio controls for operating the radio installation; and
  - (d) clearly marked with the call sign, the ship station identity and other codes as may be applicable for use of the radio installation.
- (2) The owner of a ship shall ensure that—
- (a) the control of VHF radio telephone channels is immediately available at a location convenient to the position from which the ship is normally navigated; and
  - (b) where applicable, facilities are available to permit radio communications from the wings of a navigation bridge or other remote station from which the ship may be navigated.
- (3) The owner of a ship shall ensure that each installed radio transmitter and receiver of a radio installation is provided with an antenna or antennas that are constructed and sited in such a manner so as to enable each transmitter and receiver to perform its intended communication function effectively.



- (4) The owner of a ship—
- (a) on which wire antennas are provided as part of a radio installation of the ship shall ensure that the wire antennas are—
    - (i) fitted with suitable insulators; and
    - (ii) if suspended between supports, will not be liable to whipping and will be protected against breakage; and
  - (b) shall ensure that the ship carries—
    - (i) a spare wire antenna completely assembled for rapid replacement, if the antenna is a supported wire antenna; and
    - (ii) a spare antenna of similar electrical characteristics to the antenna fitted, if the antenna is not a supported wire antenna.

*Serviceability and maintenance requirements*

11.—(1) The owner and master of a ship shall ensure that each radio installation, including backup equipment on that ship continues to work in a satisfactory condition, whenever that ship goes to sea, and that—

- (a) all equipment forming part of each radio installation is reliable and constructed and installed in such a manner, that it is readily accessible for survey and on board maintenance purposes;
- (b) adequate information, written in the English language, is provided on board the ship to enable the equipment to be properly operated and maintained; and
- (c) adequate tools and spares are provided on board the ship to enable the radio equipment to be maintained.

(2) The owner and master of a ship shall ensure that each radio installation on the ship is of such design that the main units can be replaced readily, without significant recalibration or readjustment.

*Testing of equipment*

12.—(1) The master of any GMDSS ship shall—

- (a) nominate a person to carry out the appropriate tests and checks specified in Schedule 1 while the ship is at sea; and
- (b) ensure that the nominated person carries out the required tests and checks.

(2) The master of any non-GMDSS ship shall—

- (a) nominate a person to carry out the appropriate tests and checks specified in Schedule 2 while the ship is at sea; and
- (b) ensure that the nominated person carries out the required tests and checks.

(3) If any radio installation on the ship is unserviceable, the nominated person shall inform the master and record the details of the deficiencies in the Fiji Official Log book as required under the Maritime (Logbook) Regulations 2014.

*Radio records*

13.—(1) The master of a ship who is required by Maritime (Logbook) Regulations 2014 to maintain a Fiji Official Log book shall ensure that the person designated under regulation 6(2) as having primary responsibility for radio communication during distress incidents maintains a separate radio log.

(2) The radio log shall contain—

(a) a record of the following matters, recorded as they occur, together with the time of their occurrence—

(i) a summary of communications relating to distress, urgency and safety traffic;

(ii) a record of incidents connected with the radio service; and

(iii) where appropriate, the position of the ship at least once a day; and

(b) a summary of the condition of the radio equipment, including the condition of its source of energy.

(3) The radio log shall be kept at the distress communications operating position and be readily available for inspection by—

(a) the master, who shall sign each day's entries; and

(b) by the Chief Executive Officer or any other authorised officer of a State party to SOLAS.

(4) The master of every ship to which sub-regulation (1) does not apply, shall record a summary of any radio communication relating to distress or urgency, together with the time of its occurrence, in any logbook maintained for the ship as part of the documentation of the safe ship management system as required under Schedule 6 to the Maritime (Safe Ship Management Systems) Regulations 2014.

## PART 5—PERFORMANCE STANDARDS – VHF RADIOS

*VHF radio*

14.—(1) VHF radios capable of voice communication only, that operate in the band 156-174 MHz shall comply with the technical standards laid down in IMO Publication (Performance Standards for Shipborne Radio Communications and Navigational Equipment).

(2) VHF radios shall operate on at least channels 6, 16, 67, 68 and 71, and if practicable, all those channels additionally specified in IMO Publication (Performance Standards for Shipborne Radio Communications and Navigational Equipment).

