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If a whole or part of a paragraph has been amended, the date of the amending regulation appears in square brackets at the end of the paragraph. If a whole paragraph or sub-paragraph has been deleted, the date of the deletion appears in square brackets beside the deleted paragraph or sub-paragraph.

Republic of Latvia

Cabinet

Regulation No. 30

Adopted 12 January 2016

**Regulations Regarding the Use and Maintenance of Ship’s Radio and Navigation Equipment**

*Issued pursuant to*

*Section 11, Paragraph ten of the Maritime Administration and Marine Safety Law*

**1. General Provisions**

1. The Regulation prescribes the requirements for the use and maintenance of ship’s radio and navigation equipment on ships registered in the Latvian Ship Register.

2. Within the meaning of this Regulation:

2.1. recreational craft of Categories A, B, C, D – a recreational craft which conforms to the criteria specified in the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational craft and personal watercraft;

2.2. Digital Selective Calling – a type of communications where code packages allowing a radio station to establish communications and to transmit information to another station or a group of stations are used for calling (hereinafter – the DSC);

2.3. Class D DSC – equipment of the Digital Selective Calling which conforms to the requirements laid down in the Radio Regulations of the International Telecommunication Union (ITU);

2.4. new fishing vessel – a fishing vessel which conforms to one of the following conditions:

2.4.1. the ship building contract is placed on or after 1 January 2003;

2.4.2. the ship building contract is placed before 1 January 2003, but the ship has been delivered to the customer after 1 January 2006;

2.4.3. there is no ship building contract, but the beginning of the construction of the ship is determined by the date when the keel of the ship is laid or the ship is at a similar stage of construction, or assembly of that ship has commenced (assembly comprises 50 tonnes or 1 % of the estimated mass of all structural material, whichever is less), and the date is on or after 1 January 2003;

2.5. existing fishing vessel – a fishing vessel which is not a new fishing vessel;

2.6. sea area A1 – an area where the operation of coast very high frequency radio station operating in telephony mode and performing continuous watch in the DSC system is ensured;

2.7. sea area A2 – an area (excluding sea area A1) where medium frequency radiotelephony communications with at least one coast radio station ensuring continuous possibility for the transmission of a distress call, using the DSC, are ensured;

2.8. sea area A3 – an area (excluding sea areas A1 and A2) where continuous transmission of a distress alert, using the system of geostationary satellites of the International Maritime Satellite System (hereinafter – Inmarsat), is ensured;

2.9. sea area A4 – an area located outside sea areas A1, A2, and A3;

2.10. NAVTEX receiver – a receiver which automatically receives maritime safety information on the frequency 518 kHz, using narrow band direct printing telegraphy;

2.11. northern territorial area – the sea area which conforms to the definition specified in the laws and regulations regarding maritime safety of fishing vessels;

2.12. internal waters – internal waters of Latvia from the coastline of the sea landwards;

2.13. cargo ship – self-propelled ship which is not a passenger ship, recreational craft, or fishing vessel.

[*14 August 2018*]

**2. Requirements for Radio Equipment**

3. This Chapter shall apply to ships which are not subject to the requirements of Chapter IV of the 1974 International Convention for the Safety of Life at Sea (and the 1988 Protocol thereto) (as amended)) (hereinafter – the SOLAS Convention), i.e., to:

3.1. cargo ships below 300 gross tonnage;

3.2. passenger ships not engaged on international voyages;

3.3. cargo ships of 300 and more gross tonnage not engaged on international voyages;

3.4. fishing vessels;

3.5. recreational crafts.

**2.1. General Requirements**

4. Such radio equipment shall be present on each ship located in the sea which can:

4.1. transmit a distress alert to the coast radio station, using at least two different independent resources which use different radiocommunication systems;

4.2. receive shore-to-ship distress alerts;

4.3. transmit and receive ship-to-ship distress alerts;

4.4. transmit and receive search and rescue coordination messages;

4.5. transmit and receive signals for locating;

4.6. transmit and receive maritime safety information;

4.7. transmit and receive general radio communications to coast radio stations or networks;

4.8. ensure two-way communication from ship to ship.

5. A ship shall be fitted with radio equipment ensuring the fulfilment of the requirements referred to in Paragraph 4 of this Regulation in all sea areas where the ship will be located during the intended voyages.

6. Each radio equipment shall be:

6.1. placed in a way that mechanical, electronic, or other effects of harmful origin do not affect the use thereof, and also to ensure electromagnetic compatibility and avoiding of harmful interaction with other equipment;

6.2. placed in a way to ensure easy accessibility and safe use;

6.3. protected against exposure to water, temperature, and other unfavourable environmental conditions;

6.4. supplied with safe, permanently secured electrical lighting which is independent from the main and emergency source of electric power and ensures comprehensive use of radio equipment;

6.5. clearly marked with the call sign, the identifier of the ship station, and other codes which are necessary upon using radio equipment;

6.6. supplied with the antennae layout plan, the instructions for their use, and diagrams for ensuring emergency communication.

