

Subject:

Experimental Implementation of
Equivalent Arrangements to
Radiotelegraph Station on Liberian
Ships

NK TECHNICAL INFORMATION

No. 44

Date: 11 November, 1985

To Shipowners and shipbuilders concerned

The Liberian Government has recently notified the approved Ship Classification Societies including NK of its intention to implement the equivalent arrangements given below for the operation of communication facilities and to implement these equivalent arrangements in cooperation with certain nominated shipping companies only for an experimental period to permit thorough evaluation of the arrangements.

The arrangements the Government intends to implement are to accept the installation of an approved ship earth station and an approved MF/HF radio station on board Liberian ships as equivalent to the radiotelegraph station required by Regulation IV/10(a)(i) of 81 Amendments to SOLAS 74.

For ships having these arrangements, the Government will grant a waiver against the provisions of Regulation IV/6 (c)(i)(ii), (d)(i)(ii) (Obligatory radio watchkeeping) and will permit the radiotelegraphy qualified person to be employed in other duties under certain conditions.

When requested by owners, the Government will permit the above mentioned arrangements.

If you are interested in this experimental implementation, please contact the Head Office of this Society and ask for further information.

A copy of the letter sent by the Government to IMO is enclosed herewith for your reference.

encl.





THE REPUBLIC OF LIBERIA

MINISTRY OF FINANCE
BUREAU OF MARITIME AFFAIRS

August 22, 1985

Office of
Deputy Commissioner
of Maritime Affairs

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TO: American Bureau of Shipping
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Gentlemen:

I transmit for your attention copy of IMO document SLS.14/Circ.58 dated 23 July 1985 which promulgates Liberia's intended procedures relating to certain ships fitted with Satellite Communications Systems. Please note equipment requirements.

If owners so request, the Administration will permit modification of the radio telegraphy watchkeeping requirements to permit the radio telegraphy qualified person to be more economically employed in other duties. This means that the qualified person may not be signed on articles as a Radio Officer but I would like to emphasize that someone on board must possess a radio telegraphy license.

An exemption certificate (specimen attached) will be issued to each ship participating in the modified system which at present is experimental.

Should you have any queries please feel free to contact the undersigned.

Very truly yours,

Captain Alister Crombie
Deputy Commissioner
Marine Safety

CAC/jkp

Enclosures

EXEMPTION CERTIFICATE



THE REPUBLIC OF LIBERIA
MINISTRY OF FINANCE
BUREAU OF MARITIME AFFAIRS

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA,

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage

I, the undersigned,

certify

That the above-mentioned ship is, under the authority conferred by Regulation....Five.....
of Chapter....One..... of the Regulations annexed to the Convention referred to above,
exempted from the requirements of ...Chapter.IV....Regulation.6,...paragraphs...(c).(i);...(c).(ii);
(d).(i)...and...(d).(ii)..... of the Convention
on ~~the voyages~~ all International Voyages.....
to

Subject to compliance with the conditions prescribed by the International
Maritime Organisation (IMO) circular SLS. 14/ Circ. 58., of 23 July, 1985.

This certificate is issued under the authority of the Government of the Republic of Liberia.

It will remain in force until.....19.....

Issued atthe.....day of.....19.....

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

Deputy Commissioner of Maritime Affairs, R.L.

INTERNATIONAL MARITIME ORGANIZATION

4 ALBERT EMBANKMENT,
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SLS.14/Circ.58
23 July 1985

IMO

Ref. T1/2.08

**INTERNATIONAL CONVENTION FOR THE SAFETY
OF LIFE AT SEA, 1974**

Equivalent Arrangement accepted under Regulation I/5

Radio Installation

Statement by the Government of Liberia

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a statement by the Government of Liberia under the provisions of regulation I/5 of the above convention.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.

