

第 31/2014 號行政長官公告

Aviso do Chefe do Executivo n.º 31/2014

中華人民共和國是國際海事組織的成員國及一九七四年十一月一日訂於倫敦的《國際海上人命安全公約》（下稱“公約”）的締約國；

公約締約國政府全球海上遇險和安全系統會議於一九八八年十一月九日透過決議1通過了公約有關全球海上遇險和安全系統的無線電通信的修正案；

中華人民共和國於一九九九年十二月十三日以照會通知聯合國秘書長，經修訂的公約自一九九九年十二月二十日起適用於澳門特別行政區；

基於此，行政長官根據澳門特別行政區第3/1999號法律第六條第一款的規定，命令公佈包含上指修正案的公約締約國政府會議決議1的中文及英文正式文本。

二零一四年八月八日發佈。

行政長官 崔世安

Considerando que a República Popular da China é um Estado Membro da Organização Marítima Internacional, e um Estado Contratante da Convenção Internacional para a Salvaguarda da Vida Humana no Mar, concluída em Londres em 1 de Novembro de 1974, adiante designada por Convenção;

Considerando igualmente que, em 9 de Novembro de 1988, a Conferência dos Governos Contratantes da Convenção, através da resolução n.º 1, adoptou emendas à Convenção relativas às Radiocomunicações para o Sistema Mundial de Socorro e Segurança Marítima;

Considerando ainda que a República Popular da China, por nota datada de 13 de Dezembro de 1999, notificou o Secretário-Geral das Nações Unidas sobre a aplicação da Convenção, tal como emendada, na Região Administrativa Especial de Macau a partir de 20 de Dezembro de 1999;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da Região Administrativa Especial de Macau, a resolução n.º 1 da Conferência dos Governos Contratantes da Convenção, que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 8 de Agosto de 2014.

O Chefe do Executivo, *Chui Sai On*.

1988 年 11 月 9 日通過的
1974 年國際海上人命安全公約締約國政府
全球海上遇險和安全系統會議決議 1
通過 1974 年國際海上人命安全公約有關
全球海上遇險和安全系統的無線電通信的修正案

會議，

注意到 1974 年國際海上人命安全公約（此後稱為“公約”）有關由締約國政府會議修正公約的程序的第 VIII（c）條，

審議了向本組織會員和公約所有締約國政府提議並分發的有關無線電通信的公約修正案，

1 根據公約第 VIII（c）（ii）條，通過公約第 I 章、第 II-1 章、第 III 章、第 IV 章、第 V 章和公約附錄的修正案，其文本見本決議的附件；

2 根據第 VIII（c）（iii）條決定，按照下列程序，修正案應視為被接受和生效：

（a）修正案應視為已在 1990 年 2 月 1 日被接受，除非到該日期有三分之一的締約國政府，或其商船隊合計總噸位不少於世界商船隊總噸位百分之五十的締約國政府通知本組織秘書長反對該修正案；

- (b) 當修正案根據第 (a) 款視為已被接受時，它們應對除已按第 (a) 款反對修正案並在 1992 年 2 月 1 日尚未撤回此種反對的締約國政府以外的所有其他締約國政府生效。

決議 1 附件

1974 年國際海上人命安全公約

有關全球海上遇險和安全系統無線電通信的修正案

第 I 章

總則

B 部分 — 檢驗與證書

規則 7

客船的檢驗

將第 (b) (i) 和 (b) (ii) 款中的第二句的文字“無線電設備、機動救生艇的無線電報設備、救生艇筏的手提式無線電設備、救生設備、防火、探火及滅火設備、雷達、回聲測深儀、電羅經、引航員軟梯、引航員機械升降器及其他設備”改為“無線電設備（包括用於救生設備的無線電設備）、防火、消防安全系統和設備、救生設備和裝置、船載導航設備、航海出版物、引航員登船裝置及其他設備”。

規則 8

貨船救生設備和其他設備的檢驗

將第一句中的文字：“除機動救生艇的無線電報設備或救生艇筏的手提式無線電設備外，……貨船救生設備、回聲測深儀、電羅經、滅火設備”改為“……500 總噸及以上的貨船的救生設備和裝置（不包括無線電設備）、船載導航設備及消防安全系統和設備”。

將第二句中的文字“引航員軟梯、引航員機械升降器、”改為“引航員登船裝置、航海出版物、”。

規則 9

將本規則的現有標題改為：

“貨船無線電設備的檢驗”

現有條文改為：

“適用於第 III 章和第 IV 章規定的貨船的無線電設備，包括用於救生設備的無線電設備，應按本章規則 7 對客船的規定，接受初次檢驗和以後的檢驗。”

規則 10

貨船船體、機器和設備的檢驗

將現有文字“、貨船無線電報安全證書或貨船無線電話安全證書”改為“或貨船無線電安全證書”。

規則 12

證書的頒發

將第 (a) 款中的 (iv) 和 (v) 項改為：

“ (iv) 對符合第 IV 章的要求及本規則的其他有關要求的貨船應頒發貨船無線電安全證書。

(v) (i)、(iii) 和 (iv) 項中所述的客船安全證書、貨船設備安全證書和貨船無線電安全證書應由 1974 年國際海上人命安全公約締約政府 1988 年全球海上遇險和安全系統會議以可以修正的決議 2 所通過的設備登記表來補充。”

在第 (a) (vii) 款中，現有文字“貨船無線電報安全證書、貨船無線電話安全證書”改為“貨船無線電安全證書”。

現有第 (b) 款改為：

“(b) 無論本公約中載有其他規定，根據和按照本公約的規定簽發的證書，如在 1992 年 2 月 1 日仍通用，應繼續有效，直至有效期屆滿時為止。”

規則 14

證書有效期限

在第 (b) 款中現有文字“貨船無線電報安全證書或貨船無線電話安全證書”改為“貨船無線電安全證書”。

第 II — 1 章

構造 — 分艙與穩性、機電設備

D 部分 — 電氣設備

規則 II — 1/42

客船應急電源

將第 2.2 款的現有條文改為如下：

“2.2 供下列設備 36 小時之用：

- .1 現行國際海上避碰規則所要求的航行燈和其他燈；和
- .2 在 1995 年 2 月 1 日或以後建造的船上，規則 IV/7.1.1 和 IV/7.1.2 所要求的甚高頻無線電設備；及如適用：
 - .2.1 規則 IV/9.1.1、IV/9.1.2、IV/10.1.2 和 IV/10.1.3 所要求的中頻無線電設備；
 - .2.2 規則 IV/10.1.1 所要求的船舶地面站；和
 - .2.3 規則 IV/10.2.1、IV/10.2.2 和 IV/11.1 所要求的中頻/高頻無線電設備。”

將第 2.3.2 款中的現有文字“助航設備”改為“船載導航設備”。

將第 4.1.1 款的現有條文改為如下：

“.1 第 2.1 和 2.2.1 款所要求的照明；”

規則 43

貨船應急電源

第 2.3 款的現有條文由下列代替：

“2.3 供下列設備 18 小時之用：

- .1 現行國際海上避碰規則所要求的航行燈和其他燈；
- .2 在 1995 年 2 月 1 日或以後建造的船上，規則 IV/7.1.1 和 IV/7.1.2 所要求的甚高頻無線電設備；及如適用：

- .2.1 規則 IV/9.1.1、IV/9.1.2、IV/10.1.2 和 IV/10.1.3 所要求的中頻無線電設備；
- .2.2 規則 IV/10.1.1 所要求的船舶地面站；和
- .2.3 規則 IV/10.2.1、IV/10.2.2 和 IV/11.1 所要求的中頻/高頻無線電設備。”

將第 2.4.2 款中的現有文字“助航設備”改為“船載導航設備”。

將第 4.1 款中的現有文字“2.1、2.2 和 2.3 款所要求的照明”改為如下：

“第 2.1、2.2 和 2.3.1 款所要求的照明”。

第 III 章

救生設備與裝置

規則 III/1

適用範圍

將第 5 和第 6 款的現有條文改為：

“5 對於 1986 年 7 月 1 日之前建造的船舶，規則 8、9、10、18、21.3、21.4、25、26.3、27.2、27.3 和 30.2.7 的要求，以及，在其規定的範圍內，規則 19 的要求應適用。

6 對於 1992 年 2 月 1 日之前建造的船舶，規則 6.2 應在不遲於 1995 年 2 月 1 日適用。”

規則 III/6

通信

將第 1 款的現有條文改為：

“1 第 2 款適用於一切客船和 300 總噸及以上的一切貨船。對於 1992 年 2 月 1 日前建造的船舶，第 2 款應在不遲於 1995 年 2 月 1 日適用。但是，除 300 總噸及以上但小於 500 總噸的貨船以外的船舶，如不符合第 2 款，應符合在 1992 年 2 月 1 日前施行的 1974 年國際海上人命安全公約第 III 章的所有適用要求*。”

將第 2 款的現有條文改為：

“2 無線電救生設備

2.1 雙向甚高頻無線電話設備

2.1.1 每艘客船和 500 總噸及以上的每艘貨船應至少配備三台雙向甚高頻無線電話設備。300 總噸及以上但小於 500 總噸的每艘貨船應至少配備二台雙向甚高頻無線電話設備。該設備應符合不低於本組織通過的性能標準*。如果固定式雙向甚高頻無線電話設備安裝於救生艇筏上則應符合不低於本組織通過的性能標準*。

* 規則 III/6.2.3 和 6.2.4 及 1992 年 2 月 1 日前施行的適用規則 III/6.2.1，6.2.2，10.6，38.3.2，41.7.8 和 42.5（1983 年安全公約修正案）。還請參看 1988 全球海上遇險和安全系統會議的決議 4。

* 參閱本組織以第 A.605（15）號大會決議通過的救生艇筏雙向甚高頻無線電話裝置的性能標準。

2.1.2 1992 年 2 月 1 日之前配備在船上並且不完全符合本組織通過的性能標準的雙向甚高頻無線電話設備，只要主管機關認為它們同經認可的雙向甚高頻無線電話設備相容，在 1992 年 2 月 1 日前可被主管機關接受。

2.2 雷達應答器

每艘客船和 500 總噸及以上的每艘貨船，每舷應至少配備一台雷達應答器。300 總噸及以上但小於 500 總噸的每艘貨船應至少配備一台雷達應答器。該雷達應答器應符合不低於本組織通過的性能標準**。雷達應答器***應存放在能迅速放入除規則 26.1.4 要求的救生艇筏以外的其他任何救生艇筏的位置上，或者在規則 26.1.4 要求的救生艇筏以外的每一艘救生艇筏中存放一台雷達應答器。”

規則 III/10

救生艇筏的配員與監督

廢除現有的第 6 款。

現有第 7 款和第 8 款分別改為第 6 款和第 7 款。

** 參閱本組織以第 A.604 (15) 號大會決議通過的搜救作業使用的救生艇筏雷達應答器的性能標準。

*** 這些雷達應答器的其中之一可以是規則 IV/7.1.3 所要求的雷達應答器。

規則 III/38

救生筏的一般要求

廢除現有的第 3.2 款。

現有第 3.3 款改為第 3.2 款。

現有第 5.1.14 款的條文改為：

“14 除非救生筏內有救生艇筏雷達應答器，否則一台有效的雷達反射器。”

規則 III/41

救生艇的一般要求

第 7.8 款的現有條文改為：

“7.8 裝有單獨架設天線的固定式雙向甚高頻無線電話設備的每一救生艇應有能將天線有效地安裝和固定在其操作位置的裝置。”

第 8.30 款的現有條文改為：

“.30 除非救生艇內備有救生艇筏雷達應答器，否則一台有效的雷達反射器。”

規則 III/42

半封閉救生艇

第 5 款現有條文改為：

“5 如救生艇內裝有固定式雙向甚高頻無線電話設備，則應安裝在足以容納該設備及其操作人員的艙室內。如救生艇的構造有主管機關感到滿意的遮蔽處所，則可以不要求獨立艙室。”

第 IV 章

第 IV 章現有條文改為如下：

“無線電通信

A 部分—通則

規則 1

適用範圍

- 1 本章適用於一切本規則適用的船舶以及 300 總噸及以上的貨船。
- 2 當本章所適用的船舶航行於北美洲五大湖及其東至加拿大魁北克省蒙特利爾的聖拉姆伯特船閘下游出口處為止的相連水域和支流內時本規則便不再適用。*
- 3 在本章範圍內：
 - .1 “建造船舶”係指“已安放龍骨或處於相似建造階段的船舶”；
 - .2 “處於相似建造階段”係指如下階段：
 - .2.1 可辨認出一艘具體船舶的建造開始；且