7. Radio equipment intended for the transmission of distress alert shall be ensured with continuous automatic information on the position of the ship. Upon activating the emergency button, the abovementioned information is included in the distress alert.

8. The control of very high frequency radiotelephone channels which is necessary for maritime safety shall be readily available in the navigation bridge at the ship’s conning position and the possibility of radiocommunications from the navigation bridge wings shall be ensured.

9. If a ship conforming to the requirements referred to in Sub-paragraphs 4.2, 4.3, and 4.4 of this Regulation which has not been fitted for crossing sea area A1, A2, or A3 crosses the abovementioned sea areas once, the requirements referred to in Paragraphs 11, 12, 13, and 14 of this Regulation shall not be applied thereto.

10. Ships which are navigating in internal waters in port basins shall be fitted with the equipment referred to in Sub-paragraphs 11.1 and 11.2 of this Regulation. The ship-owner shall apply the requirement referred to in this Paragraph at the discretion thereof to ships which are navigating in internal waters outside port basins.

[*14 August 2018*]

**2.2. Requirements for Radio Equipment**

[*14 August 2018*]

**2.2.1. Cargo Ships**

11. Ships navigating in sea area A1 shall be fitted with:

11.1. very high frequency radio equipment ensuring:

11.1.1. two-way radiotelephone communications on the frequencies 156.800 MHz (channel 16), 156.650 MHz (channel 13), and 156.300 MHz (channel 6);

11.1.2. rejecting of at least D class DSC system call on the frequency 156.525 MHz (channel 70) with the possibility of sending a distress call on channel 70 from the ship’s conning position;

11.2. a separate radio equipment (or combined with the equipment referred to in Sub-paragraph 11.1.2 of this Regulation) ensuring DSC watch receiving on very high frequency channel 70;

11.3. a separate very high frequency radio station (or combined with the equipment referred to in Sub-paragraph 11.1 of this Regulation) ensuring general radio communications, using radiotelephony;

11.4. portable Global Maritime Distress and Safety System (hereinafter – the GMDSS) very high frequency radio station;

11.5. an emergency position-indicating radio beacon (EPIRB) which:

11.5.1. transmits a distress alert, using a satellite system operating on the frequency 406 MHz;

11.5.2. has been secured in a place with the ease of access;

11.5.3. may be activated and moved manually for one person to be able to carry it to the life-saving appliance;

11.5.4. freely rises to the surface and automatically activates if the ship is sinking.

12. In addition to the requirements referred to in Paragraph 11 of this Regulation, the ships navigating in sea areas A1 and A2 shall be fitted with:

12.1. medium frequency radio equipment which transmits and receives distress and safety alerts:

12.1.1. on the frequency 2187.5 kHz, using the DSC;

12.1.2. on the frequency 2182 kHz, using radiotelephony;

12.1.3. a separate radio equipment (or combined with the equipment referred to in Sub-paragraph 12.1.1 of this Regulation) ensuring the DSC watch receiving on the frequency 2187.5 kHz;

12.2. a separate medium frequency radio station (or combined with the equipment referred to in Sub-paragraph 12.1 of this Regulation) ensuring general radio communications, using radiotelephony;

12.3. any of the equipment that uses such radiocommunications for the transmission of distress alerts from the ship to the coast station which are different from medium frequency. Usually an emergency position-indicating radio beacon shall be used for such purpose;

12.4. a radar transponder (hereinafter – the SART) or an automatic identification system search and rescue transmitter (hereinafter – the AIS-SART) which has been placed in a way to facilitate easy use thereof;

12.5. a NAVTEX receiver.

13. In addition to the requirements referred to in Paragraph 12 of this Regulation, the ships navigating in sea areas A1, A2 and A3 shall be fitted with one of the following equipment:

13.1. Inmarsat ship-earth station which can:

13.1.1. transmit and receive distress and safety messages with direct printing telegraphy (hereinafter – the NBDP);

13.1.2. send and receive distress calls;

13.1.3. ensure the watch for shore-to-ship distress alert (including such which are addressed to specific geographical areas);

13.1.4. transmit and receive general radio communications, using the NBDP;

13.2. a medium frequency and high frequency radio equipment which can:

13.2.1. transmit and receive distress and safety messages on all distress and safety frequencies from 1605 kHz to 4000 kHz and from 4000 kHz to 27500 kHz, using the DSC, radiotelephony, and the NBDP;

