

CAYMAN ISLANDS



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THE RADIO (MARITIME
MOBILE RADIO SERVICE)
REGULATIONS, 1979

THE RADIO [MARITIME MOBILE RADIO SERVICE] REGULATIONS, 1979

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FIRST SCHEDULE

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The references “14 - Ship Station radio communication” and “15 - Shore Station”, appearing in the First Schedule to the Radio Regulations, 1977, are hereby revoked and fees paid in respect of any unexpired licence period are repayable to the relevant licensees.

Made in Council the 20th day of April, 1979.

JENNY MANDERSON
Clerk of the Executive Council

In exercise of the powers conferred upon the Governor in Council by section 17 (h) of the Radio Law, the following Regulations are hereby made: –

Citation	1. These Regulations may be cited as the Radio (Maritime Mobile Radio Service) Regulations, 1979.
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Interpretation	2. In these Regulations unless the context otherwise requires –
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“aeronautical mobile service” means a mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may also participate; “aeronautical station” means a land station in the aeronautical mobile service, and may include such a station placed on board a ship or an earth satellite;

“aircraft station” means a mobile station in the aeronautical mobile service on board an aircraft or an airspace vehicle;

“amplitude modulation” means modulation in which the amplitude of the carrier is the characteristic varied;

“assigned frequency” or “frequency” means the centre of the frequency band assigned to a station;

“auto alarm” means an automatic alarm receiving apparatus which responds to a specific radio signal;

“call sign” means a specific signal assigned to a station by the Postmaster or approved by him for use by that station, for the purpose of identifying transmissions made by that station;

“carrier” or “carrier wave” means an electromagnetic wave suitable for being modulated;

“carrier frequency” means a frequency 1400 Hz below the assigned frequency in the radiotelephone maritime service;

THIRD SCHEDULE
[Regulations 26, 27]
THE RADIO LAW
[Law 7 of 1975]

Channel designator	Transmitting frequency (MHz)		Use in the Cayman Islands.
	Ship Station	Coast Station	
06	156.3		InterShip: Safety/Search and rescue
08	156.4		InterShip
09	156.45	156.45	For intercommunication with Quarantine Authority
10	156.5	156.5	For Intercommunication with Coast Guard
12	156.6	156.6	For intercommunication with Port Authority (Port operations; ship/movement)
13	156.65	156.65	Navigational: bridge to bridge
14	156.7	156.7	For intercommunication with Port Authority (vessel traffic management)
15	156.8	156.75	Coast Guard Weather Broadcast
16	156.8		Distress, Safety and calling
17	156.85		Gov't. use
21	157.05	156.05 or 161.65	Customs: Internal Communication
22	157.1	161.7	Police (Marine division; Immigration Division): Internal Communication
23	157.15	161.75	Coast Guard: Internal Communication
26	157.3	161.9	Public correspondence
27	157.35	161.95	Public correspondence
68	156.425	156.425	Pleasure Craft
70	156.525		Pleasure craft; ship to ship
78	156.925	161.525	Development, testing, demonstration
83	157.175	161.775	Coast Guard

NOTES
1. The use of Channel 14 is restricted to communications between the Port Authority and vessels navigating within port or harbour, i.e., entering, berthing, anchoring, unberthing and leaving port.

"carrier power of a radio transmitter" means the average power supplied to the antenna transmission line by a transmitter during one radio frequency cycle under conditions of no modulation but does not include pulsed modulation emissions;

"coast station" means a land station in the maritime mobile service;

"Convention" means the International Telecommunication Convention signed in Malaga-Torremolinos on the 20th October, 1973, and the Radio Regulations and Additional Radio Regulations in force thereunder, and includes any conventions or regulations which may from time to time be made in substitution thereof or for the amendment thereof;

"emission" means radiation produced, or the production of radiation by a radio transmitting system, the indicators used having the following meanings —

A3 amplitude modulation, double sideband;

A3A amplitude modulation, single sideband, reduced carrier;

A3J amplitude modulation, single sideband, suppressed carrier;

A3H amplitude modulation, single sideband, full carrier;

F3 frequency modulation;

