

Radio (Maritime Mobile Radio Service) Regulations (1998 Revision)

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THE RADIO LAW

(1996 Revision)

THE RADIO (MARITIME MOBILE RADIO SERVICE) REGULATIONS

(1998 Revision)

Revised under the authority of the Law Revision Law (19 of 1975)

The Radio (Maritime Mobile Radio Service) Regulations, 1979 made the 20th April, 1979.

Revised this 6th day of January , 1998.

(Price \$6.40)



RADIO (MARITIME MOBILE RADIO SERVICE) REGULATIONS

(1998 Revision)

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Authorised bands within the territorial waters

Channel designator	Transmitting frequency(mhz)		Use in the Cayman Islands
	Ship station	Coast station	
06	156.3		Inter-ship: Safety/Search and rescue
08	156.4		Inter-ship
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*See note	156.7	156.7	For intercommunication with Port Authority (vessel traffic management)
15		156.75	Coast Guard weather broadcast
16	156.8	156.8	Distress, safety and calling
17	156.85	156.85	Government 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

NOTE: 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.

Publication in revised form authorised by the Governor in Council this 6th day of January, 1998.

Carmena H. Parsons
Clerk of Executive Council

RADIO (MARITIME MOBILE RADIO SERVICE) REGULATIONS
(1998 Revision)

1.

These Regulations may be cited as the Radio (Maritime Mobile Radio Service) Regulations (1998 Revision).

Citation
2.

In these Regulations-

Definitions

“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-General 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;

“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;

Address	COAST STATION				LICENSEE	
	Geographical co-ordinates	Name	Call sign or other identification	Nature of service	Name	Address

“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; and
- F3 frequency modulation;

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

“G.M.T.” means Greenwich Mean Time;

“Governor” means Governor in Council;

“hz”, “khz”, “mhz” or “ghz” mean in relation to radio waves, abbreviations of the quantitative expressions hertz, kilohertz, megahertz and gigahertz;

“inspector” means a public officer appointed under 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;

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

Equipment	Make or manufacture	Model or type designation	Power (Watts)	Emission designation	Desired frequency bands or assigned frequencies	Coast Station Transmitting Antenna Only		
						Azimuth of maximum radiation	Angular width of radiation main lobe	Antenna gain (dB)
Transmitters								
Ship's emergency transmitters								
Radar								
Direction finder								
Auto alarm radio-telegraph								
Other								

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 correspondence category

	a	b	c	d
	Equipment Type	Power (Watts)	Class of emission	Frequency bands or assigned frequencies
5	Transmitters			
6	Ships emergency transmitters			
7	Survival craft transmitters			
8	Other equipment			

For the Issuing Authority

Place Date Authentication

Form C
RADIO LAW

(1996 Revision)

(Regulation 3(1))

GOVERNMENT OF THE CAYMAN ISLANDS

PUBLIC/PRIVATE COAST STATION LICENCE

NO-----

Period of Validity

In accordance with the provisions of the Radio (Maritime Mobile Radio Service) Regulation (1997 Revision) and with the Radio Regulations annexed to the Convention now in force, the authorisation is hereby issued for the installation and for the use of the radio equipment as specified in the Schedule hereto:

“maritime mobile service” means a mobile service between coast stations and ship stations, or between ship stations or 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 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 (1995 Revision);

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“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” mean those areas of the earth’s surface as defined in the I.T.U. Regulations;

“Safety Convention” means the International Convention for the Safety of Life at Sea signed in London in June, 1960 and entered into force on 26th May, 1965, and includes the attached regulations and any convention or regulations which may, from time to time, be made in substitution thereof or for the amendment thereof;

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

“ship station” means a mobile station in the maritime mobile service located on board a vessel, other than a survival craft, which is not permanently moored; and

“survival craft station” means a mobile station in the maritime or aeronautical mobile service intended solely for survival purposes and located on any lifeboat, liferaft or other survival equipment.

Issue of maritime radio station licences

3. (1) The Postmaster-General may -
 - (a) on application being made to him in Form A in the Second Schedule; and
 - (b) on payment to him by an applicant of the fee specified in the First Schedule.

issue a licence in Form B or C in the Second Schedule authorising the establishment, maintenance and use of a radio station in the maritime mobile service.