* 此類船舶應符合為安全目的而使用無線電的有關特殊要求，該要求載於加拿大與美國利堅合眾國的有關協議內。

.2.2 該船的裝配已使用至少 50 噸結構材料或全部結構材料估算重量的 1%，取其小者。

4 每艘船舶應在不遲於 1993 年 8 月 1 日符合規則 7.1.4（航警電傳）和 7.1.6（衛星應急示位標）的規定。

5 在遵守第 4 款規定的情況下，主管機關應確保 1995 年 2 月 1 日以前建造的船舶：

.1 在 1992 年 2 月 1 日至 1999 年 2 月 1 日期間：

.1.1 符合本章所有適用的要求；或

.1.2 符合 1992 年 2 月 1 日前生效的 1974 年國際海上人命安全公約所有第 IV 章適用的要求；和

.2 在 1999 年 2 月 1 日後，符合本章所有適用的要求。

6 每艘在 1995 年 2 月 1 日或以後建造的船舶，應符合本章所有適用的要求。

7 本章規定不得阻止任何船舶、救生艇筏或遇險人員使用各種能使用的辦法以引起他人注意，告訴其位置並獲得援助。

規則 2

術語與定義

1 本章範圍內的下列術語含義規定如下：

.1 “駕駛台對駕駛台通信”係指從船舶通常的駕駛位置進行的船舶之間的安全通信。

- .2 “連續值班”係指除船舶接收能力因自身通信被削弱或阻塞或設備因定期維護保養或檢查造成短暫間隙以外的不應中斷的有關無線電值班。
- .3 “數字選呼（DSC）”係指使用數碼使無線電台同另一電台或一組電台建立聯繫、傳遞資料並符合國際無線電諮詢委員會（CCIR）的有關建議案的一種技術。
- .4 “直接印字電報”係指符合國際無線電諮詢委員會（CCIR）有關建議案的自動電報技術。
- .5 “一般無線電通信”係指通過無線電進行的除遇險、緊急和安全通信以外的營運和公共通信業務。
- .6 “海事衛星組織”係指由 1976 年 9 月 3 日國際海事衛星組織（INMARSAT）公約成立的組織。
- .7 “國際航警電傳業務”係指用英語通過窄頻帶直接印字電報在海上安全信息頻道 518KHz 上進行的協調廣播和自動接收*。
- .8 “定位”係指發現遇險的船舶、航空器、裝置或人員。
- .9 “海上安全信息”係指航行警告和氣象警告、氣象預報及其他向船舶廣播的與安全有關的緊急通訊。
- .10 “極地軌道衛星業務”係指以極地軌道衛星為基礎的一種業務。它接收並轉播發自衛星無線電應急示位標的遇險警報並且提供其位置。

* 參閱本組織批准的航警電傳手冊。

- .11 “無線電規則”係指作為或視為在任何時候已生效的最新的國際電信公約附件的無線電規則。
- .12 “A1 海域”係指可以由締約政府規定的、在至少一個具有連續數字選呼報警能力的甚高頻岸站的無線電話覆蓋範圍內的區域。^{**}
- .13 “A2 海域”係指 A1 海域以外可以由締約政府規定的在至少一個具有連續數字選呼報警能力的中頻岸站無線電話覆蓋範圍內的區域。
- .14 “A3 海域”係指 A1 和 A2 海域以外的在海事衛星組織的具有連續數字選呼報警能力的通信衛星覆蓋範圍內的區域。
- .15 “A4 海域”係指 A1、A2 和 A3 海域以外的區域。

2 本章所使用的並由無線電規則所規定的所有其他術語和縮略語應具有那些無線電規則所規定的含意。

規則 3

免除

1 雖然締約國政府認為不背離本章的要求是極其必要的，但在下列情況下主管機關可對個別船舶部分地或有條件地免除規則 7 至 11 的要求：

- .1 此類船舶符合規則 4 的功能要求；和

^{**} 參閱由本組織擬訂的全球海上遇險和安全系統無線電通信業務規定的建議案（見 MSC.55/25，附件 3）。

- .2 主管機關已考慮到該免除對所有船舶安全業務的總效率的影響。
- 2 僅在下列條件下才可以按第 1 款給與免除：
 - .1 由於影響安全的情況，全面執行規則 7 至 11 已成為不合理或無必要；
 - .2 在特殊情況下船舶在規定的營運海區外進行的單次航行；或
 - .3 1999 年 2 月 1 日之前，因實施本章要求，船舶將在規則 1 所述日期後的兩年內永久退役。
 - 3 各主管機關應於每年 1 月 1 日之後，儘快向本組織提交一份報告，列出上一日曆年度內根據第 1 款和第 2 款核准的所有免除及其理由。

規則 4

功能要求

每艘船舶在海上應能：

- .1 除規則 8.1.1 和 10.1.4.3 規定者外，用至少兩台分開的獨立裝置發送船對岸遇險警報，每台裝置應使用不同的無線電通信業務；
- .2 接收岸對船遇險警報；
- .3 發送並接收船對船遇險警報；
- .4 發送並接收搜救協調通信；

- .5 發送並接收現場通信；
- .6 發送並按規則 V/12 (g) 和 (h) 的要求接收定位信號*；
- .7 發送並接收**海上安全信息；
- .8 按照規則 15.8，向海岸無線電系統或網絡發送一般無線電通信和接收它們發來的一般無線電通信；和
- .9 發送並接收駕駛台對駕駛台的通信。

B 部分—締約政府的承諾*

規則 5

無線電通信業務的規定

1 每個締約國政府承諾，在其認為可行和必要時，充分考慮本組織的建議案，**單獨或與其他締約政府合作，為空間和地面無線電通信業務提供適當的岸上設施，這些業務為：

- .1 使用海上移動衛星業務的地球同步衛星的無線電通信業務；
- .2 利用移動衛星業務的極地軌道衛星的無線電通信業務；
- .3 使用 156MHz 到 174MHz 頻帶之間的海上移動業務；

* 參閱第十五屆大會通過的第 A.614 (15) 號決議—關於配備在 9,300–9,500MHz 頻帶上工作的雷達。

** 應注意到船舶在港時可能需要接收某些海上安全信息。

* 1 並不要求每個締約國政府提供所有無線電通信業務。

2 對海岸設施的要求應該具體以便覆蓋各個海域。

** 參閱本組織擬訂的全球海上遇險和安全系統無線電通信業務規定的建議案（見 MSC.55/25，附件 3）。

- .4 使用 4,000KHz 到 27,500KHz 頻帶之間的海上移動業務；和
 - .5 使用 415KHz 到 535KHz 及 1,605KHz 到 4,000KHz 頻帶之間的海上移動業務。
- 2 各締約國政府承諾向本組織提供關於在其沿海指定海域建立的海上移動業務、移動衛星業務和海上移動衛星業務的岸上設施的有關資料。

C 部分—船舶要求

規則 6

無線電設備

- 1 每艘船舶應配備在整個預定航程中均能符合規則 4 規定的性能要求的無線電設備；除非按規則 3 進行免除，否則還應符合規則 7 的要求以及規則 8、9、10 或 11 的要求（視預定航程所通過的海域而定）。
- 2 每台無線電設備應：
 - .1 設置在機械、電氣或其他干擾源的有害干擾不會影響其正常使用的地方，從而確保電磁兼容性，避免與其他設備和系統產生有害的相互作用。
 - .2 設置在最安全和易操作的地方；
 - .3 防止水、極端高溫和低溫及其他不利環境條件的有害影響；
 - .4 配備可靠的、永久佈置的電氣照明設備，以便向無線電設備的操作控制器提供足夠照明，該照明設備應獨立於主電源和應急電源；和

.5 清晰地標上呼號、船台識別號及其他適於無線電設備使用的代碼。

3 對航行安全所需要的甚高頻無線電話頻道的控制器應設在駕駛台指揮位置附近，可供隨時使用。如需要，應備有能從駕駛台翼台上進行無線電通信的設施。便攜式甚高頻設備符合此規定。

規則 7

無線電設備—通則

1 每艘船舶應：

.1 配備一台甚高頻無線電設備，能發送和接收：

.1.1 在 156.525MHz 頻率（70 頻道）上的數字選呼*。應能從船舶的通常駕駛位置在 70 頻道啟動遇難警報的發送**；和

.1.2 在 156.300MHz 頻率（6 頻道）、156.650MHz 頻率（13 頻道）和 156.800MHz 頻率（16 頻道）上的無線電話；

.2 配備一台能在甚高頻 70 頻道上保持連續數字選呼值班的無線電設備，可以同.1.1 項**所要求的功能分開或相結合；

.3 配備一台能在 9GHz 頻帶工作的雷達應答器，它應：

* 對所有船舶的數字選呼（DSC）和對 300 總噸及以上但小於 1,600 總噸的船舶的高頻直接印字電報（NBDP）的裝載要求應有待於按照第 A.606（15）號決議—全球海上遇險和安全系統的檢查和評估進行檢查。除非另有規定，否則本腳註適用於本公約規定的所有數字選呼和高頻直接印字電報的要求。

** 有些船舶可以免除本要求（見規則 9.4）。

- .3.1 存放在便利於使用的地方；和
- .3.2 可以是規則 III/6.2.2 所要求的救生艇筏的雷達應答器；
- .4 如果船舶航行於任何具有國際航警電傳業務的區域，配備一台能接收國際航警電傳業務廣播的接收機；
- .5 如果船舶航行的區域在海事衛星的覆蓋範圍內而該區域又未能提供國際航警電傳業務，配備一台接收海事衛星組織增強型群呼系統海上安全信息的無線電設備。但是，如果船舶僅航行於提供了高頻直接印字電報*海上安全信息服務的區域而該船舶已配備了能接收這種服務的設備，則可以免除本要求**。
- .6 一台衛星無線電應急示位標（衛星示位標）並應遵守規則 8.3 的規定。該示位標應：
 - .6.1 能通過在 406MHz 頻帶上工作的極地軌道衛星業務發送遇險警報，或如船舶僅航行於海事衛星所覆蓋的區域，能通過在 1.6GHz 頻帶工作的海事衛星組織通信衛星業務發送遇險警報***；
 - .6.2 安裝在易於到達的位置；
 - .6.3 隨時可被手動解脫並能由一人攜入救生艇筏；

* 對所有船舶的數字選呼（DSC）和對 300 總噸及以上但小於 1,600 總噸的船舶的高頻直接印字電報（NBDP）的裝載要求應有待於按照第 A.606（15）號決議—全球海上遇險和安全系統的檢查和評估進行檢查。

** 參閱本組織擬訂的關於發佈海上安全信息的建議案（見 MSC.55/25，附件 8）。

*** 取決於海事衛星組織衛星覆蓋的每個洋區是否有合適的進行接收和處理的地面設施。

.6.4 如果船舶下沉，能自動脫離浮起，在浮起時能自動啟動；和

.6.5 能手動啟動。

2 到 1999 年 2 月 1 日或到海上安全委員會可能決定的其他日期，每艘船舶還應安裝帶有能在 2,182KHz 工作的無線電話遇險頻率值班接收機的無線電設備。

3 到 1999 年 2 月 1 日，每艘船舶，僅航行於 A1 海域的船舶除外，應安裝在 2,182KHz 頻率上發出無線電話報警信號的裝置。

4 主管機關可以對在 1997 年 2 月 1 日或之後建造的船舶免除第 2 款和 3 款所規定的要求。”

規則 8

無線電設備—A1 海域

1 除應符合規則 7 的要求外，每艘專門航行於 A1 海域的船舶應配備能從船舶的通常駕駛位置啟動船對岸遇險警報發送的無線電設備，並應：

- .1 在甚高頻用數字選呼工作；第 3 款規定的無線電應急示位標，可以滿足此要求，可將無線電應急示位標安裝在靠近船舶通常駕駛的位置，或從該位置遙控啟動；或
- .2 通過在 406MHz 上工作的極地軌道衛星業務；規則 7.1.6 所要求的衛星無線電應急示位標，可以滿足此要求，可將衛星無線電應急示位標安裝在靠近船舶通常駕駛的位置，或從該位置搖控啟動；或

- .3 如船舶在備有數字選呼的中頻岸台覆蓋範圍內航行，在中頻用數字選呼工作；或
 - .4 在高頻用數字選呼工作；或
 - .5 通過海事衛星組織通信衛星業務工作；此要求可以由下列方式獲得滿足：
 - .5.1 一個海事衛星組織船舶地面站*；或
 - .5.2 規則 7.1.6 要求的衛星無線電應急示位標。將該衛星無線電應急示位標安裝於靠近船舶的通常駕駛位置，或從該位置遙控啟動。
- 2 規則 7.1.1 所要求的甚高頻無線電設備也應能用無線電話發送和接收一般無線電通信。
- 3 僅航行於 A1 海域的船舶可以配備一個無線電應急示位標來代替規則 7.1.6 所要求的衛星無線電應急示位標，該示位標應：
- .1 能在甚高頻 70 頻道用數字選呼發送遇險警報，並通過在 9GHz 頻帶工作的雷達應答器提供定位；
 - .2 安裝在易於到達的位置；
 - .3 隨時可被手動解脫並可由一人將其攜入救生艇筏；
 - .4 能在船舶下沉時自動脫離浮起並能在浮起時自動啟動；和
 - .5 能手動啟動。