(3) The VHF radio shall be available for operation from the position at which the ship is normally navigated or other remote station from which the ship may be navigated.

(4) Portable VHF radios shall be stored so that they are readily accessible.

(5) Where handheld VHF radios use batteries as their primary power source, the Radio operator shall ensure that procedures are in place to ensure that the batteries remain charged and at least one spare battery pack is available for each radio if charging facilities are not available on the ship.

- (6) For permanently installed VHF radios, the power wiring shall be securely installed.
- (7) The power wiring under sub-regulation (6) shall be large enough to ensure that there is no more than 500 mv voltage drop between the power source and the radio when the radio is transmitting at full power.
- (8) Power connections from the VHF radios to any emergency power source shall be clearly labelled and accessible.
- (9) The following provisions shall apply in relation to antenna feeders—
- (a) the antenna feeder shall be of low-loss coaxial cable of the correct impedance, securely installed and as short as practicable;
  - (b) antenna feeders shall be protected from mechanical damage, in particular from abrasions or cuts to the outer sheathing which would allow water to penetrate and any connectors in the feeder or at the antenna shall be water proofed;
  - (c) the antenna shall be securely mounted—
    - (i) as high as possible;
    - (ii) where possible, a horizontal distance of at least 2 meters from other metallic objects; and
    - (iii) to give as close to vertical polarization as possible.
  - (d) the gain of the installed antenna shall not be less than 2 dbi nor more than 8 dbi, and shall have a nominally uniform gain pattern in the horizontal plane.
- (10) Where radios and antennas are duplicated for reliability, any switching that is provided to allow changing antennas and power between the radios shall be—
- (a) unambiguously labelled; and
  - (b) arranged in such a way that the switching will not damage the radios, power sources or antennas.

*VHF radio (voice communication and DSC)*

15. VHF radio installations capable of voice communication and DSC shall comply with the Performance Standards for Shipborne VHF Radio Installations prescribed in the latest edition of the IMO Publication (Performance Standards for Ship-borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

**PART 6—PERFORMANCE STANDARDS – MF/ HF RADIOS**

*MF/ HF radio (voice communication only)*

16. An MF/ HF radio installation capable of voice communication only shall—
- (a) be capable of transmitting and receiving for distress purposes on frequencies 2182 kHz, 4125 kHz, 6215 kHz and 8291 kHz;
  - (b) be capable of at least transmitting and receiving maritime safety information on frequencies 2207 kHz, 4146 kHz, 6224 kHz and 8297 kHz; and

- (c) comply with the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment).

*MF/ HF radio (voice communication, narrow-band direct printing and DSC)*

17. An MF/ HF radio installation used for radiotelephony, narrow-band direct printing and DSC and capable of transmitting and receiving for distress and safety purposes on all distress and safety frequencies in the bands between 1605 kHz and 4000 kHz and between 4000 kHz and 27500 kHz, shall comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship-borne Radio Communications and Navigational Equipment).

## PART 7 – PERFORMANCE STANDARDS – SATELLITE EQUIPMENT

*INMARSAT – C Ship earth station*

18. INMARSAT standard-C ship earth station installations capable of transmitting and receiving direct-printing communications shall comply with the Performance Standards for INMARSAT Standard-C ship Earth Stations Capable of Transmitting and Receiving Direct-Printing Communications prescribed in the latest edition of the IMO Publication (Performance Standards for Ship-borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

*INMARSAT – ship earth station capable of two-way voice and data communication.*

19. INMARSAT ship earth stations capable of telephone and direct printing shall comply with the Performance Standards for Ship Earth Stations Capable of Two-Way Communication prescribed in the latest edition of the IMO Publication (Performance Standards for Ship-borne Radio Communications and Navigational Equipment).

## PART 8 – PERFORMANCE STANDARDS – LOCATOR BEACONS

*406 MHz EPIRB*

20.—(1) Emergency position-indicating radio beacons operating on 406 MHz shall comply with the prescribed standards in the latest edition of the IMO Publication (Performance Standards for Ship-borne Radio Communications and Navigational Equipment).