"frequency modulation" means modulation in which the frequency of the carrier is the characteristic varied;

"Governor" means the Governor in Council;

"Hz", "kHz", "MHz" or "GHz" means in relation to radio waves, abbreviations of the quantitative expressions Hertz, kilohertz, Mega Hertz and Gigahertz, respectively;

"inspector" means a public officer designated as such in accordance with section 11;

"I.T.C. Regulations" mean the regulations annexed to the International Telecommunication Convention; (Montreux 1965);

"I.T.U. Regulations" mean Regulations made by the International Telecommunication Union under the authority of the I.T.C. Montreux Convention;

"land station" means a station in the mobile service not intended to be used while in motion;

"Law" means the Radio Law;

"licensee" means the holder of a valid licence issued by the Postmaster or the legal authority of a foreign administration which is a party to the Convention;

"maritime mobile service" means a mobile service between coast stations and ship stations, or between ship stations, or

SCHEDULE TO PUBLIC/PRIVATE COAST STATION LICENCE

(Second Schedule, contd.)

Equipment	Type	Power (Watts)	Emission designation	Frequency bands or assigned frequencies	TRANSMITTING ANTENNA		
					Azimuth of maximum radiation	Angular width of radiation main lobe	Antenna gain (dB)
Transmitters							
Radar							
Direction finder							
Auto alarm radiotelegraph							
Auto alarm radiotelephone							
Other							

between associated on-board communication stations, and may include survival craft stations;

“mobile station” means a station in the mobile service intended to be used while in motion or during halts at unspecified points;

“on-board communication station” means a low-powered mobile station in the maritime service intended for use for internal communications on board a ship, or between a ship and its lifeboats and liferafts during lifeboat drills or operations, or for communications within a group of vessels being towed or pushed, as well as for line handling and mooring instructions;

“peak envelope power” means the average power supplied to the antenna transmission line by a transmitter during one radio frequency cycle at the highest crest of the modulation envelope, taken under conditions of normal operation;

“port operations service” means a maritime mobile service in or near a port, between coast stations and ship stations or between ship stations, in which messages are restricted to those relating to the operational handling, the movement and the safety of ships and, in emergency to the safety of persons, and does not include messages which are of the nature of public correspondence;

“Port Authority” means the Authority established by the Port Authority Law;

“port station” means a coast station in the port operations service;

“private coast station” means a coast station not open to public correspondence;

“private ship station” means a ship station not open to public correspondence;

“public coast station” means a coast station open to public correspondence;

“public ship station” means a ship station open to public correspondence;

“radiodetermination” means the determination of position, or the obtaining of information relating to position by means of the propagation properties of radio waves;

“radio direction finding” means radiodetermination using the reception of radio waves for the purpose of determining the direction of a station or object;

“regions 1, 2 and 3” means those areas of the earth’s surface as defined in the I.T.U. Regulations;

“section” means a section of the Law;
 “ship’s emergency transmitter” means a ship’s transmitter to be used exclusively on a distress frequency for distress, urgency or safety purposes;

(a) on application being made to him in the form set out as Form A in the Second Schedule; and

(b) on payment to him by an applicant of the appropriate annual fee specified in the First Schedule,

(3) A licence issued in accordance with the provisions of paragraphs (1) and (2) may be renewed each year on payment to the Postmaster of the annual fee specified in relation thereto in the First Schedule.

(4) The Postmaster may, on being satisfied that a licence issued pursuant to paragraphs (1) and (2) has been lost or destroyed, issue to the licensee a substitute of such licence on payment by the licensee of the fee specified in relation thereto in the First Schedule.

(5) A license issued under this regulation shall not be transferable or assignable, but where the licensee is an organization the Postmaster may amend the license to show a change in the name of the licensee if there has been no change in the ownership or control of the organization.

(6) No licence issued under these regulations for the establish-

[Regulation 3 (1)]

[Law 7 of 1975]

.....ON

In accordance with the provisions of the Radio (Maritime Mobile Service) Regulation, 1978 and with the Radio Regulations annexed to the Convention now in force, the authorization is hereby issued for the installation and for the use of the radio equipment as specified in the Schedule hereto:

[illegible]

Form B
THE RADIO LAW
(Second Schedule, cont.)