* 能進行雙向通信的海事衛星船舶地面站能滿足此要求，比如標準 A 或標準 C 的船舶地面站。除非另有說明，本腳註適用於本章規定的海事衛星組織船舶地面站的所有要求。

規則 9

無線電設備—A1 和 A2 海域

1 除應符合規則 7 的要求外，每艘在 A1 海域以外，但在 A2 海域以內航行的船舶應備有：

- .1 一台能在下列頻率為遇險及安全進行發信和收信的中頻無線電設備：
 - .1.1 在 2,187.5KHz 上用數字選呼；和
 - .1.2 在 2,182KHz 上用無線電話；
- .2 一台能在 2,187.5KHz 頻率上保持連續數字選呼值班的無線電設備；它可以同 .1.1 項所要求的功能分開也可以相結合；和
- .3 通過除中頻以外的無線電業務啟動船對岸遇險警報發射的裝置。它應：
 - .3.1 在 406MHz 上通過極地軌道衛星業務進行工作；規則 7.1.6 要求的衛星無線電應急示位標可以滿足此要求。應將衛星無線電應急示位標安裝在靠近船舶的通常駕駛位置，或從該位置遙控啟動；或
 - .3.2 在高頻用數字選呼進行工作；或
 - .3.3 通過海事衛星組織地球同步衛星業務進行工作；此要求可以下列方式得到滿足：
 - .3.3.1 第 3.2 款所述的設備；或

.3.3.2 規則 7.1.6 所要求的衛星無線電應急示位標，應將衛星無線電應急示位標安裝在靠近船舶的通常駕駛位置或從該位置遙控啟動。

2 它應能夠通過第 1.1 款和 1.3 款規定的無線電設備從船舶的通常駕駛位置啟動遇險警報的發送。

3 此外，該船舶應能通過下列裝置發送和接收用無線電話或直接印字電報進行的一般無線電通信：

.1 一台在 1,605KHz 至 4,000KHz 或 4,000KHz 至 27,500KHz 之間頻帶內的工作頻道上工作的無線電設備。對第 1.1 款所要求的設備增加此能力可以滿足本要求；或

.2 一個海事衛星組織船舶地面站。

4 主管機關可以對 1997 年 2 月 1 日以前建造的僅航行於 A2 海域內的船舶免除規則 7.1.1.1 和 7.1.2 的要求，但是此類船舶，在可行時應在甚高頻 16 頻道保持連續守聽值班。該值班位置應在船舶的通常駕駛位置進行。

規則 10

無線電設備—A1、A2 和 A3 海域

1 除應符合規則 7 的要求外，每艘在 A1 和 A2 海域以外但在 A3 海域以內航行的船舶，如不符合第 2 款的要求，應備有：

.1 具有下列功能的海事衛星組織船舶地面站；

- .1.1 發送和接收使用直接印字電報的遇險和安全通信；
 - .1.2 啟動和接收遇險優先呼叫；
 - .1.3 對岸對船遇險警報保持值班(包括特別講明的地理區域的岸對船遇險警報)。
 - .1.4 發送和接收用無線電話或直接印字電報進行的一般無線電通信；和
- .2 一台能在下列頻率為遇險和安全進行發信和收信的中頻無線電設備；
- .2.1 2,187.5KHz 用數字選呼；和
 - .2.2 2,182KHz 用無線電話；和
- .3 一台能在 2,187.5KHz 頻率上保持連續數字選呼值班的無線電設備，它可以同.2.1 項所要求的功能分開也可以相結合；和
- .4 通過無線電業務能啟動船對岸遇險警報發送的裝置，可以：
- .4.1 在 406MHz 上通過極地軌道衛星進行工作；規則 7.1.6 要求的衛星無線電應急示位標可以滿足此要求，應將衛星無線電應急示位標安裝在靠近船舶的通常駕駛位置，或從該位置遙控啟動；或
 - .4.2 在高頻道上用數字選呼進行工作；或
 - .4.3 使用附加的船舶地面站或規則 7.1.6 要求的衛星無線電應急示位標，通過海事衛星組織地球同步衛星業務進行

工作，應將衛星無線電應急示位標安裝在靠近船舶的通常駕駛位置或從該位置遙控啟動；

2 除應符合規則 7 的要求外，每艘在 A1 和 A2 海域以外但在 A3 海域以內航行的船舶，如不符合第 1 款的要求，應備有：

.1 一台在 1,605KHz 至 4,000KHz 和 4,000KHz 至 27,500KHz 之間的頻帶內的所有遇險和安全頻率上為遇險和安全進行發信和收信的中頻/高頻無線電設備；

.1.1 用數字選呼；

.1.2 用無線電話；和

.1.3 用直接印字電報；和

.2 能在 2,187.5KHz、8,414.5KHz 及至少在 4,207.5KHz、6,312KHz、12,577KHz 或 16,804.5KHz 等遇險和安全數字選呼頻率的任何一個頻率上保持數字選呼值班的設備；在任何時候，應可能選擇這些數字選呼遇險和安全頻率中的任何一個頻率。該設備可以同 .1 項要求的設備分開也可以相結合；和

.3 通過除高頻以外的無線電通信業務啟動船對岸遇險警報發送的裝置，它應：

.3.1 在 406MHz 上通過極地軌道衛星業務進行工作；規則 7.1.6 要求的衛星無線電應急示位標可以滿足此要求。應將衛星無線電應急示位標安裝在靠近船舶的通常駕駛位置，或從該位置遙控啟動；或

.3.2 通過海事衛星組織地球同步衛星業務進行工作；下列方式可以滿足此要求：

.3.2.1 一個海事衛星組織船舶地面站；或

.3.2.2 規則 7.1.6 所要求的衛星無線電應急示位標。應將衛星無線電應急示位標安裝在靠近船舶的通常駕駛位置，或從該位置遙控啟動；和

.4 此外，船舶應能通過在 1,605KHz 至 4,000KHz 和 4,000KHz 至 27,500KHz 之間的頻帶內的工作頻率上工作的中頻/高頻無線電設備，發送和接收用無線電話或直接印字電報進行的一般無線電通信。對.1 項要求的設備增加此能力可以滿足本要求。

3 它應能通過第 1.1、1.2、1.4、2.1 和 2.3 項所規定的無線電設備從船舶的通常駕駛位置啟動遇險警報的發送。

4 主管機關可以對 1997 年 2 月 1 日以前建造的僅航行於 A2 和 A3 海域內的船舶免除規則 7.1.1.1 和 7.1.2 的要求，但是此類船舶，在可行時，應在甚高頻 16 頻道保持連續守聽值班。該值班應在船舶的通常駕駛位置上進行。

規則 11

無線電設備—A1、A2、A3 和 A4 海域

1 除應符合規則 7 的要求外，航行於所有海域的船舶應備有規則 10.2 所要求的無線電設施和設備，但是規則 10.2.3.2 所要求的設備不

得作為規則 10.2.3.1 要求的設備的替代設備被接受。規則 10.2.3.1 要求的設備應總是配備的。此外，航行於所有海域的船舶應符合規則 10.3 的要求。

2 主管機關可以對 1997 年 2 月 1 日以前建造的僅航行於 A2、A3 和 A4 海域內的船舶免除規則 7.1.1.1 和 7.1.2 的要求，但是此類船舶，在可行時，應在甚高頻 16 頻道保持連續守聽值班。該值班應在船舶的通常駕駛位置上進行。

規則 12

值班

1 每艘船舶在海上時，應：

- .1 如果該船舶按照規則 7.1.2 的要求安裝了甚高頻無線電設備，在甚高頻數字選呼 70 頻道保持連續值班；
- .2 如果該船舶按照規則 9.1.2 或 10.1.3 的要求安裝了中頻無線電設備，在遇險和安全數字選呼頻率 2,187.5KHz 上保持連續值班；
- .3 如果該船舶按照規則 10.2.2 或 11.1 的要求安裝了中頻/高頻無線電設備，在遇險和安全數字選呼頻率 2,187.5KHz 和 8,414.5KHz 上及至少在遇險和安全數字選呼頻率 4,207.5KHz、6,312KHz、12,577KHz 或 16,804.5KHz 中的一個頻率上連續值班，視一天中的時間及船舶地理位置而定。可以用掃描收信機來保持此值班；

- .4 如果該船舶按照規則 10.1.1 的要求安裝了海事衛星組織船舶地面站，對守聽衛星岸對船遇險警報保持連續值班。
- 2 每艘船舶在海上時，應在該船舶航行區域發佈海上安全信息的適當頻道上對守聽海事安全信息的廣播保持無線電值班。
- 3 到 1999 年 2 月 1 日或到海上安全委員會可能確定的其他日期，每艘船舶在海上時，如可行，應在甚高頻 16 頻道上保持連續守聽值班。該值班應在船舶的通常駕駛位置上進行。
- 4 到 1999 年 2 月 1 日或到海上安全委員會可能確定的其他日期，每艘要求配戴無線電話值班收信機的船舶在海上時，應在無線電話遇險頻率 2,182KHz 上保持連續值班。該值班應在船舶通常駕駛位置上進行。

規則 13

電源

- 1 當船舶在海上時，應始終備有足夠電源供無線電設備工作及對作為無線電設備的一個或多個備用電源組成部分的電池進行充電。
- 2 每艘船舶應備有一個或多個備用電源以便在船舶主電源和應急電源發生故障的情況下向無線電設備供電，進行遇險和安全無線電通信。備用電源應同時能操作規則 7.1.1 所要求的甚高頻無線電設備和，視船舶為之配備的海域而定，規則 9.1.1 要求的中頻無線電設備、規則 10.2.1 或 11.1 要求的中頻/高頻無線電設備或規則 10.1.1 要求的海事衛星組織船舶地面站，以及提供第 4、5 和 8 款所述的任何附加負荷，其持續時間至少為：

- .1 對於在 1995 年 2 月 1 日或以後建造的船舶：一小時；
- .2 對於 1995 年 2 月 1 日之前建造的船舶，如果應急電源完全符合規則 II-1/42 或 43 的所有有關要求，包括向無線電設備供電的要求：一小時；和
- .3 對於 1995 年 2 月 1 日之前建造的船舶，如果並未備有應急電源或並不完全符合規則 II-1/42 或 43 的所有有關要求，包括向無線電設備供電的要求*：六小時。

備用電源不需要同時向獨立的高頻和中頻無線電設備供電。

- 3 備用電源應獨立於船舶的推進動力和船舶的電力系統。
- 4 除甚高頻無線電設備以外，當二個或二個以上的第 2 款所述的其他無線電設備可以同備用電源連接時，它們應視情在第 2.1 款、2.2 款或 2.3 款規定的時間內同時向甚高頻無線電設備及下列無線電設備供電：
 - .1 所有其他能在同時與備用電源連接的無線電設備；或
 - .2 如果其他無線電設備中只有一台設備同時能同甚高頻無線電設備一起與備用電源相連接，則應取其他無線電設備中最耗電的一台設備。
- 5 備用電源可以用於向規則 6.2.4 所要求的電力照明供電。
- 6 當備用電源由一個或多個可充電蓄電池組成時：

* 建議以下式來確定遇險情況下每台無線電設備的備用電源所供給的電負荷。 $\frac{1}{2}$ 發信所需耗電流+收信所需耗電流+任何附加負荷的耗電流。

- .1 應備有對這些電池自動充電的裝置，該裝置應能在 10 小時內通過充電使電池達到最小電容量要求；和
 - .2 當船舶不在海上時，應在不超過 12 個月的間隔期內，使用適當的辦法*檢查蓄電池的電容量。
- 7 供給備用電源的蓄電池的位置和安裝應能確保：
- .1 最高工作能力；
 - .2 合理的使用壽命；
 - .3 合理的安全；
 - .4 不管是充電或是閑置時，電池的溫度應保持在製造廠的規範內；和
 - .5 當完全充電後，蓄電池應能在任何天氣狀況下，至少提供要求的最少工作小時數。
- 8 如果需要將船舶的導航設備或其他設備的信息連續輸入到本章要求的無線電設備中以確保其良好性能時，應備有能確保在船舶主電源或應急電源發生故障的情況下繼續提供此類信息的裝置。

規則 14

性能標準

* 檢查蓄電池電容量的一種辦法是用通常工作電流和時間（如 10 小時）對蓄電池進行徹底地放電和充電。對充電情況的評定可以在任何時候進行，但是當船舶在海上時，不應進行大量放電。