(2) Float-free satellite emergency position-indicating radio beacons operating on 406 MHz shall comply with the Performance Standards for Float-Free Satellite Emergency Position-Indicating Radio Beacons (EPIRBs) Operating on 406 MHz prescribed in the latest edition of the IMO Publication (Performance Standards for Ship-borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

*1.6 GHz EPIRB*

21. Float-free satellite emergency position-indicating radio beacons operating through the geostationary INMARSAT satellite system on 1.6 GHz shall comply with the Performance Standards for Float-Free Satellite Emergency Position-Indicating Radio Beacons Operating through the Geostationary INMARSAT Satellite System on 1.6 GHz prescribed in the latest edition of the IMO Publication (Performance Standards for Ship-borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

*VHF EPIRB*

22. Float-free VHF emergency position-indicating radio beacons using DSC on VHF Channel 70 shall comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

*9 GHz radar transponder (SART)*

23. Survival craft radar transponders for use in search and rescue operations shall comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

## PART 9—PERFORMANCE STANDARDS – EGC FOR MSI AND NAVTEX

*NAVTEX*

24.—(1) Narrow-band direct-printing equipment for the reception of navigational and meteorological warnings and urgent information to ships shall comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

(2) Narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warning and urgent information to ships by HF shall comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

*EGC equipment*

25. Enhanced group call equipment to be used in the INMARSAT system shall comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

## PART 10—PERFORMANCE STANDARDS – SURVIVAL CRAFT VHF RADIO

*Survival craft VHF radiotelephone*

26. Survival craft portable VHF radiotelephone shall comply with the Performance Standards for Survival Craft Two-Way VHF Radiotelephone Apparatus prescribed in the latest edition of the IMO Publication (Performance Standards for Shipborne Radio Communications and Navigational Equipment) amended by IMO from time to time.

## PART 11—PERFORMANCE STANDARDS – IRCS SYSTEM

*Integrated radio communication system (IRCS)*

27. Ship borne Integrated Radio Communication Systems used in the GMDS shall comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

## PART 12—PERFORMANCE STANDARDS – GENERALLY APPLICABLE

*Float-free release and activation arrangements*

28. Float-free release and activation arrangements required by maritime regulations to enable the automatic release of radio apparatus from a sinking ship and automatic activation of the apparatus shall comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

*General requirements for equipment forming part of the GMDSS system*

29. Equipment which forms part of the GMDSS system in addition to complying with its specific performance standard shall also comply with the standards prescribed in the latest edition of the IMO Publication (Performance Standards for Ship borne Radio Communications and Navigational Equipment) amended by IMO from time to time.

## PART 13—EPIRB REGISTRATION

*EPIRB registration*

30. The owner or master of a Fiji ship provided with a 406 MHz EPIRB shall ensure that—

- (a) the 406 MHz EPIRB is registered for that ship with the Chief Executive Officer;
- (b) when registering the 406 MHz EPIRB, the following information is provided to the Chief Executive Officer—
  - (i) the EPIRB's hexadecimal number;
  - (ii) the ship's name and official number;
  - (iii) the owner's name and contact details;
  - (iv) the ship's home port; and
  - (v) the manufacturer and type of EPIRB;
- (c) the Chief Executive Officer shall be informed in writing of any disposal of the 406 MHz EPIRB or of any change in the information; and
- (d) the Chief Executive Officer shall be informed as soon as possible in the event of accidental activation of an EPIRB.

Made this 14th day of December 2014.

P. TIKODUADUA  
Minister for Infrastructure and Transport

SCHEDULE 1  
(Regulation 12(1))

RADIO EQUIPMENT TESTS FOR GMDSS SHIPS

1. Daily
  - (a) The proper functioning of the DSC facilities must be tested daily, without radiation of signals, by use of the means provided on the radio equipment.
  - (b) Batteries providing a source of energy for any part of the radio installations shall be tested daily and, where necessary, brought up to the fully charged condition.
  - (c) The accuracy of the clock must be confirmed.
2. Weekly
  - (a) The proper operation of the DSC facilities must 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 ship has been out of communication range of a coast station fitted with DSC equipment for a period longer than one week, a test call must be made of the first opportunity that the ship is within communication range of such a coast station.
  - (b) Where the reserve source of energy is not a battery (for example a motor generator), the reserve source of energy must be tested weekly.
3. Monthly
  - (a) Each EPIRB and satellite EPIRB must be tested at least once a month to verify that it operates properly using the means provided on the device and without using the satellite system.
  - (b) Each search and rescue radar transponder, must be checked at least once a month, for security and signs of damage.
  - (c) Survival craft two-way VHF equipment must be tested at least once a month on a frequency other than 156.8MHz (VHF Channel 16).
  - (d) A check must be made at least once a month on the security and condition of all batteries providing a source of energy for any part of a radio installation. The battery connections and compartment must also be checked.