[Regulation 3] [1]]

GOVERNMENT OF THE CAYMAN ISLANDS

PUBLIC/PRIVATE SHIP STATION LICENCE

NO

Period of validity

In accordance with the provisions of the Radio (Maritime Mobile Radio Service) Regulations, 1978, and with the Radio Regulations annexed to the International Telecommunication Convention now in force, this authorization is herewith issued for the installation and for the use of the radio equipment described below:

1	2	3	4
Name of Ship	Call sign or other identification	Owner of Ship	Public coast stations to observe Convention

	Equipment Type	Power (Watts)	Class of emission	frequency bands or assigned frequencies
5	Transmitters			
6	Ship's Emergency Transmitters			
7	Survival Craft Transmitters			
8	Other Equipment			
For the Issuing Authority				
Date				
Place				
Authentication				

ment and operation of a coast station shall permit the licensee to operate any station in such a manner as to infringe the terms and conditions of any licence issued under the Radio Law.

(7) A licensee who operates in contravention of the terms and conditions of the licence issued under the Telephone Law, 1966, is liable to the penalties prescribed thereunder.

4. (1) Stations in the maritime mobile service shall be classified as

- (a) public coast station;
- (b) private coast station;
- (c) public ship station;
- (d) private ship station.

(2) Public ship stations shall be divided into four categories, namely first, second, third and fourth.

(3) Private ship stations for administrative purposes shall be classified as commercial or non-commercial.

5. Public coast stations licensed under the Law shall observe fully all relevant provisions of the Convention and any other international agreement on telecommunications to which the Government is a party as well as any relevant provisions of these regulations except where such licence includes an exemption in respect of one or more of these regulations.

6. (1) Every licensee or his agent shall afford the Postmaster or his agent or an inspector entry at any reasonable time into any premises, vehicle, or ship on which any station is located and shall give such reasonable assistance as may be required during the inspection.

(2) The inspection referred to in paragraph (1) may include such tests and measurements as may be required to ascertain whether the apparatus complies with the technical characteristics set out in -

- (a) the licence;
- (b) the relevant provisions of the Convention;
- (c) any international agreement on telecommunications to which the Government is a party; or

(d) the Safety Convention,

where applicable.

7. (1) To facilitate the inspection provided for by regulation 6, a copy of the licence shall be available or posted -

(a) at public coast stations where the licence shall be available at both transmitting and receiving stations when these are not

Law 15 of 1976

Law 31 of 1966

Classes of stations

Public coast stations to observe Convention

Postmaster's right of inspection

Licences to be available for inspection

co-sited;

- (b) at private coast stations where the licence shall be available at the station;

- (c) at both public and private ship stations where the original licence shall be posted at the principal location on board from which the station is operated.

- (2) Notwithstanding the provision in sub-paragraph (c) of paragraph (1) in the case of private ship stations operating within the territorial waters of the Islands, production of the licence on demand will be deemed to satisfy the requirements.

Documentation requirements

- 8. (1) Public coast stations and public and private ship stations shall be provided with the following documents —
 - (a) a valid licence posted in accordance with the provisions of regulation 7;

- (b) the necessary operator certificates available in accordance with the provisions of regulation 10 (4);

- (c) the station log-book specified in regulation 28;

- (d) List IV — list of coast stations;

- (e) List V — list of ship stations;

- (f) List VI — list of radiodetermination and special service stations;

- (g) List VII (A) — alphabetical list of call signs and stations used by the maritime mobile service;

- (h) map of coast stations which are open to public correspondence or which participate in the port operations service;

- (i) the I.T.U. Regulations;

- (j) these Regulations.