1 本章適用的所有設備應為主管機關認可的型式。在符合第 2 款的條件下，此類設備應符合不低於本組織通過的適當的性能標準。*

2 在規則 1 規定的適用日期之前安裝的設備，主管機關可對其免除完全符合適當的性能標準的要求，但是該設備應與符合該性能標準的設備相容，並充分考慮到本組織可能通過的與此性能標準有關的標準。

規則 15

維修要求

1 設備的設計應能使主要部件易於更換而無需細緻的重新校準和調正。

* 參閱下列由本組織的有關決議通過的或由本組織擬訂的性能標準：

- .1 接收船舶航行和氣象警告以及緊急通知的窄頻帶直印設備的性能標準（大會決議 A.525（13））。
- .2 關於作為未來全球海上遇險和安全系統一部分的船載無線電設備的一般要求（大會決議 A.569（14））。
- .3 能進行雙向通信的船舶地面站的性能標準（大會決議 A.608（15））。
- .4 可進行通話和數字選擇呼叫的甚高頻無線電設備的性能標準（大會決議 A.609（15））。
- .5 可進行通話和數字選擇呼叫的船載中頻無線電設備的性能標準（大會決議 A.610（15））。
- .6 可進行通話、窄頻帶直印和數字選擇呼叫的船載中頻/高頻無線電設備的性能標準（大會決議 A.613（15））。
- .7 在 406MHz 上工作的浮離式衛星無線電應急示位標的性能標準（大會決議 A.611（15））。
- .8 搜救作業使用的救生艇筏雷達應答器的性能標準（大會決議 A.604（15））。
- .9 浮離式甚高頻無線電應急示位標的性能標準（大會決議 A.612（15））。
- .10 能發射和接收直印通信的海事衛星組織標準—C 船舶地面站的性能標準（MSC.55/25，附件 4）。
- .11 增強型群呼設備的性能標準（MSC.55/25，附件 5）。
- .12 在 1.6GHz 上通過海事衛星組織通信衛星系統工作的浮離式衛星無線電應急示位標的性能標準（MSC.55/25，附件 7）。
- .13 應急無線電設備浮離脫鉤和啟動裝置的性能標準（MSC.55/25，附件 6）。

- 2 如適用，設備的構造和安裝應便於進行檢查和船上維修。
- 3 應備有足夠的資料以便對設備進行正確地操作和適當地維修並考慮到本組織的建議案*。
- 4 應備有足夠的工具和備件以便對設備進行維修。
- 5 主管機關應確保本章要求的無線電設備達到規則 4 規定的功能要求並符合該設備的建議性能標準。
- 6 在航行於 A1 和 A2 海域的船舶上，可經主管機關認可，使用雙套設備、岸上維修或海上電子維修能力等方法或綜合使用上述諸種辦法來確保設備的可用性。
- 7 在航行於 A3 和 A4 海域的船舶上，經主管機關認可，應至少使用兩種方法，比如雙套設備、岸上維修或海上電子維修能力來確保設備的可用性並考慮到本組織的建議案。
- 8 雖然應採取一切合理的步驟使設備處於有效工作狀態以確保符合規則 4 所規定的所有功能要求，但是只要船舶能執行所有遇險和安全的功能，即使規則 4.8 要求的用於提供一般無線電通信的設備發生故障，也不應認為該船舶已不適航，或將此作為理由將船舶留在不易獲得維修設施的港口內。

規則 16

無線電操作人員

* 參閱關於作為未來全球海上遇險和安全系統一部分的船載無線電設備一般要求的建議案（決議 A.569（14））。

每艘船舶應配有主管機關滿意的、能勝任遇險和安全無線電通信的人員。他們應持有無線電規則規定的適當證書。在遇險時，應指定其中任何人負起無線電通信的主要責任。

規則 17

無線電記錄

應將事關海上人命安全、與通信業務有關的一切事件加以記錄。記錄應令主管機關感到滿意並符合無線電規則的要求。

第 V 章

航行安全

規則 12

船載導航設備

第 (g) 款的現有條文由下列條文代替：

“ (g) 1984 年 9 月 1 日或以後建造的 500 總噸及以上的船舶以及 1984 年 9 月 1 日以前建造的 1,600 總噸及以上的船舶，應裝設雷達裝置。從 1995 年 2 月 1 日開始，雷達裝置應能在 9GHz 頻帶上工作。此外，1995 年 2 月 1 日以後，從事國際航行的客船（不管大小）以及 300 總噸及以上的貨船應裝設能在 9GHz 頻帶上工作的雷達裝置。不足 500 總噸的客船和 300 總噸及以上但小於 500 總噸的貨船，如果其設備同搜救雷達應答器完全相容，可以由主管機關酌定免除符合第 (r) 款的要求。”

第（h）款的現有條文由下列條文代替：

“（h）10,000 總噸及以上的船舶應裝設 2 台各自能獨立操作的雷達裝置。從 1995 年 2 月 1 日開始，其中至少應有 1 台雷達裝置能在 9GHz 頻帶上工作。”

第（p）款的現有條文由下列條文代替：

“（p）1,600 總噸及以上的船舶，當從事國際航行時，應裝設無線電測向設備。主管機關若認為裝設此設備為不合理或不必要時，或該船舶備有適用於整個預定航程的其他無線電導航設備時，則可以免除對船舶的此項要求。”

第（q）款的現有條文由下列條文代替：

“（q）到 1999 年 2 月 1 日，1980 年 5 月 25 日或以後但在 1995 年 2 月 1 日以前建造的 1,600 總噸及以上的船舶，當從事國際航行時，應裝設在無線電話遇險頻率上導航的無線電設備。”

規則 14

助航設備

現有條文由下列條文代替：

“各締約國政府承諾，在其認為因交通量和危險性有此必要時，做出設立和維修助航設備並向一切有關方面提供這些助航設備的相應資料的安排。”

規則 21

國際信號規則

規則 21 的現有條文由下列條文代替：

“按照本公約需要攜帶無線電設備的所有船舶，應備有國際信號規則。主管機關認為有需要使用該規則的任何其他船舶，也應備有此規則。”

附錄

以下列證書的格式取代客船安全證書、貨船構造安全證書、貨船設備安全證書、貨船無線電報安全證書、貨船無線電話安全證書及免除證書的現行格式：

“客船安全證書格式

客船安全證書

本證書應由設備登記表（P 表）加以補充

（公章） （國名）

供 $\frac{\text{國際航行}^{1/}}{\text{短途國際航行}}$ 使用

經 政府授權

（國名）

由

（經授權的個人或組織）

根據經修正的 1974 年國際海上人命安全公約的規定頒發。

船舶特徵 ^{2/}

船名

船舶編號或呼號

船籍港

總噸位

船舶證書規定的營運海域（規則 IV/2）

國際海事組織編號^{3/}

龍骨安放日期，或船舶
處於相似建造階段的
日期，或（適用時）重
大改建、改裝或改型的
開工日期

^{2/} 也可將船舶特徵橫向排列於方框中。

^{3/} 根據第 A.600 (15) 號決議—國際海事組織船舶識別號方案，該項可自願填寫。

茲證明：

1 已按公約規則 I/7 的要求對該船進行了檢驗。

2 檢驗查明：

2.1 該船下列各項符合公約的要求：

- .1 結構、主機和輔機、鍋爐及其他受壓容器；
- .2 水密分艙的佈置及細節；
- .3 下列分艙載重線：

在船艙中部勘定和勘劃的分艙載重線 (規則 II—1/13)	乾艙	當載客處所包括下列客貨交替使用處所時適用
C.1
C.2
C.3

2.2 該船符合公約有關結構性防火、消防安全系統和設備以及防火控制圖的要求；

2.3 救生設備以及救生艇、救生筏和救助艇的屬具已按公約的要求配備；

2.4 該船按公約要求備有拋繩設備及救生設備中使用的無線電設備；

2.5 該船符合公約有關無線電設備的要求；

- 2.6 在救生設備中使用的無線電設備的功能符合公約的要求；
- 2.7 該船符合公約有關船載導航設備、引航員登船裝置和航海出版物
版物的要求；
- 2.8 該船按照公約和現行的國際海上避碰規則的要求配備了號
燈、號型、音響信號裝置及遇險信號；
- 2.9 該船在所有其他方面均符合公約的有關要求。

3 已頒發 / 未頒發 ^{1/} / 免除證書

本證書有效期限至 止。

頒發於

(發證地點)

.....

(頒發日期)

.....

(經授權的發證官員的簽字)

(發證當局的鋼印或章印)

^{1/} 視情刪除。

貨船構造安全證書的格式

貨船構造安全證書

(公章)

(國名)

經 政府授權

(國名)

由

(經授權的個人或組織)

根據經修正的 1974 年國際海上人命安全公約的規定頒發。

船舶特徵^{1/}

船名

船舶編號或呼號

船籍港

總噸位

船舶載重量 (公噸)^{2/}

國際海事組織編號^{3/}

船型^{4/}

油輪

化學品液貨船

氣體運輸船

上述船型之外的其他貨船

龍骨安放日期，或船舶

處於相似建造階段的日

期，或（適用時）重大改建、
改裝或改型的開工日期

^{1/} 也可將船舶特徵橫向排列於方框中。

^{2/} 僅用於油輪、化學品液貨船和氣體運輸船。

^{3/} 根據第 A.600 (15) 號決議—國際海事組織船舶識別號方案，該項可自願填寫。

^{4/} 視情刪除。

茲證明：

- 1 已按公約規則 I/10 對該船進行了檢驗。
- 2 檢驗查明上述規則中所規定的結構、機器和設備的狀況良好，該船符合公約第 II—1 章和 II—2 章的有關要求（不包括有關消防安全系統和設備以及防火控制圖的要求）。
- 3 已頒發 / 未頒發 ^{4/} / 免除證書。

本證書有效期限至 止
頒發於

（發證地點）

.....

.....

（頒發日期）

（經授權的發證官員的簽字）

（發證當局的鋼印或章印）

^{4/} 視情刪除。

貨船設備安全證書的格式

貨船設備安全證書

本證書應由設備登記表（E 表）加以補充

（ 公 章 ）

（ 國 名 ）

經政府授權

（ 國 名 ）

由

（ 經 授 權 的 個 人 或 組 織 ）

根據經修正的 1974 年國際海上人命安全公約的規定頒發。

船舶特徵^{1/}

船名

船舶編號或呼號

船籍港

總噸位

船舶載重量（公噸）^{2/}

船舶長度（規則 III/3.10）

國際海事組織編號³

船型^{4/}

油輪

化學品液貨船

氣體運輸船

上述船型之外的其他貨船

龍骨安放日期，或船舶
處於相似建造階段的日
期，或（適用時）重大改建、
改裝或改型的開工日期

^{1/} 也可將船舶特徵橫向排列於方框中。

^{2/} 僅用於油輪、化學品液貨船和氣體運輸船。

^{3/} 根據第 A.600 (15) 號決議—國際海事組織船舶識別號方案，該項可自願填寫。

^{4/} 視情刪除。

茲證明：

- 1 已按公約規則 I/8 的要求對該船進行了檢驗。
- 2 檢驗查明：
 - 2.1 該船符合公約有關消防安全系統和設備以及防火控制圖的要求；
 - 2.2 救生設備以及救生艇、救生筏和救助艇的屬具已按公約要求配備；
 - 2.3 該船按公約要求備有拋繩設備及救生設備中使用的無線電設備；
 - 2.4 該船符合公約有關船載導航設備、引航員登船裝置和航海出版物的要求；
 - 2.5 該船按照公約和現行的國際海上避碰規則的要求配備了號燈、號型、音響信號裝置及遇險信號；
 - 2.6 該船在所有其他方面均符合公約的有關要求。
- 3 該船按照規則 III/26.1.1.1，在.....
.....的營運區域內航行。
- 4 已頒發 / 未頒發^{4/} / 免除證書。

本證書的有效期限至.....止。

頒發於.....

(發證地點)

.....
(頒發日期)

.....
(經授權的發證官員的簽字)

(發證當局的鋼印或章印)

^{4/} 視情刪除。

貨船無線電安全證書的格式

貨船無線電安全證書

本證書應由無線電設施的設備登記表（R 表）加以補充

（公章） （國名）

經 政府授權

（國名）

由

（經授權的個人或組織）

根據經修正的 1974 年國際海上人命安全公約的規定頒發

船舶特徵^{1/}

船名

船舶編號或呼號

船籍港

總噸位

證書規定的營運海域（規則 IV/2）

國際海事組織編號^{2/}

龍骨安放日期，或船舶

處於相似建造階段的日

期，或（適用時）重大改建、

改裝或改型的開工日期

^{1/} 也可將船舶特徵橫向排列於方框中。

^{2/} 根據第 A.600（15）號決議—國際海事組織船舶識別號方案，該項可自願填寫。

茲證明：

1 已按公約規則 I/9 的要求對該船進行了檢驗。

2 檢驗查明：

2.1 該船符合公約有關無線電設備的要求；

2.2 在救生設備中使用的無線電設備的功能符合公約的要求。

3 已頒發 / 未頒發^{3/} / 免除證書。

本證書的有效期限至 止

頒發於

(發證地點)

.....