SCHEDULE 2  
(Regulation 12(2))

RADIO EQUIPMENT TESTS FOR NON-GMDSS SHIPS

1. Daily

- (a) The radiotelephone distress frequency watch receiver must be tested daily, when crew are on board, by checking the proper functioning of its muting circuits or those of the radiotelephone auto alarm receiver.
- (b) Batteries providing a source of energy for any part of a fixed radio installation must be tested daily, when crew are on board and, where necessary, brought up to the fully charged condition.
- (c) Where the reserve source of energy is not a battery (for example, a motor generator), the reserve source of energy must be tested daily.

2. Weekly

- (a) The radiotelephone alarm signal generating device must be tested once a week to check its proper functioning by ensuring that it can modulate satisfactorily the radiotelephone transmitter. The radiotelephone transmitter must not radiate signals during such checking.
- (b) Batteries forming part of the two-way radiotelephone apparatus for survival craft must be tested once a week and, where appropriate, brought up to the fully charged condition. Where non-rechargeable batteries are provided as a source of energy the batteries must be checked and replaced if necessary.
- (c) At least once a week a two-way radio call must be made from any radiotelephone apparatus to verify operation of the transmitter and receiver.

3. Monthly

Batteries provide a source of energy for any part of the radio installation must be tested at least once a month by means of the hydrometer where practicable or, where a hydrometer cannot be used, by a suitable load test. A check must also be made of the security of the battery and its connections and the conditions of the battery and its compartment.

4. Annually

Satellite emergency position-indicating radio beacons must be inspected and tested at least once every 12 months, provided that, where regulations 7(1) and (2) apply, the interval may be extended to a maximum of 17 months to permit the inspection to take place concurrently with a radio survey.



SCHEDULE 3  
(Regulation 9(1))

APPLICATION FOR CERTIFICATE OF RECOGNITION FOR RADIO SURVEYORS

Please tick  appropriate box (Please use BLOCK LETTERS)

**Service Required**

Certificate of Recognition	<input type="checkbox"/>	Revalidation of a Certificate of Recognition	<input type="checkbox"/>	Replacement for a Certificate of Recognition	<input type="checkbox"/>
Experience Assessment	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

**Applicant's Details**

Family Name	<input type="text"/>	Given name(s)	<input type="text"/>
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Postal Address	<input type="text"/>
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Residential Address <i>(if the same postal address write 'as above')</i>	<input type="text"/>
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Telephone	<input type="text"/>	Date of birth	<input type="text"/>	Place of birth <i>(country)</i>	<input type="text"/>
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**Particulars of Qualification held**

No.	Issuing Authority	Date of issue	Date of Expiry	Endorsements
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**Certificate of Medical Fitness** *(Original Certificate to be sighted)*

Date Issued	<input type="text"/>	Doctor	<input type="text"/>	Telephone	<input type="text"/>
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**Applicant's Declaration**

I..... (name in BLOCK LETTERS), hereby declare that the particulars entered in this application are correct and true to the best of my knowledge and belief, and that the Certificate and Testimonials submitted with this application for verification of particular entries are true and genuine documents given and signed by the persons whose names appear on them. I understand that some or all of the information provided on this form may be disclosed to Government Authorities.

Applicant's Signature	Sworn before me at .....
	This ..... day of ..... 20.....
Signature ( <i>Justice of the Peace/ Commissioner of Oaths</i> )	Name ( <i>please print</i> )

**Declaration of experience as a radio surveyor (must be supported by Statutory Declaration)**

<i>Details of ship</i>			<i>Remarks</i>
<i>Name and number</i>	<i>Gross Tons</i>	<i>Power of Eng. (kW)</i>	

*If there is insufficient space, please attach another form*

**Course Details (Qualification acquired- Diploma in electronics, GMDSS Certificate)**

<i>Course Title</i>	<i>Training Institution</i>	<i>Date of issue</i>