- (2) Private coast stations shall be provided with the following documents —

- (a) a valid station licence as specified in regulation 7;
- (b) the necessary operator certificates available in accordance with the provisions of regulation 10 (4);
- (c) the station log-book kept in accordance with regulation 28;

- (d) the I.T.U. Regulations, 1977;

- (e) these Regulations;

Provided that —

- (i) private ship stations operating within the territorial

NOTES TO SECOND SCHEDULE

1. Where the applicant is a corporation a certified copy of its certificate of incorporation together with a certified copy of the appointment of its authorized officers must accompany the application.
2. Before issuing a licence for a coast station the Postmaster shall satisfy himself that the service to be provided by the coast station for which the licence issued under the Telephone Law, 1966, application has been made will not in any way infringe the provisions of the licence.
3. In the case of an application for a private ship station licence the word "commercial" or "non-commercial" must be entered in the "category or classification" line, as appropriate.
4. When the applicant is a corporation the application must be signed by an authorised officer.

Date

11. Signature

(Block Capitals)

10. Name of signatory

9. RADIO STATION TECHNICAL CHARACTERISTICS.
(Second Schedule, contd.)

COAST STATION TRANSMITTING ANTENNA ONLY		Desired frequency bands or assigned frequencies	Emission designation	Power (Watts)	Model or type designation	Make or manufacturer	Equipment
Antenna gain (dB)	Angular width of radiation main lobe						
							Transmitters
							Ship's emergency transmitters
							Survival craft transmitters
							Radar
							Direction finder
							Auto alarm radio-telegraph
							Auto alarm radio-telephone
							Other

Service categories of public ship stations

Operator's qualifications

Responsibility for compliance

waters of the Islands may be required to carry only those documents listed in paragraph (2);
(ii) private ship stations on vessels not exceeding forty feet (12.2 metres) in length shall be required to be provided with those documents specified in paragraph (2) excepting the documents at sub-paragraph (d).

9. (1) Subject to paragraph (3) the four categories of public ship station shall maintain service as follows –
(a) the first category shall be continuous;

(b) the second category shall be for not less than sixteen hours a day;

(c) the third category shall be for not less than eight hours a day;

(d) the fourth category shall be less than eight hours a day.

(2) Ship stations of the second and third categories shall be required to provide service at least during the hours specified in the I.T.U. Regulations.

(3) Ship stations whose service is not continuous shall not close before finishing all operations resulting from a distress call, urgency or safety signal.

10. (1) Stations in the maritime mobile service shall be operated only by a person holding an appropriate radio operator's certificate issued by the Postmaster in accordance with the provisions of the Radio Regulations, 1977.

(2) Where the operator is unavailable during the course of a sea passage and solely as a temporary measure, the master or person responsible for the station may authorize an operator holding a certificate issued by the government of another member of the Union to perform the radiocommunication service.

(3) Where it is necessary to employ a person without a certificate or an operator not holding an adequate certificate as a temporary operator, his performance as such shall be limited solely to signals of distress, urgency and safety, messages relating thereto, messages relating directly to the safety of life, urgent messages relating to the movement of the ship and essential messages; persons employed in these cases shall be bound by the provisions of paragraph (2) of regulation 11.

(4) The radio operator's certificate referred to in this regulation shall be made available for inspection to any inspector or the Post-master or his agent on demand.

11. (1) The service of the mobile station shall be placed under the authority of the master or the person responsible for the vessel carrying the mobile station who shall require that each operator

comply with these Regulations, the Convention, the Safety Convention and that the mobile station for which the operator is responsible is used at times in accordance with these Regulations, the Convention, the Safety Convention and the licence.

(2) The master or the person responsible, as well as all persons who may have knowledge of the text or the existence of a radiotelegram, or any information obtained by means of the radiocommunication service, shall observe and ensure the secrecy of correspondence.

12. (1) Subject to paragraph (2) the holder of a first or second class radiotelegraph operator's certificate may embark as chief operator of a ship station of the fourth category.

(2) Before becoming chief or sole operator of a ship station of the fourth category which is required by international agreements to carry a radiotelegraph operator, the holder of a first or second class radiotelegraph operator's certificate shall be required to have adequate experience as an operator on board ship at sea.

(3) Before becoming chief operator of a ship station of the second or third category, the holder of a first or second class radiotelegraph operator's certificate shall be required to have, as operator on board ship or in a public coast station, at least six months' experience of which at least three months shall be on board ship.