(頒發日期)

.....

(經授權的發證官員的簽字)

(發證當局的鋼印或章印)

^{3/} 視情刪除。

免除證書的格式

免除證書

(公 章) (國 名)

經 政府授權

(國 名)

由

(經 授 權 的 個 人 或 組 織)

根據經修正的 1974 年國際海上人命安全公約的規定頒發

船舶特徵^{1/}

船 名

船 舶 編 號 或 呼 號

船 籍 港

總 噸 位

國 際 海 事 組 織 編 號 ^{2/}

^{1/} 也可將船舶特徵橫向排列於方框中。

^{2/} 根據第 A.600 (15) 號決議—國際海事組織識別號方案，該項可自願填寫。

茲證明：

根據公約規則.....所賦之權力，免除對
該船實施公約.....的要求。

頒發免除證書的條件（如有）：.....

.....

.....

免除證書所適用的航次（如有）：

.....

本證書的有效期限至.....止，
但本證書所附於的.....

.....證書應仍然有效。

頒發於.....

（發證地點）

.....

.....

（頒發日期）

（經授權的發證官員的簽字）

（發證當局的鋼印或章印）

RESOLUTION 1 OF THE CONFERENCE OF CONTRACTING GOVERNMENTS
TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974 ON THE GLOBAL MARITIME
DISTRESS AND SAFETY SYSTEM ADOPTED
ON 9 NOVEMBER 1988

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974 CONCERNING RADIOCOMMUNICATIONS
FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM

THE CONFERENCE,

NOTING article VIII(c) of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention") concerning the procedure for amending the Convention by a Conference of Contracting Governments,

HAVING CONSIDERED amendments to the Convention concerning radiocommunications proposed and circulated to the Members of the Organization and all Contracting Governments to the Convention,

1. ADOPTS, in accordance with article VIII(c)(ii) of the Convention, amendments to chapters I, II-1, III, IV, V of, and the appendix to the Convention, the texts of which are given in the annex to the present resolution;
2. DECIDES, in accordance with article VIII(c)(iii), that the amendments shall be deemed to have been accepted and shall enter into force in accordance with the following procedures:

- (a) The amendments shall be deemed to have been accepted on 1 February 1990, unless by that date one third of the Contracting Governments, or Contracting Governments the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant fleet, notify the Secretary-General of the Organization that they object to the amendments;
- (b) The amendments which are deemed to have been accepted in accordance with paragraph (a) shall enter into force with respect to all Contracting Governments except those which have objected to the amendments under paragraph (a) and which have not withdrawn such objections, on 1 February 1992.

ANNEX TO RESOLUTION 1

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974 CONCERNING RADIOCOMMUNICATIONS FOR
THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM

CHAPTER I

GENERAL PROVISIONS

PART B - SURVEYS AND CERTIFICATES

Regulation 7

Surveys of passenger ships

In the second sentence of paragraphs (b)(i) and (b)(ii) the words "radio installation, radiotelegraph installations in motor lifeboats, portable radio apparatus for survival craft, life-saving appliances, fire protection, fire detecting and extinguishing appliances, radar, echo-sounding device, gyro-compass, pilot ladders, mechanical pilot hoists and other equipment" are replaced by the words "radio installations including those used in life-saving appliances, fire protection, fire safety systems and appliances, life-saving appliances and arrangements, shipborne navigational equipment, nautical publications, means of embarkation for pilots and other equipment".

Regulation 8

Surveys of life-saving appliances and other equipment of cargo ships

In the first sentence the words "The life-saving appliances, except a radiotelegraph installation in a motor lifeboat or a portable apparatus for survival craft, the echo-sounding device, the gyro compass and the fire-extinguishing appliances of cargo ships" are replaced by "The life-saving appliances and arrangements (except radio installations), the shipborne navigational equipment and the fire safety systems and appliances of cargo ships of 500 tons gross tonnage and upwards".

In the second sentence the words "the pilot ladders, mechanical pilot hoists," are replaced by the words "means of embarkation of pilots, nautical publications,".

Regulation 9

The existing title of the regulation is replaced by:

"Surveys of radio installations of cargo ships"

The existing text is replaced by:

"The radio installations of cargo ships, including those used in life-saving appliances, to which chapters III and IV apply, shall be subject to initial and subsequent surveys as provided for passenger ships in regulation 7 of this chapter."

Regulation 10

Surveys of hull, machinery and equipment of cargo ships

The existing words ",Cargo Ship Safety Radiotelegraphy Certificates or Cargo Ship Safety Radiotelephony Certificates" are replaced by "or Cargo Ship Safety Radio Certificates".

Regulation 12

Issue of certificates

In paragraph (a) the existing text of subparagraphs (iv) and (v) is replaced by:

"(iv) A certificate called a Cargo Ship Safety Radio Certificate shall be issued to a cargo ship which complies with the requirements of chapter IV and any other relevant requirements of the present regulations.

(v) The Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate and the Cargo Ship Safety Radio Certificate, referred to in subparagraphs (i), (iii) and (iv), shall be supplemented by a Record of Equipment adopted by the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 on the Global Maritime Distress and Safety System, 1988, by resolution 2 as it may be amended."

In paragraph (a)(vii) the existing words "Cargo Ship Safety Radiotelegraphy Certificates, Cargo Ship Safety Radiotelephony Certificates" are replaced by "Cargo Ship Safety Radio Certificates".

Existing paragraph (b) is replaced by:

"(b) Notwithstanding any other provisions of the present Convention, any certificate which is issued under, and in accordance with, the provisions of the Convention and which is current on 1 February 1992 shall remain valid until it expires."

Regulation 14

Duration of certificates

In paragraph (b) the existing words "Cargo Ship Safety Radiotelegraphy Certificate or a Cargo Ship Safety Radiotelephony Certificate" are replaced by "Cargo Ship Safety Radio Certificate".

CHAPTER II-1

CONSTRUCTION-SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS

Part D – Electrical installations

Regulation II-1/42

Emergency source of electrical
power in passenger ships

The existing text of subparagraph 2.2 is replaced by the following:

"2.2 For a period of 36 hours:

- .1 the navigation lights and other lights required by the International Regulations for Preventing Collisions at Sea in force; and
- .2 on ships constructed on or after 1 February 1995, the VHF radio installation required by regulation IV/7.1.1 and IV/7.1.2; and, if applicable:
 - .2.1 the MF radio installation required by regulations IV/9.1.1, IV/9.1.2, IV/10.1.2 and IV/10.1.3;
 - .2.2 the ship earth station required by regulation IV/10.1.1; and
 - .2.3 the MF/HF radio installation required by regulations IV/10.2.1, IV/10.2.2 and IV/11.1."

In paragraph 2.3.2 the existing words "the navigational aids" are replaced by "the shipborne navigational equipment".

The existing text of paragraph 4.1.1 is replaced by the following:

".1 the lighting required by paragraphs 2.1 and 2.2.1;".

Regulation 43

Emergency source of electrical power in cargo ships

The existing text of subparagraph 2.3 is replaced by the following:

"2.3 For a period of 18 hours:

- .1 the navigation lights and other lights required by the International Regulations for Preventing Collisions at Sea in force;
- .2 on ships constructed on or after 1 February 1995 the VHF radio installation required by regulation IV/7.1.1 and IV/7.1.2; and, if applicable:
 - .2.1 the MF radio installation required by regulations IV/9.1.1, IV/9.1.2, IV/10.1.2, and IV/10.1.3;
 - .2.2 the ship earth station required by regulation IV/10.1.1; and
 - .2.3 the MF/HF radio installation required by regulations IV/10.2.1, IV/10.2.2 and IV/11.1".

In paragraph 2.4.2 the existing words "the navigational aids" are replaced by "the shipborne navigational equipment".

In paragraph 4.1, the existing words "the lighting required by paragraphs 2.1, 2.2 and 2.3" are replaced by the following:

"the lighting required by paragraphs 2.1, 2.2 and 2.3.1".

CHAPTER III

LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation III/1

Application

The existing texts of paragraphs 5 and 6 are replaced by:

- "5 With respect to ships constructed before 1 July 1986, the requirements of regulations 8, 9, 10, 18, 21.3, 21.4, 25, 26.3, 27.2, 27.3 and 30.2.7 and, to the extent prescribed therein, regulation 19 shall apply.
- 6 With respect to ships constructed before 1 February 1992, regulation 6.2, shall apply not later than 1 February 1995."

Regulation III/6

Communications

The existing text of paragraph 1 is replaced by:

- "1 Paragraph 2 applies to all passenger ships and to all cargo ships of 300 tons gross tonnage and upwards. With respect to ships constructed before 1 February 1992, paragraph 2 shall apply not later than 1 February 1995. However, ships other than cargo ships of 300 tons gross tonnage and upwards but less than 500 tons gross tonnage which do not comply with paragraph 2 shall comply with all applicable requirements* of chapter III of the International Convention for the Safety of Life at Sea, 1974 in force prior to 1 February 1992."

* Regulations III/6.2.3 and 6.2.4 and as applicable regulations III/6.2.1, 6.2.2, 10.6, 38.3.2, 41.7.8 and 42.5 in force prior to 1 February 1992 (1983 SOLAS amendments). See also resolution 4 of the 1988 GMDSS Conference.

The existing text of paragraph 2 is replaced by:

"2 Radio life-saving appliances

2.1 Two-way VHF radiotelephone apparatus

2.1.1 At least three two-way VHF radiotelephone apparatus shall be provided on every passenger ship and on every cargo ship of 500 tons gross tonnage and upwards. At least two two-way VHF radiotelephone apparatus shall be provided on every cargo ship of 300 tons gross tonnage and upwards but less than 500 tons gross tonnage. Such apparatus shall conform to performance standards not inferior to those adopted by the Organization.* If a fixed two-way VHF radiotelephone apparatus is fitted in a survival craft it shall conform to performance standards not inferior to those adopted by the Organization.*

2.1.2 Two-way VHF radiotelephone apparatus provided on board ships prior to 1 February 1992 and not complying fully with the performance standards adopted by the Organization may be accepted by the Administration until 1 February 1999 provided the Administration is satisfied that they are compatible with approved two-way VHF radiotelephone apparatus.

* Reference is made to the performance standards for survival craft two-way VHF radiotelephone apparatus, adopted by the Organization by resolution A.605(15).

2.2 Radar transponders

At least one radar transponder shall be carried on each side of every passenger ship and of every cargo ship of 500 tons gross tonnage and upwards. At least one radar transponder shall be carried on every cargo ship of 300 tons gross tonnage and upwards but less than 500 tons gross tonnage. Such radar transponders shall conform to performance standards not inferior to those adopted by the Organization.* The radar transponders** shall be stowed in such locations that they can be rapidly placed in any survival craft other than the liferaft or liferafts required by regulation 26.1.4. Alternatively one radar transponder shall be stowed in each survival craft other than those required by regulation 26.1.4."

Regulation III/10

Manning of survival craft and supervision

The existing paragraph 6 is revoked.

The existing paragraphs 7 and 8 are renumbered as paragraphs 6 and 7 respectively.

Regulation III/38

General requirements for liferafts

The existing paragraph 3.2 is revoked.

The existing paragraph 3.3 is renumbered as paragraph 3.2.

The existing text of paragraph 5.1.14 is replaced by:

".14 an efficient radar reflector, unless a survival craft radar transponder is stowed in the liferaft."

* Reference is made to the performance standards for survival craft radar transponders for use in search and rescue operations, adopted by the Organization by resolution A.604(15).

** One of these radar transponders may be the radar transponder required by regulation IV/7.1.3.

Regulation III/41

General requirements for lifeboats

The existing text of paragraph 7.8 is replaced by:

"7.8 Every lifeboat which is fitted with a fixed two-way VHF radiotelephone apparatus with an antenna which is separately mounted shall be provided with arrangements for siting and securing the antenna effectively in its operating position."

The existing text of paragraph 8.30 is replaced by:

".30 an efficient radar reflector, unless a survival craft radar transponder is stowed in the lifeboat."

Regulation III/42

Partially enclosed lifeboats

The existing text of paragraph 5 is replaced by:

"5 If a fixed two-way VHF radiotelephone apparatus is fitted in the lifeboat, it shall be installed in a cabin large enough to accommodate both the equipment and the person using it. No separate cabin is required if the construction of the lifeboat provides a sheltered space to the satisfaction of the Administration."

CHAPTER IV

The existing text of chapter IV is replaced by the following:

"RADIOCOMMUNICATIONS

PART A – GENERAL

Regulation 1

Application

1 This chapter applies to all ships to which the present regulations apply and to cargo ships of 300 tons gross tonnage and upwards.