13.2.2. ensure the DSC watch receiving on the frequency 2187.5 kHz, frequency 8414.5 kHz, and on one of the distress and safety DSC frequencies 4207.5 kHz, 6312 kHz, 12577 kHz, or 16804.5 kHz as a separate equipment or combined with the equipment referred to in Sub-paragraph 13.2.1 of this Regulation;

13.2.3. ensure a possibility of transmitting and receiving general radio communications, using radio telephony or the NBDP, with a separate medium frequency and high frequency radio equipment (or combined with the equipment referred to in Sub-paragraph 13.2.1 of this Regulation) on the frequency band between 1605 kHz and 4000 kHz and on the frequency band between 4000 kHz and 27500 kHz.

14. The radio equipment referred to in Paragraphs 11 (except for Sub-paragraph 11.5), 12, and 13 of this Regulation shall be installed at the ship’s conning position.

**2.2.2. Passenger Ships**

15. Passenger ships navigating in sea area A1 shall be fitted in accordance with the requirements referred to in Paragraph 11 of this Regulation, in addition installing the SART or the AIS-SART referred to in Sub-paragraph 12.3 of this Regulation.

16. Passenger ships navigating in sea areas A1 and A2 shall be fitted in accordance with the requirements referred to in Paragraph 12 of this Regulation.

**2.2.3. Fishing Vessels**

17. Vessels navigating in sea area A1 shall be fitted in accordance with the requirements referred to in Paragraph 11 of this Regulation.

18. Vessels navigating in sea areas A1 and A2 shall be fitted in accordance with the requirements referred to in Paragraph 12 of this Regulation.

19. Vessels navigating in sea areas A1, A2, and A3 shall be fitted in accordance with the requirements referred to in Paragraph 13 of this Regulation.

20. Upon fitting the vessels in accordance with the requirements referred to in Paragraphs 17, 18, and 19 of this Regulation, it shall be taken into account that:

20.1. each new vessel of 24 metres in length and more and each existing vessel of 45 metres in length and more shall be fitted with at least three portable two-way GMDSS very high frequency radio stations;

20.2. it shall be permitted to reduce the number of radio stations referred to in Sub-paragraph 20.1 of this Regulation to two on new vessels of 24 metres in length and more but less than 45 metres in length upon coordination with *valsts akciju sabiedrība “Latvijas Jūras administrācija”* [State joint-stock company Maritime Administration of Latvia] (hereinafter – the Maritime Administration) if, taking into account the ship operation area and the number of the ship crew, three radio stations are not required;

20.3. the number of portable very high frequency radiotelephones may be reduced to one on existing vessels of 24 metres in length and more but less than 45 metres in length;

20.4. at least one SART or AIS-SART shall be installed on each side on vessels of 45 metres in length and more, positioned so that it can be easily placed in the collective life-saving appliance, or also one SART or AIS-SART shall be placed in each collective life-saving appliance;

20.5. in addition each rescue boat, life-raft, and lifeboat on vessels navigating in the northern territorial district shall be fitted with the SART or the AIS-SART;

20.6. at least one SART or AIS-SART shall be installed on vessels of less than 45 metres in length;

20.7. upon coordination with the Maritime Administration, it shall be permitted to exempt the existing vessels of less than 24 metres in length and navigating only in sea area A1 from the requirement regarding the provision of the SART or the AIS-SART.

[*14 August 2018*]

21. Taking into account the ship operation area and upon coordination with the Maritime Administration, it shall be permitted not to apply the requirements referred to in Paragraphs 17, 18, 19, and 20 of this Regulation or to apply them to fishing vessels with conditions, ensuring that such vessels:

21.1. conform to the requirements referred to in Paragraph 4 of this Regulation;

21.2. do not endanger the maritime safety at large.

**2.2.4. Recreational Crafts**

22. Radio equipment on recreational crafts with a hull length of 24 metres and upwards shall conform to the requirements laid down for cargo ships.