Statement by the Government of Liberia

- 1 The Liberian Administration intends to implement the equivalent arrangements given below for the operation of communication facilities on board Liberian ships. These equivalent arrangements will be implemented in cooperation with certain nominated shipping companies only, for an experimental period, to permit thorough evaluation of the alternative arrangements to be made.
- 2 As provided by regulation I/5 of the International Convention for the Safety of Life at Sea, 1974, the Liberian Administration notifies the Organization, in accordance with paragraph 4.2, that effective 1 August 1985 the installation of an approved ship earth station and an approved MF/HF radio station on ships of Liberian registry shall be accepted as equivalent to the radiotelegraph station required by regulation IV/10(a)(i).
- 3 This decision is based on the operational experience acquired by more than 430 Liberian registered ships fitted with ship earth stations. Installation of an approved MF/HF radio station is mandatory to make the system at least as effective as that required by the present regulations.
- 4 The ship earth station installation shall meet the following requirements:
 - .1 be of a type approved by INMARSAT;
 - .2 be capable of operating in both radiotelephone and radiotelex modes;
 - .3 the antenna shall be located as high in the ship as practicable in order to provide the best line of sight to the satellite;
 - .4 the ship earth station antenna and all other antenna systems shall be sufficiently separated to avoid mutual interference;
 - .5 the ship earth station shall be connected to the ship's main source of power and, where practicable, be capable of being connected quickly to the ship's emergency source of electrical power; and

- .6 at all times when the ship earth station is unattended the receipt of incoming traffic shall be indicated by a suitable signal on the navigating bridge.

5 The approved MF/HF radio installation, which may consist of more than one unit, shall meet the following requirements:

- .1 shall be of a type acceptable to the Liberian Administration and meet the technical requirements specified in chapter IV of the 1974 SOLAS Convention for a main installation;
- .2 be capable of transmitting and receiving on distress and safety frequencies as well as calling and working frequencies in the maritime frequency bands 405-535kHz, 1605-3800kHz and 4000-27500kHz; and
- .3 be capable of working both from the main source of electrical power and from the reserve source of energy.

6 On board Liberian registered ships the service of the ship earth station shall be controlled by a person holding a certificate in accordance with the provisions of ITU Regulation 3862 (1982 Edition) and the MF/HF radio station shall be operated by a person holding a certificate in accordance with regulation 3860.

7 Provided a properly qualified person holding at least a second class radiotelegraph operators' certificate is available to deal with all distress traffic, safety of navigation traffic and weather forecasts, the Administration will, except for passenger ships, grant a waiver against the provisions of regulation IV/6, paragraphs (c)(i); (c)(ii); (d)(i) and (d)(ii); and will permit routine radio watchkeeping to be maintained by electronic means as provided for in paragraph 7.5, subject to the following conditions:

- .1 A suitable tape recorder shall be provided at the radiotelegraph station programme to record the distress frequency of 500 kHz. This tape recorder shall be activated by the auto alarm to provide a

record of signals received on 500kHz prior to the arrival at the radio station of the qualified person.

- .2 The radiotelegraph auto alarm shall be in operation at all times when a manual listening watch is not being kept, as required by regulation IV/6(e). Indicators shall be provided on the bridge, in the radio station and in the sleeping accommodation of the person qualified to operate the radiotelegraphy to alert personnel on the receipt of any signal on the auto alarm.
- .3 There shall be two persons on board qualified in the use of radiotelephony and holding an appropriate radiotelephony certificate as prescribed by regulation IV/7 as amended. These two persons may have other duties and may include the person required to be qualified in the use of radiotelegraphy. Any person using the ship earth station shall have appropriate training and experience.
- .4 The Master of the ship should stipulate what radiotelegraphy or radiotelephony watches are to be maintained for the receipt of navigational warnings, weather forecasts or other radio traffic which in his judgement are necessary for the safe navigation of the ship.
- .5 The radio log required by regulation IV/19 shall be maintained as specified in the regulation. When listening watches are suspended in accordance with the provisions of this paragraph and are in compliance with the prescribed conditions this fact should be especially noted in the radio log and endorsed "in accordance with dispensation granted".

8 All Liberian ships in which any watchkeeping procedures are modified shall carry an Emergency Position Indicating Radio Beacon (EPIRB) capable of operation on 121.6 MHz and 243.0 MHz.

9 In cases where any Liberian ship is in compliance with the requirements given in paragraphs 1 to 6 above, the Administration will issue a Certificate of Dispensation to that ship. This certificate will normally be issued for an

experimental period as decided by the Administration and will, as a condition of issue, require that reports be made to the Administration at intervals not exceeding six months with reference to any of the undernoted occurrences:

- .1 any requirement to use radiotelegraphy or radiotelephony in circumstances other than routine use for receipt of navigational or operational information; and
- .2 all incidents involving use of the radiotelegraphy or radiotelephony for distress or safety reasons involving own ship or any other ship. In these cases the circumstances should be explained in detail.

VOID