2 This chapter does not apply to ships to which the present regulations would otherwise apply while such ships are being navigated within the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada*.

3 For the purpose of this chapter:

.1 the expression "ships constructed" means "ships the keels of which are laid or which are at a similar stage of construction";

.2 the expression "a similar stage of construction" means the stage at which:

.2.1 construction identifiable with a specific ship begins; and

.2.2 assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

* Such ships are subject to special requirements relative to radio for safety purposes, as contained in the relevant agreement between Canada and the United States of America.

4 Every ship shall comply with regulations 7.1.4 (NAVTEX) and 7.1.6 (satellite EPIRB) not later than 1 August 1993.

5 Subject to the provisions of paragraph 4, the Administration shall ensure that every ship constructed before 1 February 1995:

.1 during the period between 1 February 1992 and 1 February 1999:

.1.1 either complies with all applicable requirements of this chapter; or

.1.2 complies with all applicable requirements of chapter IV of the International Convention for the Safety of Life at Sea, 1974 in force prior to 1 February 1992; and

.2 after 1 February 1999, complies with all the applicable requirements of this chapter.

6 Every ship constructed on or after 1 February 1995 shall comply with all the applicable requirements of this chapter.

7 No provision in this chapter shall prevent the use by any ship, survival craft or person in distress, of any means at their disposal to attract attention, make known their position and obtain help.

Regulation 2

Terms and definitions

1 For the purpose of this chapter, the following terms shall have the meanings defined below:

.1 "Bridge-to-bridge communications" means safety communications between ships from the position from which the ships are normally navigated.

- .2 "Continuous watch" means that the radio watch concerned shall not be interrupted other than for brief intervals when the ship's receiving capability is impaired or blocked by its own communications or when the facilities are under periodical maintenance or checks.
- .3 "Digital selective calling (DSC)" means a technique using digital codes which enables a radio station to establish contact with, and transfer information to, another station or group of stations, and complying with the relevant recommendations of the International Radio Consultative Committee (CCIR).
- .4 "Direct-printing telegraphy" means automated telegraphy techniques which comply with the relevant recommendations of the International Radio Consultative Committee (CCIR).
- .5 "General radiocommunications" means operational and public correspondence traffic, other than distress, urgency and safety messages, conducted by radio.
- .6 "INMARSAT" means the Organization established by the Convention on the International Maritime Satellite Organization (INMARSAT) adopted on 3 September 1976.
- .7 "International NAVTEX Service" means the co-ordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language*.
- .8 "Locating" means the finding of ships, aircraft, units or persons in distress.
- .9 "Maritime safety information" means navigational and meteorological warnings, meteorological forecasts and other urgent safety related messages broadcast to ships.

* Reference is made to the NAVTEX manual approved by the Organization.

- .10 "Polar orbiting satellite service" means a service which is based on polar orbiting satellites which receive and relay distress alerts from satellite EPIRBs and which provides their position.
- .11 "Radio Regulations" means the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunication Convention which is in force at any time.
- .12 "Sea area A1" means an area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government*.
- .13 "Sea area A2" means an area, excluding sea area A1, within the radiotelephone coverage of at least one MF coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government*.
- .14 "Sea area A3" means an area, excluding sea areas A1 and A2, within the coverage of an INMARSAT geostationary satellite in which continuous alerting is available.
- .15 "Sea area A4" means an area outside sea areas A1, A2 and A3.

2 All other terms and abbreviations which are used in this chapter and which are defined in the Radio Regulations shall have the meanings as defined in those Regulations.

* Reference is made to the recommendation on the provision of radiocommunication services for the global maritime distress and safety system, to be developed by the Organization (see MSC 55/25, annex 3).

Regulation 3

Exemptions

1 The Contracting Governments consider it highly desirable not to deviate from the requirements of this chapter; nevertheless the Administration may grant partial or conditional exemptions to individual ships from the requirements of regulations 7 to 11 provided:

- .1 such ships comply with the functional requirements of regulation 4; and
- .2 the Administration has taken into account the effect such exemptions may have upon the general efficiency of the service for the safety of all ships.

2 An exemption may be granted under paragraph 1 only:

- .1 if the conditions affecting safety are such as to render the full application of regulations 7 to 11 unreasonable or unnecessary;
- .2 in exceptional circumstances, for a single voyage outside the sea area or sea areas for which the ship is equipped; or
- .3 prior to 1 February 1999, when the ship will be taken permanently out of service within two years of a date prescribed by regulation 1 for the application of a requirement of this chapter.

3 Each Administration shall submit to the Organization, as soon as possible after the first of January in each year, a report showing all exemptions granted under paragraphs 1 and 2 during the previous calendar year and giving the reasons for granting such exemptions.

Regulation 4

Functional requirements

Every ship, while at sea, shall be capable:

- .1 except as provided in regulations 8.1.1 and 10.1.4.3, of transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service;
- .2 of receiving shore-to-ship distress alerts;
- .3 of transmitting and receiving ship-to-ship distress alerts;
- .4 of transmitting and receiving search and rescue co-ordinating communications;
- .5 of transmitting and receiving on-scene communications;
- .6 of transmitting and, as required by regulation V/12(g) and (h), receiving signals for locating*;
- .7 of transmitting and receiving** maritime safety information;
- .8 of transmitting and receiving general radiocommunications to and from shore-based radio systems or networks subject to regulation 15.8; and
- .9 of transmitting and receiving bridge-to-bridge communications.

* Reference is made to resolution A.614(15) on carriage of radar operating in the frequency band 9,300-9,500 MHz adopted by the fifteenth Assembly.

** It should be noted that ships may have a need for reception of certain maritime safety information while in port.

PART B - UNDERTAKINGS BY CONTRACTING GOVERNMENTS*

Regulation 5

Provision of radiocommunication services

1 Each Contracting Government undertakes to make available, as it deems practical and necessary either individually or in co-operation with other Contracting Governments, appropriate shore-based facilities for space and terrestrial radiocommunication services having due regard to the recommendations of the Organization**. These services are:

- .1 a radiocommunication service utilizing geostationary satellites in the Maritime Mobile-Satellite Service;
- .2 a radiocommunication service utilizing polar orbiting satellites in the Mobile-Satellite Service;
- .3 the Maritime Mobile Service in the bands between 156 MHz and 174 MHz;
- .4 the Maritime Mobile Service in the bands between 4,000 kHz and 27,500 kHz; and
- .5 the Maritime Mobile Service in the bands between 415 kHz and 535 kHz and between 1,605 kHz and 4,000 kHz.

2 Each Contracting Government undertakes to provide the Organization with pertinent information concerning the shore-based facilities in the Maritime Mobile Service, Mobile-Satellite Service and Maritime Mobile-Satellite Service, established for sea areas which it has designated off its coasts.

* 1 Each Contracting Government is not required to provide all radiocommunication services.

2 The requirements should be specified for shore-based facilities to cover the various sea areas.

** Reference is made to the recommendation on the provision of radiocommunication services for the global maritime distress and safety system, to be developed by the Organization (see MSC 55/25, annex 3).

PART C - SHIP REQUIREMENTS

Regulation 6

Radio installations

1 Every ship shall be provided with radio installations capable of complying with the functional requirements prescribed by regulation 4 throughout its intended voyage and, unless exempted under regulation 3, complying with the requirements of regulation 7 and, as appropriate for the sea area or areas through which it will pass during its intended voyage, the requirements of either regulation 8, 9, 10 or 11.

2 Every radio installation shall:

- .1 be so located that no harmful interference of mechanical, electrical or other origin affects its proper use, and so as to ensure electromagnetic compatibility and avoidance of harmful interaction with other equipment and systems;
- .2 be so located as to ensure the greatest possible degree of safety and operational availability;
- .3 be protected against harmful effects of water, extremes of temperature and other adverse environmental conditions;
- .4 be 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
- .5 be clearly marked with the call sign, the ship station identity and other codes as applicable for the use of the radio installation.

3 Control of the VHF radiotelephone channels, required for navigational safety, shall be immediately available on the navigating bridge convenient to the conning position and, where necessary, facilities should be available to permit radiocommunications from the wings of the navigating bridge. Portable VHF equipment may be used to meet the latter provision.

Regulation 7

Radio equipment - General

- 1 Every ship shall be provided with:
 - .1 a VHF radio installation capable of transmitting and receiving:
 - .1.1 DSC* on the frequency 156.525 MHz (channel 70). It shall be possible to initiate the transmission of distress alerts on channel 70 from the position from which the ship is normally navigated**; and
 - .1.2 radiotelephony on the frequencies 156.300 MHz (channel 6), 156.650 MHz (channel 13) and 156.800 MHz (channel 16);
 - .2 a radio installation capable of maintaining a continuous DSC watch on VHF channel 70 which may be separate from, or combined with, that required by subparagraph .1.1**;
 - .3 a radar transponder capable of operating in the 9 GHz band, which:
 - .3.1 shall be so stowed that it can be easily utilized; and
 - .3.2 may be one of those required by regulation III/6.2.2 for a survival craft;
 - .4 a receiver capable of receiving International NAVTEX service broadcasts if the ship is engaged on voyages in any area in which an International NAVTEX service is provided;

* Digital selective calling (DSC) for all ships and HF direct-printing telegraphy (NBDP) carriage requirements for ships of 300 tons gross tonnage and over but less than 1,600 tons gross tonnage are subject to review in accordance with resolution A.606(15) - Review and evaluation of the GMDSS. Unless otherwise specified this footnote applies to all DSC and NBDP requirements prescribed in the Convention."

** Certain ships may be exempted from this requirement (see regulation 9.4).

- .5 a radio facility for reception of maritime safety information by the INMARSAT enhanced group calling system if the ship is engaged on voyages in any area of INMARSAT coverage but in which an international NAVTEX service is not provided. However, ships engaged exclusively on voyages in areas where an HF direct-printing telegraphy* maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement**.
- .6 subject to the provisions of regulation 8.3, a satellite emergency position-indicating radio beacon (satellite EPIRB) which shall be:
- .6.1 capable of transmitting a distress alert either through the polar orbiting satellite service operating in the 406 MHz band or, if the ship is engaged only on voyages within INMARSAT coverage, through the INMARSAT geostationary satellite service operating in the 1.6 GHz band***;
- .6.2 installed in an easily accessible position;
- .6.3 ready to be manually released and capable of being carried by one person into a survival craft;
- .6.4 capable of floating free if the ship sinks and of being automatically activated when afloat; and
- .6.5 capable of being activated manually.

* Digital selective calling (DSC) for all ships and HF direct-printing telegraphy (NBDF) carriage requirements for ships of 300 tons gross tonnage and over but less than 1,600 tons gross tonnage are subject to review in accordance with resolution A.606(15) - Review and evaluation of the GMDSS. Unless otherwise specified this footnote applies to all DSC and NBDF requirements prescribed in the Convention."

** Reference is made to the recommendation on promulgation of maritime safety information, to be developed by the Organization (see MSC 55/25, annex 8).

*** Subject to the availability of appropriate receiving and processing ground facilities for each ocean region covered by INMARSAT satellites.

2 Until 1 February 1999 or until such other date as may be determined by the Maritime Safety Committee, every ship shall, in addition, be fitted with a radio installation consisting of a radiotelephone distress frequency watch receiver capable of operating on 2,182 kHz.

3 Until 1 February 1999, every ship shall, unless the ship is engaged on voyages in sea area A1 only, be fitted with a device for generating the radiotelephone alarm signal on the frequency 2,182 kHz.

4 The Administration may exempt ships constructed on or after 1 February 1997 from the requirements prescribed by paragraphs 2 and 3."

Regulation 8

Radio equipment - Sea area A1

1 In addition to meeting the requirements of regulation 7, every ship engaged on voyages exclusively in sea area A1 shall be provided with a radio installation capable of initiating the transmission of ship-to-shore distress alerts from the position from which the ship is normally navigated, operating either:

- .1 on VHF using DSC; this requirement may be fulfilled by the EPIRB prescribed by paragraph 3, either by installing the EPIRB close to, or by remote activation from, the position from which the ship is normally navigated; or
- .2 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated; or
- .3 if the ship is engaged on voyages within coverage of MF coast stations equipped with DSC, on MF using DSC; or
- .4 on HF using DSC; or

.5 through the INMARSAT geostationary satellite service; this requirement may be fulfilled by:

.5.1 an INMARSAT ship earth station*; or

.5.2 the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated.

2 The VHF radio installation, required by regulation 7.1.1, shall also be capable of transmitting and receiving general radiocommunications using radiotelephony.