(4) Before becoming chief operator of a ship station of the first category, the holder of a first radiotelegraph operator's certificate shall be required to have, as an operator on board ship or in a public coast station at least one year's experience of which at least six months shall be on board ship.

13. The number and qualifications of the operators carrying out the radiocommunication service of a ship station on an international voyage shall not be less than that specified in the Convention and the Safety Convention.

14. (1) Public coast stations shall provide continuous service but where the Governor has approved a reduction in the hours of service such service shall conform to the hours as published in the list of coast stations.

(2) Coast stations shall provide the service specified in their licences.

(3) Coast stations whose service is not continuous shall not close before finishing all operations resulting from a distress call, urgency or safety signal.

15. (1) Coast stations shall not be operated from any location other than that specified in the station licence without the prior approval of the Postmaster.

(2) Where the station is remotely controlled the point of control

Requirements for radiotelegraph operators

Crew requirements

Service to be provided by coast station

Coast station control

Tanker — foreign going including home trade
Tanker — coastal
Tug
Yacht
()
()
()
()

Fishing () length (Ft/Metres) () length (Ft/Metres)
Other () length (Ft/Metres) () length (Ft/Metres)
[specify]

(d) Gross registered tonnage.....
(e) Registered owner:

(i) Name
(ii) Address
(iii) Nationality.....
(f) Port of registry..... Official No.

(g) Port where radio installation may be inspected
(h) Call sign.....
(i) Technical particulars of reserve power supply

SECOND SCHEDULE

Form A

THE RADIO LAW [LAW 7 of 1975]

APPLICATION FOR MARITIME MOBILE RADIO STATION LICENCE

[Regulation 3 [1]]

Ocean going
ship station
requirements

specified in the licence shall not be relocated without the prior approval of the Postmaster.

16. The station on an ocean going ship shall –

(a) be placed as high in the ship as is practicable;

(b) be so located as to minimize extraneous mechanical noise;

(c) be of sufficient size and of adequate ventilation to accommodate and allow for the efficient and safe operation and maintenance of the station;

(d) be provided with an efficient and reliable two-way system of calling and voice communication with the bridge or the place from which the ship is navigated or with both the bridge and the place from which the ship is navigated;

(e) be provided with a reliable clock having a dial not less than five inches (or 12.5 centimetres) in diameter with concentric hands, the face of which shall be marked to indicate the prescribed silence periods; such clock shall be so mounted that the entire dial can be easily and accurately observed from the operating position or any other position from which tests are carried out;

(f) be provided with emergency light which shall be adequate to permit normal operation of the station and which shall be able to be switched from the main to the reserve source of energy and vice versa; the control two-way switches shall be clearly labelled to indicate their purpose and shall be placed near the main entrance to the radiotelegraph operating room and at the radiotelegraph operating position.

Watch
frequencies

17. (1) All ship stations and coast stations employing telegraphy and normally keeping watch on frequencies in the authorized bands between 405 and 535 kHz shall take the necessary measures to ensure an efficient watch by a duly authorized radiotelegraph operator on the international distress frequency 500 kHz for three minutes twice each hour beginning at xh.15 and xh.45 Greenwich Mean Time (G.M.T.), and for this purpose, either headphones or a loudspeaker may be used.

(2) During the periods specified, transmission, except those relating to distress, urgency and safety, shall cease in the bands between 485 and 515 kHz; outside these bands, transmissions of stations in the maritime mobile service may continue and stations of the maritime mobile service may listen to these transmissions on the express condition that they first ensure watch on the distress frequency, 500 kHz.