- (2) A licence issued in respect of any station on an ocean-going vessel shall also apply to and contain particulars of any station which may be established for on-board communications or on any lifeboat, liferaft or survival craft carried by that vessel.
- (3) A licence issued under subregulations (1) and (2) may be renewed each year on payment to the Postmaster-General of the fee specified in the First Schedule.
- (4) The Postmaster-General may, on being satisfied that a licence issued under subregulations (1) and (2) has been lost or destroyed, issue to the licensee a duplicate licence on payment of the fee specified in the First Schedule.

8

10. Name of signatory****

****See note 1****

(Block Capitals)

11. Signature

Date _____

NOTES

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 authorised officers must accompany the application.*
2. *Before issuing a licence for a coast station the Postmaster-General shall satisfy himself that the service to be provided by the coast station for which application has been made will not in any way infringe the provisions of the licence issued under the Telephone Law (1997 Revision).*
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.*

Form B

RADIO LAW

(1996 Revision)

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 (1997 Revision) and with the Radio Regulations annexed to the International Telecommunication Convention now in force, this authorisation is

Equipment	Transmitters	Ship's emergency transmitters	Survival craft transmitters	Radar	Direction finder	Auto alarm radio-telegraph	Auto alarm radio-telephone	Other
Make or manufacture								
Model or type designation								
Power (Watts)								
Emission designation								
Desired frequency bands or frequencies assigned								
Coast Station Transmitting Antenna Only	Azimuth of radiation							
	Angular width of radiation main lobe							
	Antenna gain (dB)							

9. RADIO STATION TECHNICAL CHARACTERISTICS

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

(6) No licence issued under these regulations for the establishment 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 Law.

(7) A licensee who operates in contravention of the terms and conditions of the licence issued under the Telephone Law (1997 Revision) is liable to the penalties prescribed thereunder.

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

Classes of stations

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

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

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

Public coast stations to observe Convention

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

Postmaster-General's right of inspection

6. (1) Every licensee or his agent shall afford the Postmaster-General, 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 subregulation (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 Convention;

(c) any international agreement on telecommunications to which the Government is a party; or
(d) the Safety Convention,
where applicable.

Licences to be available for inspection

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 co-sited;
(b) at private coast stations where the licence shall be available at the station; and
(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 paragraph (c) of subregulation (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) Subject to subregulation (3), public coast stations and public and private ship stations shall be provided with the following documents -
(a) a valid licence posted in accordance with regulation 7;
(b) the necessary operator certificates available in accordance with 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; and
(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 regulation 10(4);
(c) the station log-book kept in accordance with regulation 28;

(To be completed in case of ship station only)

8. (a) Name of vessel. _____
(b) Flag Sign _____
(c) Type of vessel (tick as appropriate)
Passenger- foreign going, including home trade ()
Passenger- coastal ()
Cargo- foreign going, including home trade ()
Cargo- coastal ()
Tanker- foreign going, including home trade ()
Tanker- coastal ()
Tug ()
Yacht ()
Fishing () length (Ft/Metres)
Other () length (Ft/Metres) (specify)
(d) Gross registered tonnage. _____
(e) Registered owner: _____
(i) Name _____
(ii) Address. _____
(iii) Nationality _____ Official No. _____
(f) Port of registry _____
(g) Port where radio installation may be inspected - _____
(h) Call sign _____
(i) Technical particulars of reserve power supply. _____

SECOND SCHEDULE

FORMS

Form A

(Regulation 3(1))

RADIO LAW

(1996 Revision)

APPLICATION FOR MARITIME MOBILE RADIO STATION LICENCE

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

**Sec note 2
***Sec note 3

(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)

- (d) the I.T.U. Regulations; and
- (e) these regulations:

(3) Private ship stations operating within the territorial waters of the Islands may be required to carry only those documents listed in subregulation (2); and 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 subregulation (2) excepting the documents at paragraph (d) thereof.

9. (1) Subject to subregulation (3), the four categories of public ship stations shall maintain service as follows-

Service categories of public ship stations

- (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; and
- (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-General under the Radio Regulations (1996 Revision).

Operator's qualifications

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(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 authorise 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 regulation 11(2).

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

Responsibility for compliance

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 and 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.

Requirements for radiotelegraph operators

12. (1) Subject to subregulation (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.

Crew requirements

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.

Service to be provided by coast station

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.