3 Ships engaged on voyages exclusively in sea area A1 may carry, in lieu of the satellite EPIRB required by regulation 7.1.6, an EPIRB which shall be:

.1 capable of transmitting a distress alert using DSC on VHF channel 70 and providing for locating by means of a radar transponder operating in the 9 GHz band;

.2 installed in an easily accessible position;

.3 ready to be manually released and capable of being carried by one person into a survival craft;

.4 capable of floating free if the ship sinks and being automatically activated when afloat; and

.5 capable of being activated manually.

* This requirement can be met by INMARSAT ship earth stations capable of two-way communications, such as Standard-A or Standard-C ship earth stations. Unless otherwise specified, this footnote applies to all requirements for an INMARSAT ship earth station prescribed by this chapter.

Regulation 9

Radio equipment - Sea areas A1 and A2

1 In addition to meeting the requirements of regulation 7, every ship engaged on voyages beyond sea area A1, but remaining within sea area A2, shall be provided with:

- .1 an MF radio installation capable of transmitting and receiving, for distress and safety purposes, on the frequencies:
 - .1.1 2,187.5 kHz using DSC; and
 - .1.2 2,182 kHz using radiotelephony;
- .2 a radio installation capable of maintaining a continuous DSC watch on the frequency 2,187.5 kHz which may be separate from, or combined with, that required by subparagraph .1.1; and
- .3 means of initiating the transmission of ship-to-shore distress alerts by a radio service other than MF operating either:
 - .3.1 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated; or
 - .3.2 on HF using DSC; or
 - .3.3 through the INMARSAT geostationary satellite service; this requirement may be fulfilled by:
 - .3.3.1 the equipment specified in paragraph 3.2; or
 - .3.3.2 the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated.

2 It shall be possible to initiate transmission of distress alerts by the radio installations specified in paragraphs 1.1 and 1.3 from the position from which the ship is normally navigated.

3 The ship shall, in addition, be capable of transmitting and receiving general radiocommunications using radiotelephony or direct-printing telegraphy by either:

.1 a radio installation operating on working frequencies in the bands between 1,605 KHz and 4,000 kHz or between 4,000 kHz and 27,500 kHz. This requirement may be fulfilled by the addition of this capability in the equipment required by paragraph 1.1; or

.2 an INMARSAT ship earth station.

4 The Administration may exempt ships constructed before 1 February 1997, which are engaged exclusively on voyages within sea area A2, from the requirements of regulations 7.1.1.1 and 7.1.2 provided such ships maintain, when practicable, a continuous listening watch on VHF channel 16. This watch shall be kept at the position from which the ship is normally navigated.

Regulation 10

Radio equipment - Sea areas A1, A2 and A3

1 In addition to meeting the requirements of regulation 7, every ship engaged on voyages beyond sea areas A1 and A2, but remaining within sea area A3, shall, if it does not comply with the requirements of paragraph 2, be provided with:

.1 an INMARSAT ship earth station capable of:

.1.1 transmitting and receiving distress and safety communications using direct-printing telegraphy;

.1.2 initiating and receiving distress priority calls;

- .1.3 maintaining watch for shore-to-ship distress alerts, including those directed to specifically defined geographical areas;
- .1.4 transmitting and receiving general radiocommunications, using either radiotelephony or direct-printing telegraphy; and
- .2 an MF radio installation capable of transmitting and receiving, for distress and safety purposes, on the frequencies:
 - .2.1 2,187.5 kHz using DSC; and
 - .2.2 2,182 kHz using radiotelephony; and
- .3 a radio installation capable of maintaining a continuous DSC watch on the frequency 2,187.5 kHz which may be separate from or combined with that required by subparagraph .2.1; and
- .4 means of initiating the transmission of ship-to-shore distress alerts by a radio service operating either:
 - .4.1 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated; or
 - .4.2 on HF using DSC; or
 - .4.3 through the INMARSAT geostationary satellite service, by an additional ship earth station or by the satellite EPIRB required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated;

2 In addition to meeting the requirements of regulation 7, every ship engaged on voyages beyond sea areas A1 and A2, but remaining within sea area A3, shall, if it does not comply with the requirements of paragraph 1, be provided with:

- .1 an MF/HF radio installation capable of transmitting and receiving, for distress and safety purposes, on all distress and safety frequencies in the bands between 1,605 kHz and 4,000 kHz and between 4,000 kHz and 27,500 kHz:
 - .1.1 using DSC;
 - .1.2 using radiotelephony; and
 - .1.3 using direct-printing telegraphy; and
- .2 equipment capable of maintaining DSC watch on 2,187.5 kHz, 8,414.5 kHz and on at least one of the distress and safety DSC frequencies 4,207.5 kHz, 6312 kHz, 12,577 kHz or 16,804.5 kHz; at any time, it shall be possible to select any of these DSC distress and safety frequencies. This equipment may be separate from, or combined with, the equipment required by subparagraph .1; and
- .3 means of initiating the transmission of ship-to-shore distress alerts by a radiocommunication service other than HF operating either:
 - .3.1 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated; or

- .3.2 through the INMARSAT geostationary satellite service;
this requirement may be fulfilled by:
 - .3.2.1 an INMARSAT ship earth station; or
 - .3.2.2 the satellite EPIRB, required by regulation 7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the ship is normally navigated; and
- .4 in addition, ships shall be capable of transmitting and receiving general radiocommunications using radiotelephony or direct-printing telegraphy by an MF/HF radio installation operating on working frequencies in the bands between 1,605 kHz and 4,000 kHz and between 4,000 kHz and 27,500 kHz. This requirement may be fulfilled by the addition of this capability in the equipment required by subparagraph .1.

3 It shall be possible to initiate transmission of distress alerts by the radio installations specified in subparagraphs 1.1, 1.2, 1.4, 2.1 and 2.3 from the position from which the ship is normally navigated.

4 The Administration may exempt ships constructed before 1 February 1997, and engaged exclusively on voyages within sea areas A2 and A3, from the requirements of regulations 7.1.1.1 and 7.1.2 provided such ships maintain, when practicable, a continuous listening watch on VHF channel 16. This watch shall be kept at the position from which the ship is normally navigated.

Regulation 11

Radio equipment - Sea areas A1, A2, A3 and A4

1 In addition to meeting the requirements of regulation 7, ships engaged on voyages in all sea areas shall be provided with the radio installations and equipment required by regulation 10.2, except that the equipment required by regulation 10.2.3.2 shall not be accepted as an alternative to that required by regulation 10.2.3.1, which shall always be provided. In addition, ships engaged on voyages in all sea areas shall comply with the requirements of regulation 10.3.

2 The Administration may exempt ships constructed before 1 February 1997, and engaged exclusively on voyages within sea areas A2, A3 and A4, from the requirements of regulations 7.1.1.1 and 7.1.2 provided such ships maintain, when practicable, a continuous listening watch on VHF channel 16. This watch shall be kept at the position from which the ship is normally navigated.

Regulation 12

Watches

- 1 Every ship, while at sea, shall maintain a continuous watch:
 - .1 on VHF DSC channel 70, if the ship, in accordance with the requirements of regulation 7.1.2, is fitted with a VHF radio installation;
 - .2 on the distress and safety DSC frequency 2,187.5 kHz, if the ship, in accordance with the requirements of regulation 9.1.2 or 10.1.3, is fitted with an MF radio installation;
 - .3 on the distress and safety DSC frequencies 2,187.5 kHz and 8,414.5 kHz and also on at least one of the distress and safety DSC frequencies 4,207.5 kHz, 6,312 kHz, 12,577 kHz or 16,804.5 kHz, appropriate to the time of day and the geographical position of the ship, if the ship, in accordance with the requirements of regulation 10.2.2 or 11.1, is fitted with an MF/HF radio installation. This watch may be kept by means of a scanning receiver;
 - .4 for satellite shore-to-ship distress alerts, if the ship, in accordance with the requirements of regulation 10.1.1, is fitted with an INMARSAT ship earth station.
- 2 Every ship, while at sea, shall maintain a radio watch for broadcasts of maritime safety information on the appropriate frequency or frequencies on which such information is broadcast for the area in which the ship is navigating.

3 Until 1 February 1999 or until such other date as may be determined by the Maritime Safety Committee, every ship while at sea shall maintain, when practicable, a continuous listening watch on VHF channel 16. This watch shall be kept at the position from which the ship is normally navigated.

4 Until 1 February 1999 or until such other date as may be determined by the Maritime Safety Committee, every ship required to carry a radiotelephone watch receiver shall maintain, while at sea, a continuous watch on the radiotelephone distress frequency 2,182 kHz. This watch shall be kept at the position from which the ship is normally navigated.

Regulation 13
Sources of energy

1 There shall be available at all times, while the ship is at sea, a supply of electrical energy sufficient to operate the radio installations and to charge any batteries used as part of a reserve source or sources of energy for the radio installations.

2 A reserve source or sources of energy shall be provided on every ship, to supply radio installations, for the purpose of conducting distress and safety radiocommunications, in the event of failure of the ship's main and emergency sources of electrical power. The reserve source or sources of energy shall be capable of simultaneously operating the VHF radio installation required by regulation 7.1.1 and, as appropriate for the sea area or sea areas for which the ship is equipped, either the MF radio installation required by regulation 9.1.1, the MF/HF radio installation required by regulation 10.2.1 or 11.1, or the INMARSAT ship earth station required by regulation 10.1.1 and any of the additional loads mentioned in paragraphs 4, 5 and 8 for a period of at least:

.1 one hour, on ships constructed on or after 1 February 1995;

- .2 one hour, on ships constructed before 1 February 1995, if the emergency source of electrical power complies fully with all relevant requirements of regulation II-1/42 or 43 including the requirements to supply the radio installations; and
- .3 six hours, on ships constructed before 1 February 1995, if the emergency source of electrical power is not provided or does not comply fully with all relevant requirements of regulation II-1/42 or 43 including the requirements to supply the radio installations.*

The reserve source or sources of energy need not supply independent HF and MF radio installations at the same time.

3 The reserve source or sources of energy shall be independent of the propelling power of the ship and the ship's electrical system.

4 Where, in addition to the VHF radio installation, two or more of the other radio installations, referred to in paragraph 2, can be connected to the reserve source or sources of energy, they shall be capable of simultaneously supplying, for the period specified, as appropriate, in paragraph 2.1, 2.2 or 2.3, the VHF radio installation and:

- .1 all other radio installations which can be connected to the reserve source or sources of energy at the same time; or
- .2 whichever of the other radio installations will consume the most power, if only one of the other radio installations can be connected to the reserve source or sources of energy at the same time as the VHF radio installation.

5 The reserve source or sources of energy may be used to supply the electrical lighting required by regulation 6.2.4.

* For guidance, the following formula is recommended for determining the electrical load to be supplied by the reserve source of energy for each radio installation required for distress conditions: $1/2$ of the current consumption necessary for transmission + the current consumption necessary for reception + current consumption of any additional loads.

6 Where a reserve source of energy consists of a rechargeable accumulator battery or batteries:

- .1 a means of automatically charging such batteries shall be provided which shall be capable of recharging them to minimum capacity requirements within 10 hours; and
- .2 the capacity of the battery or batteries shall be checked, using an appropriate method*, at intervals not exceeding 12 months, when the ship is not at sea.

7 The siting and installation of accumulator batteries which provide a reserve source of energy shall be such as to ensure:

- .1 the highest degree of service;
- .2 a reasonable lifetime;
- .3 reasonable safety;
- .4 that battery temperatures remain within the manufacturer's specifications whether under charge or idle; and
- .5 that when fully charged, the batteries will provide at least the minimum required hours of operation under all weather conditions.

8 If an uninterrupted input of information from the ship's navigational or other equipment to a radio installation required by this chapter is needed to ensure its proper performance, means shall be provided to ensure the continuous supply of such information in the event of failure of the ship's main or emergency source of electrical power.

* One method of checking the capacity of an accumulator battery is to fully discharge and recharge the battery, using normal operating current and period (e.g. 10 hours). Assessment of the charge condition can be made at any time, but it should be done without significant discharge of the battery when the ship is at sea.

Regulation 14

Performance standards

1 All equipment to which this chapter applies shall be of a type approved by the Administration. Subject to paragraph 2, such equipment shall conform to appropriate performance standards not inferior to those adopted by the Organization*.