(3) Every ship and coast station employing telegraphy which does not provide continuous service by duly authorized radiotelegraph operators shall be fitted with a radiotelegraph auto alarm of a type

1. Name of applicant
2. Address of applicant
3. Nationality of applicant
4. Date proposed for start of operation
5. Class of station
6. Class/Type/No. of radio operator's certificate(s) held by radio operator(s)
Ship³ Category or Classification
Coast²

(To be completed in case of coast station only)

7. (a) (i) Address of transmitter site.
(ii) Address of control point (if different from transmitter site).
- (b) Geographical co-ordinates of transmitter site.
- (c) Name of transmitting station
- (d) Nature of service (tick as appropriate)
Public correspondence
Port operations
Ship movement
Emergency (i.e. Distress, Urgency and Safety)

Other
[specify]

(To be completed in case of ship station only)

8. (a) Name of vessel
- (b) Flag signal
- (c) Type of vessel (tick as appropriate)

Passenger – foreign going including home trade
Passenger – coastal
Cargo – foreign going including home trade
Cargo – coastal

approved by the Postmaster.

(4) The radiotelegraph auto alarm shall be tested as follows -

(a) at a coast station, at least once every 24 hours;

(b) at a ship station, at least once every 24 hours while at sea.

(5) Where the alarm is not in working order, the radio operator shall report this fact to the person in charge of the coast station or the master or officer on watch on the bridge as the case may be.

18. All stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 1605 and 2850 kHz shall, as far as possible during their hours of service, take steps to keep watch on the international distress carrier frequency 2182 kHz for three minutes twice each hour beginning at xh 00 and xh 30 Greenwich Mean Time (G.M.T.).

19. In the zone of Regions 1 and 2 south of latitude 15°N including Mexico and in the zone of Region 3 south of latitude 25°N, the carrier frequency 4136.3 kHz (as from 1 January 1978 to be replaced by the carrier frequency 4125 kHz) shall be designated to supplement the carrier frequency 2182 kHz for distress and safety purposes and for call and reply.

20. (1) Mobile stations of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service.

(2) For these purposes only, mobile stations of the maritime mobile service may use the aeronautical emergency frequency 121.5 MHz, and the aeronautical auxiliary frequency 123.1 MHz, using A3 emissions for both frequencies; they shall then comply with any special arrangements between the governments concerned by which the aeronautical mobile service is regulated.

(3) The aeronautical frequencies 3023.5 kHz and 5680 kHz may be used by mobile stations for search and rescue scene-of-action coordination purposes including communication between these stations and participating land stations, in accordance with any special arrangements by which the aeronautical mobile service is regulated the emissions to be used are A1 or A3.

21. (1) Before transmitting, a station shall take precautions to ensure that its emissions will not interfere with transmissions already in progress and if such interference is likely the station shall await an appropriate break in the working.

(2) When applying the provisions of paragraph (1) special attention shall be given to those frequencies assigned for call and reply which are also designated for international distress and safety messages.

(3) The provisions of paragraphs (1) and (2) shall not apply to

Avoidance of interference

Maritime/ aeronautical communication

Zones

Watch on international distress carrier frequency

Apparatus to conform to approved standards

Inspection of foreign vessels' stations

Penal

33. Transmitters, receivers and any other apparatus which form part of a maritime mobile station and on which apparatus the continuity and reliability of the operation of the station may depend shall, whenever possible, be of a type designed and manufactured for marine work and in any case shall be subject to type recognised by the Postmaster.

34. (1) The radio station on board any foreign ship within the territorial waters of the Islands, which is subject to any act, treaty, or convention binding on the Islands shall be available at any reasonable time for inspection by an inspector or the Postmaster or his agent so as to ensure compliance with applicable rules, laws and treaties.

(2) The operation of a station on board any foreign ship while within the territorial waters of the Islands shall comply with the applicable provisions of the Convention and any other international treaty or agreement to which the Cayman Islands is a party.

35. A person who contravenes any of the provisions of these regulations for which no penalty is prescribed is liable on summary conviction to a fine not exceeding one thousand dollars or to imprisonment for a term not exceeding three months or both.

FIRST SCHEDULE [Regulation 3]

1. The following are the fees payable on issue, and on annual renewal, of the respective licences -

(a) public coast station licence	\$
1st Category	30.00
2nd & 3rd Category	25.00
4th Category	20.00
(b) private coast station licence	
all Categories	20.00
(c) public ship station licence	
1st Category	30.00
2nd & 3rd Category	25.00
4th Category	20.00
(d) private ship station licence	
ships up to and including -	
300 gross tons	10.00
over 300 & less than 1600 gross tons	15.00
1600 gross tons and over	20.00
2. Substitute licence	5.00

stations in distress.