FIRST SCHEDULE

(Regulation 3(1))

FEES

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
2nd and 3rd category 25
4th category 20

(b) private coast station licence-
all Categories 20

(c) public ship station licence-
1st category 30
2nd and 3rd category 25
4th category 20

(d) private ship station licence-
ships- up to and including 300 gross tons 10
over 300 and less than 1600 gross tons 15
1600 gross tons and over 20

2. Substitute licence 5

(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 Islands is a party.

35. Whoever contravenes any regulation for which no penalty is prescribed is liable on summary conviction to a fine of one thousand dollars and to imprisonment for three months.

Penal

(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-General.

Coast station control

(2) Where the station is remotely controlled the point of control specified in the licence shall not be relocated without the prior approval of the Postmaster-General.

16. The station on an ocean-going ship shall-

Ocean-going ship station requirements

- (a) be placed as high as is practicable;
- (b) be so located as to minimise 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; and
- (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.

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

Watch frequencies

(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 authorised radiotelegraph operators shall be fitted with a radiotelegraph auto alarm of a type approved by the Postmaster-General.

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

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

Watch on international distress carrier frequency

18. All stations of the maritime mobile service normally keeping watch on frequencies in the authorised 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 G.M.T.

Zones

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 4125 khz shall be designated to supplement the carrier frequency 2182 khz for distress and safety purposes and for call and reply.

Maritime/aeronautical communication

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 co-ordination purposes

(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 regulation 28(2).

Form of log entries

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 Safety Convention shall also be in accordance with the relevant regulations of the Convention.

Local application of regulations 28, 29 and 30

31. Notwithstanding 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.

Compliance with procedures

32. (1) Stations in the maritime mobile service shall comply with 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 mobile stations operating within the territorial waters of the Islands shall also comply with any additional directive notified in writing to the licensee by the Postmaster-General.

Apparatus to conform to approved standards

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 of a type recognised by the Postmaster-General.

Inspection of foreign vessel's stations

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-General or his agent so as to ensure compliance with applicable rules, laws and treaties.

- (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; and
- (e) have all transmissions in all cases initialised by the operator concerned.

(2) The station log or any portion thereof shall not be erased, obliterated or wilfully 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 three years from date of entry;
- (c) station logs recording communications, incident to or involved in any investigation by the Postmaster-General, shall be retained until the licensee is authorised by the Postmaster-General in writing that they may be destroyed; and
- (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-General or an inspector on request.

29. (1) Subject to subregulations (2) and (3), 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.

Application of regulation 28 to ocean-going ships

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.

Avoidance of interference

(2) When applying subregulation (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) Subregulations (1) and (2) shall not apply to stations in distress.

22. Any emission -

Harmful emissions

- (a) capable of causing harmful interference to distress, alarm urgency or safety communications on the international distress frequencies 500 khz or 2182 khz; or
- (b) causing harmful interference to distress, safety and calling communications on the frequency 156.8 mhz,

is prohibited.

Distress precautions

23. (1) Neither the Convention nor 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) The Convention shall not 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; or
- (b) for transmission, receipt or relay of information concerning dangers to navigation.

Limitation on right to raise charges

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

Call frequencies- ship to coast stations

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; or
- (b) the carrier frequency 2182 khz.

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

- (a) send class A3H emissions with a carrier frequency of 2182 khz and receive class A3H emissions on a carrier frequency of 2182 khz; and
- (b) send class A3A or A3J emissions on a least two working frequencies (one on ships operating solely in territorial waters):

Provided that 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 A3A and A3J.

(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 this regulation, transmissions in the bands 2170 to 2173.5 khz and 2190.5 to 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.

Frequencies to be used by maritime mobile stations in emergencies, etc.

26. (1) In respect of stations in the maritime mobile service using frequencies in the authorised bands between 156 mhz and 174 mhz -

- (a) international distress safety and calling frequencies for radiotelephony 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; and
- (iii) safety signal.

(2) Where any safety signal has been transmitted in accordance with subregulation (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 156.7625 to 156.8375 mhz capable of causing harmful interference to the authorised transmissions of the maritime mobile service on 156.80 mhz are forbidden.

(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) Subregulation (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 authorised channel! in the international maritime mobile radiotelephone service in the band 156 to 174.

Radio telephony control

27. (1) The use of the authorised 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.

Records to be kept at coast stations

28. (1) A record of all transmissions shall be kept at each coast station in a bound volume in a form approved by the Postmaster-General which volume shall-