* Reference is made to the following performance standards adopted by the Organization by the resolutions indicated or to be developed by the Organization:

- .1 Narrow-band direct-printing equipment for the reception of navigational and meteorological warnings and urgent information to ships (Assembly resolution A.525(13)).
- .2 General requirements for shipborne radio equipment forming part of the future global maritime distress and safety system (Assembly resolution A.569(14)).
- .3 Ship earth stations capable of two-way communications (Assembly resolution A.608(15)).
- .4 VHF radio installations capable of voice communications and digital selective calling (Assembly resolution A.609(15)).
- .5 Shipborne MF radio installations capable of voice communications and digital selective calling (Assembly resolution A.610(15)).
- .6 Shipborne MF/HF radio installations capable of voice communication, narrow-band direct-printing and digital selective calling (Assembly resolution A.613(15)).
- .7 Float-free satellite emergency position-indicating radio beacons operating on 406 MHz (Assembly resolution A.611(15)).
- .8 Survival craft radar transponder for use in search and rescue operations (Assembly resolution A.604(15)).
- .9 Float-free VHF emergency position-indicating radio beacons (Assembly resolution A.612(15)).
- .10 INMARSAT Standard-C ship earth stations capable of transmitting and receiving direct-printing communications (MSC 55/25, annex 4).
- .11 Enhanced group call equipment (MSC 55/25, annex 5).
- .12 Float-free satellite emergency position-indicating radio beacons operating through the geostationary INMARSAT satellite system on 1.6 GHz (MSC 55/25, annex 7).
- .13 Float-free release and activation arrangements for emergency radio equipment (MSC 55/25, annex 6).

2 Equipment installed prior to the dates of application by prescribed regulation 1 may be exempted from full compliance with the appropriate performance standards at the discretion of the Administration, provided that the equipment is compatible with equipment complying with the performance standards, having due regard to the criteria which the Organization may adopt in connection with such standards.

Regulation 15

Maintenance requirements

1 Equipment shall be so designed that the main units can be replaced readily, without elaborate recalibration or readjustment.

2 Where applicable, equipment shall be so constructed and installed that it is readily accessible for inspection and on-board maintenance purposes.

3 Adequate information shall be provided to enable the equipment to be properly operated and maintained, taking into account the recommendations of the Organization*.

4 Adequate tools and spares shall be provided to enable the equipment to be maintained.

5 The Administration shall ensure that radio equipment required by this chapter is maintained to provide the availability of the functional requirements specified in regulation 4 and to meet the recommended performance standards of such equipment.

6 On ships engaged on voyages in sea areas A1 and A2, the availability shall be ensured by using such methods as duplication of equipment, shore-based maintenance or at-sea electronic maintenance capability, or a combination of these, as may be approved by the Administration.

* Reference is made to the recommendation on general requirements for shipborne radio equipment forming part of the future global maritime distress and safety system (resolution A.569(14)).

7 On ships engaged on voyages in sea areas A3 and A4, the availability shall be ensured by using a combination of at least two methods such as duplication of equipment, shore-based maintenance or at-sea electronic maintenance capability, as may be approved by the Administration, taking into account the recommendations of the Organization.

8 While all reasonable steps shall be taken to maintain the equipment in efficient working order to ensure compliance with all the functional requirements specified in regulation 4, malfunction of the equipment for providing the general radiocommunications required by regulation 4.8 shall not be considered as making a ship unseaworthy or as a reason for delaying the ship in ports where repair facilities are not readily available, provided the ship is capable of performing all distress and safety functions.

Regulation 16

Radio personnel

Every ship shall carry personnel qualified for distress and safety radiocommunication purposes to the satisfaction of the Administration. The personnel shall be holders of certificates specified in the Radio Regulations as appropriate, any one of whom shall be designated to have primary responsibility for radiocommunications during distress incidents.

Regulation 17

Radio records

A record shall be kept, to the satisfaction of the Administration and as required by the Radio Regulations, of all incidents connected with the radiocommunication service which appear to be of importance to safety of life at sea¹¹.

CHAPTER V

SAFETY OF NAVIGATION

Regulation 12

Shipborne navigational equipment

The existing text of paragraph (g) is replaced by:

"(g) Ships of 500 tons gross tonnage and upwards constructed on or after 1 September 1984 and ships of 1,600 tons gross tonnage and upwards constructed before 1 September 1984 shall be fitted with a radar installation. From 1 February 1995, the radar installation shall be capable of operating in the 9 GHz frequency band. In addition, after 1 February 1995, passenger ships irrespective of size and cargo ships of 300 tons gross tonnage and upwards when engaged on international voyages, shall be fitted with a radar installation capable of operating in the 9 GHz frequency band. Passenger ships of less than 500 tons gross tonnage and cargo ships of 300 tons gross tonnage and upwards but less than 500 tons gross tonnage may be exempted from compliance with the requirements of paragraph (r) at the discretion of the Administration, provided that the equipment is fully compatible with the radar transponder for search and rescue."

The existing text of paragraph (h) is replaced by:

"(h) Ships of 10,000 tons gross tonnage and upwards shall be fitted with two radar installations, each capable of being operated independently of the other. From 1 February 1995, at least one of the radar installations shall be capable of operating in the 9 GHz frequency band."

The existing text of paragraph (p) is replaced by:

"(p) When engaged on international voyages, ships of 1,600 tons gross tonnage and upwards shall be fitted with a radio direction-finding apparatus. The Administration may exempt a ship from this requirement if it considers it unreasonable or unnecessary for such apparatus to be carried or if the ship is provided with other radionavigation equipment suitable for use throughout its intended voyages."

The existing text of paragraph (q) is replaced by:

"(q) Until 1 February 1999, ships of 1,600 tons gross tonnage and upwards constructed on or after 25 May 1980 and before 1 February 1995, when engaged on international voyages, shall be fitted with radio equipment for homing on the radiotelephone distress frequency."

Regulation 14

Aids to navigation

The existing text is replaced by:

"The Contracting Governments undertake to arrange for the establishment and maintenance of such aids to navigation as, in their opinion, the volume of traffic justifies and the degree of risk requires, and to arrange for information relating to these aids to be made available to all concerned."

Regulation 21

International Code of Signals

The existing text of regulation 21 is replaced by:

"All ships which, in accordance with the present Convention, are required to carry radio installations shall carry the International Code of Signals. This publication shall also be carried by any other ship which, in the opinion of the Administration, has a need to use it."

APPENDIX

The existing forms of the Passenger Ship Safety Certificate, Cargo Ship Safety Construction Certificate, Cargo Ship Safety Equipment Certificate, Cargo Ship Safety Radiotelegraphy Certificate and Cargo Ship Safety Radiotelephony Certificate and Exemption Certificate are replaced by the following:

"Form of Safety Certificate for Passenger Ships

PASSENGER SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment (Form P)

(Official seal)

(State)

for $\frac{\text{an}}{\text{a short}}$ ^{1/} international voyage

Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended

under the authority of the Government of

(name of the State)

by

(person or organization authorized)

^{1/} Delete as appropriate.

Particulars of ships^{2/}

Name of ship.....

Distinctive number or letters.....

Port of registry.....

Gross tonnage.....

Sea areas in which ship is certified to operate (regulation IV/2).....

IMO Number^{3/}

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced

^{2/} Alternatively, the particulars of the ship may be placed horizontally in boxes.

^{3/} In accordance with resolution A.600(15) - IMO Ship Identification Number Scheme, this information may be included voluntarily.

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation I/7 of the Convention.
- 2 That the survey showed that:
 - 2.1 the ship complied with the requirements of the Convention as regards:
 - .1 the structure, main and auxiliary machinery, boilers and other pressure vessels;
 - .2 the watertight subdivision arrangements and details;
 - .3 the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side at amidships (regulation II-1/13)	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
C.1
C.2
C.3

- 2.2 the ship complied with the requirements of the Convention as regards structural fire protection, fire safety systems and appliances and fire control plans;
- 2.3 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;
- 2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
- 2.5 the ship complied with the requirements of the Convention as regards radio installations;
- 2.6 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;
- 2.7 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

- 2.8 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
- 2.9 in all other respects the ship complied with the relevant requirements of the Convention.
- 3 That an Exemption Certificate has/has not^{1/} been issued.

This certificate is valid until

Issued at
(Place of issue of certificate)

.....
(Date of issue)

.....
(Signature of authorized official
issuing the certificate)

(Seal or stamp of the issuing
authority, as appropriate)

^{1/} Delete as appropriate.

Form of Safety Construction Certificate for Cargo Ships

CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

(Official seal)

(State)

Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended

under the authority of the Government of

_____ (name of the State)

by

_____ (person or organization authorized)

Particulars of ship^{1/}

Name of ship.....
Distinctive number or letters
Port of registry.....
Gross tonnage.....
Deadweight of ship (metric tons)^{2/}
IMO Number^{3/}

Type of ship^{4/}

- Oil tanker
- Chemical tanker
- Gas carrier
- Cargo ship other than any of the above

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced

1/ Alternatively, the particulars of the ship may be placed horizontally in boxes.
2/ For oil tankers, chemical tankers and gas carriers only.
3/ In accordance with resolution A.600(15) - IMO Ship Identification Number Scheme, this information may be included voluntarily.
4/ Delete as appropriate.

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation I/10 of the Convention.
- 2 That the survey showed that the condition of the structure, machinery and equipment as defined in the above regulation was satisfactory and the ship complied with the relevant requirements of chapters II-1 and II-2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans).
- 3 That an Exemption Certificate has/has not^{4/} been issued.

This certificate is valid until

Issued at
(Place of issue of certificate)

.....
(Date of issue)

.....
(Signature of authorized official
issuing the certificate)

(Seal or stamp of the issuing
authority, as appropriate)

4/ Delete as appropriate.

Form of Safety Equipment Certificate for Cargo Ships

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment (Form E)

(Official seal)

(State)

Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended

under the authority of the Government of

_____ (name of the State)

by

_____ (person or organization authorized)

Particulars of ship^{1/}

Name of ship.....
Distinctive number or letters
Port of registry.....
Gross tonnage.....
Deadweight of ship (metric tons)^{2/}
Length of ship (regulation III/3.10).....
IMO Number^{3/}

Type of ship^{4/}

- Oil tanker
- Chemical tanker
- Gas carrier
- Cargo ship other than any of the above

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced

- 1/ Alternatively, the particulars of the ship may be placed in boxes.
- 2/ For oil tankers, chemical tankers and gas carriers only.
- 3/ In accordance with resolution A.600(15) - IMO Ship Identification Number Scheme, this information may be included voluntarily.
- 4/ Delete as appropriate.

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of regulation I/8 of the Convention.
- 2 That the survey showed that:
 - 2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;
 - 2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;
 - 2.3 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
 - 2.4 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
 - 2.5 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
 - 2.6 in all other respects the ship complied with the relevant requirements of the Convention.
- 3 That the ship operates in accordance with regulation III/26.1.1.1 within the limits of the trade area
- 4 That an Exemption Certificate has/has not^{4/} been issued.

This certificate is valid until

Issued at
(Place of issue of certificate)

.....
(Date of issue)

.....
(Signature of authorized official
issuing the certificate)

(Seal or stamp of the issuing
authority, as appropriate)

^{4/} Delete as appropriate.

Form of Safety Radio Certificate for Cargo Ships

CARGO SHIP SAFETY RADIO CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment of Radio Facilities (Form R)

(Official seal)

(State)

Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended

under the authority of the Government of

_____ (name of the State)

by

_____ (person or organization authorized)

Particulars of ship^{1/}

Name of ship.....

Distinctive number or letters

Port of registry.....

Gross tonnage.....

Sea areas in which ship is certified to operate (regulation IV/2).....

IMO Number^{2/}

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced

1/ Alternatively, the particulars of the ship may be placed horizontally in boxes.

2/ In accordance with resolution A.600(15) - IMO Ship Identification Number Scheme, this information may be included voluntarily.

THIS IS TO CERTIFY;

1 That the ship has been surveyed in accordance with the requirements of regulation I/9 of the Convention.

2 That the survey showed that:

2.1 the ship complied with the requirements of the Convention as regards radio installations;

2.2 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention.

3 That an Exemption Certificate has/has not^{3/} been issued.

This certificate is valid until

Issued at
(Place of issue of certificate)

.....
(Date of issue)

.....
(Signature of authorized official
issuing the certificate)

(Seal or stamp of the issuing
authority, as appropriate)

^{3/} Delete as appropriate.

Form of Exemption Certificate

EXEMPTION CERTIFICATE

(Official seal)

(State)

Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended

under the authority of the Government of

_____ (name of the State)

by

_____ (person or organization authorized)

Particulars of ship^{1/}

Name of ship
Distinctive number or letters.....
Port of registry.....
Gross tonnage.....
IMO Number^{2/}

THIS IS TO CERTIFY:

That the ship is, under the authority conferred by regulation of the Convention, exempted from the requirements ofof the Convention.

Conditions, if any, on which the Exemption Certificate is granted:
.....Voyages, if any, for which the Exemption Certificate is granted:
.....

This certificate is valid until subject to theCertificate, to which this certificate is attached, remaining valid.

Issued at (Place of issue of certificate)

..... (Date of issue)

..... (Signature of authorized official issuing the certificate)

1/ Alternatively, the particulars of the ship may be placed horizontally in boxes.

2/ In accordance with resolution A.600(15) - IMO Ship Identification Number Scheme, this information may be included voluntarily."