22. Any emission —

(a) capable of causing harmful interference to distress, alarm urgency or safety communications on the international distress frequencies 500 kHz or 2182 kHz;

(b) causing harmful interference to distress, safety and calling communications on the frequency 156.8 MHz.

is prohibited.

23. (1) No provision of the Convention or the Safety Convention shall prevent the use by a mobile station in distress of any means at its disposal to attract attention, make known its position, and obtain help: a distress call and message shall be transmitted only on the authority of the master or person responsible for the mobile station.

(2) No provision of the Convention shall prevent the use by a land station, in exceptional circumstances, of any means at its disposal to assist a mobile station in distress.

(3) No person shall knowingly transmit or cause to be transmitted, any false or fraudulent signal of distress or communication relating thereto.

(4) No charge shall be made by a Caymanian station —

(a) for the transmission of distress messages and replies thereto in connection with situations involving the safety of life and property at sea;

(b) for transmission, receipt or relay of information concerning dangers to navigation.

24. No charge shall be made by a Caymanian station —

(a) for the service of any station in the maritime mobile service other than a public coast station or a public ship station;

(b) for the service of any public station unless effective tariffs applicable to such service are on file with the Postmaster.

25. (1) A radiotelephone ship station calling a coast station in the bands between 1605 and 4000 kHz shall use for the call in order of preference —

(a) a working frequency on which the coast station is keeping watch;

(b) the carrier frequency 2182 kHz.

(2) All ship stations equipped with radiotelephony apparatus to work in the authorized bands between 1650 and 2850 kHz shall be able to

(a) send class A3 or A3H emissions with a carrier frequency of 2182 kHz and receive class A3 and A3H emissions on a carrier frequency of 2182 kHz; after 1st January, 1982, it shall no

in any investigation by the Postmaster shall be retained until the licensee is authorized by the Postmaster in writing that they may be destroyed;

(d) station logs recording communications incident to any claim or complaint shall be retained by the licensee until such claim or complaint has been fully satisfied or until the same has been barred by the statute limiting the time for filing suits upon such claims.

(3) Any errors in the log shall be corrected only by the person originating the entry and this shall be done by crossing out the erroneous portion, initialling the correction made, and indicating the date of correction.

(4) Station logs shall be made available to the Postmaster or an inspector on request.

29. (1) Subject to the additional provisions of this regulation, the provisions of regulation 28 shall apply to all stations on ocean going ships.

(2) Ship station logs shall be fully completed at the end of each voyage and shall be certified as correct by the chief operator and the master.

(3) At the conclusion of each voyage terminating at a Caymanian port, the log, dating from the last departure from a Caymanian port, shall be retained under proper custody on board for a sufficient period of time, not exceeding twenty-four hours, to be available to an inspector, and after retention on board the vessel as herein stipulated, the log may be filed at an established shore office of the licensee and shall be retained in accordance with the provisions of regulation 28 (2).

30. (1) The information entered in the log shall be in sufficient detail so that there is provided a complete record of the maintenance and message handling operations at the station by date and time.

(2) The log books of stations on board ships which are required to comply with the provisions of the Safety Convention shall also be in accordance with the relevant regulations of the Convention.

31. Notwithstanding the provisions of regulations 28, 29 and 30, private coast stations and ship stations operating within the territorial waters of the Islands shall be required to keep a record only of distress, urgency and safety communications.

32. (1) Stations in the maritime mobile service shall comply with the provisions of these Regulations and those made under the Convention, and operating procedures, which term shall include the selection and use of specific frequencies for call and reply, for distress, safety, urgency and ordinary traffic set out in the said regulations, shall be strictly observed.

(2) Operational procedures used by private coast stations and

Harmful emissions

Distress precautions

Limitation on right to raise charges

Call frequencies - ship to coast stations

Application of regulation 28 to ocean going ships

Form of log entries

Local application of regulations 28, 29 and 30 with procedures

Compliance

- longer be authorized to send A3 emissions;
- (b) send class A3 or A3H, A3A A3J emissions on a least two working frequencies (one on ships operating solely in territorial waters); after 1st January, 1982 class A3 and A3H emissions shall no longer be authorized on working frequencies;
- (c) these provisions shall not apply to apparatus provided solely for distress, urgency and safety purposes.
- (3) The emissions which may be used for transmission by coast stations in the bands between 1605 and 4000 kHz for radiotelephone shall be A3H, A3A and A3J but after 1st January, 1982, the use of A3H shall not be authorized.
- (4) The peak envelope power of a coast radiotelephone station operating in the bands between 1605 kHz and 4000 kHz shall not exceed 10 kW.
- (5) Notwithstanding the provisions of this regulation, transmissions in the bands 2170 to 2173.5 kHz and 2190.5 — 2194 kHz with the carrier frequencies 2170.5 kHz and 2191 kHz respectively are limited to A3A and A3J emissions and a peak envelope power of 400 watts; on the frequency 2170.5 kHz, and with the same power limit, coast stations may use class A2H emissions when using the selective calling system defined in Appendix 20c of the I.T.U. Regulations.
- (1) In respect of stations in the maritime mobile service using frequencies in the authorized bands between 156 MHz and 174 MHz —
- (a) international distress safety and calling frequencies for radio-telephony shall be 156.8 MHz; and
- (b) the emission shall be F3;
- Provided that such frequency shall be used for the purpose only of transmitting —
- (i) distress signal, call and traffic;
- (ii) urgency signal and traffic;
- (iii) safety signal.
- (2) Where any safety signal has been transmitted in accordance with paragraph (1), the safety message shall thereafter where practicable, be transmitted on a working frequency using the emission F3.
- (3) A ship station which cannot transmit on 156.8 MHz shall use any other available frequency on which attention might be attracted.
- (4) All emissions in the band 156.725 to 156.875 MHz (after 1st January, 1983, this band shall be reduced to 156.8375 MHz) capable of causing harmful interference to the authorized transmissions of the maritime mobile service on 156.80 MHz shall be for-

Records to be kept at coast stations

Radio telephony control

- bidden.
- (5) Before transmitting on the frequency 156.8 MHz, a station in the mobile service shall listen on that frequency for a reasonable period to make sure that no distress traffic is being sent.
- (6) The provisions of paragraph (4) shall not apply to stations in distress.
- (7) To facilitate the reception of distress calls all transmissions on 156.8 MHz shall be kept to a minimum and shall not exceed one minute.
- (8) Coast stations which use 156.8 MHz for calling shall be able to use at least one other authorized channel in the international maritime mobile radiotelephone service in the band 156 to 174.
- (1) The use of the authorized bands between 156 and 174 MHz for radiotelephony shall be in accordance with regulation 26 and with the relevant provisions of the I.T.U. Regulations, except that within the territorial waters of the Islands the special provisions set out in the Third Schedule shall be observed.
- (2) The carrier power of ship station transmitters shall not exceed 25 watts, except for transmission on channels 15 and 17 where until 1st January, 1983, the effective radiated power shall not exceed 1 watt, but this latter restriction does not apply to the use of channel 17 by the Government.
- (1) A record of all transmissions shall be kept at each coast station in a bound volume of a form approved by the Postmaster which volume shall —
- (a) be so constructed as to be capable of receiving original and carbon copy entries;
- (b) be capable of having the original entry detached without disturbing the copy;
- (c) have the pages consecutively numbered;
- (d) be kept in a form which shall have included in the particulars of entry for each transmission the frequency and type of emission used, the call sign of any station worked and the time and duration of the call;
- (e) have all transmissions in all cases initiated by the operator concerned.
- (2) The station log or any portion thereof shall not be erased, obliterated, or willfully destroyed within the period of retention as follows —
- (a) station logs shall be retained for a period of not less than one year subsequent to the date of the last entry;
- (b) station logs recording communications incident to distress or disaster shall be retained for a period not less than 3 years from date of entry;
- (c) station logs recording communications incident to or involved