23. A recreational craft of Categories A and B with a hull length of 24 metres and less shall be fitted with:

23.1. very high frequency radio equipment ensuring transmission of at least D class DSC system message on the frequency 156.525 MHz (channel 70) with the possibility of sending a distress alert on channel 70 from the conning position of the craft;

23.2. at least one portable splash-proof very high frequency radio station. If the craft is fitted with more than one life-raft, a number of portable radio stations corresponding to the number of life-rafts or a larger number shall be ensured;

23.3. medium frequency and high frequency radio equipment transmitting and receiving distress and safety alerts, using the DSC and radiotelephony on the frequency 2182 kHz (recreational crafts of Category B which are not intended for commercial activity need not be fitted);

23.4. maritime satellite equipment (instead of the radio equipment referred to in Sub-paragraph 23.3 of this Regulation or concurrently therewith) which can:

23.4.1. send and receive distress calls;

23.4.2. ensure the watch for distress alerts transmitted from the coast to the craft (including such which are addressed to specific geographical areas);

23.5. a NAVTEX receiver;

23.6. an emergency position-indicating radio beacon (recreational crafts of Category B which are not intended for commercial activity need not be fitted) which:

23.6.1. transmits a distress alert, using a satellite system operating on the frequency 406 MHz;

23.6.2. has been secured in a place with the ease of access;

23.6.3. may be activated and moved manually (one person is able to carry it to the life-saving appliance).

24. A recreational craft of Category C with a hull length of 24 metres and less:

24.1. shall be fitted with very high frequency radio equipment ensuring the transmission of the DSC system call on the frequency 156.525 MHz (channel 70) with the possibility of sending a distress call on channel 70 from the conning position of the craft (recreational crafts which are not intended for commercial activity need not be fitted);

24.2. shall be fitted with at least one portable splash-proof very high frequency radio station;

24.3. is recommended to be fitted with medium frequency and high frequency radio equipment which transmits and receives distress and safety alerts, using the DSC and radiotelephony on the frequency 2182 kHz;

24.4. is recommended to be fitted with a NAVTEX receiver.

25. It shall be permitted to use maritime satellite equipment instead of or concurrently with the radio equipment referred to in Sub-paragraph 24.3 of this Regulation, the latter being able to:

25.1. send and receive distress calls;

25.2. ensure the watch for distress alerts transmitted from the coast to the craft (including such which are addressed to specific geographical areas).

26. Recreational craft of Category D with a hull length of 12 metres and upwards and all recreational craft of Category D navigating in port basins shall be fitted with at least one portable splash-proof very high frequency radio station which ensures the transmission and receipt of distress and safety alerts on the frequency 156.800 MHz (channel 16).

[*14 August 2018*]

**2.3. Installation and Keeping of Radio Equipment in Working Condition**

27. Equipment shall be installed according to the project which has been agreed upon with the Maritime Administration. Equipment shall be readily available for inspections and maintenance on the ship.

28. Equipment shall be ensured with the necessary information for the correct use and maintenance thereof according to the technical documentation of the manufacturer.

29. Equipment shall be supplied with appropriate instruments and spare parts which ensure the maintenance and use thereof.

30. Equipment shall be kept in a way to ensure the fulfilment of the requirements referred to in Paragraph 6 of this Regulation.

31. In order to ensure continuous operation of equipment:

31.1. equipment on board shall be duplicated;

31.2. servicing of equipment shall be performed at shore-based maintenance points, entering into a contract with an economic operator certified by the Maritime Administration in accordance with the laws and regulations regarding equipment on board (hereinafter – the certified economic operator);

31.3. the crew of the ship shall include a radio-electronic specialist who services the equipment at sea.

[*14 August 2018*]

32. If the ship is navigating in sea area A1 or A2, the operation of equipment on board shall be ensured in one of the ways referred to in Paragraph 31 of this Regulation for ensuring continuous operation of equipment, but if the ship is navigating in sea area A3 or A4 – in two of them.

33. Taking into account the type of the ship and the type of activity, the Maritime Administration may exempt the ship from the ways referred to in Paragraph 31 of this Regulation for ensuring continuous operation of equipment or allow to use one of them.

[*14 August 2018*]

34. The equipment referred to in this Regulation which is intended to be installed on a ship shall have a conformity certificate in accordance with the requirements laid down in the laws and regulations regarding equipment on board.

[*14 August 2018*]

35. Installation, repair, and maintenance of equipment at coast shall be performed by the certified economic operator.

36. Inspection of the equipment referred to in Chapter 2 of this Regulation shall be performed not less than once in three years after performance of the initial inspection of radio equipment. Inspection shall be performed by the certified economic operator or a classification society (recognised organisation) with which the Maritime Administration has entered into an authorisation agreement for the technical supervision of the ship (hereinafter – the recognised organisation).

37. A ship radio equipment survey report (Annex 1) shall be drawn up regarding the results of the inspection referred to in Paragraph 36 of this Regulation. The abovementioned report shall be retained on board the ship.

38. Upon receipt of information on non-conformity of equipment with the requirements of this Regulation, the Maritime Administration shall perform an extraordinary survey of equipment.

**2.4. Sources of Electric Power**

[*14 August 2018*]

39. During operation of the ship sufficient supply of electric power for the operation of radio equipment and also for the charging of a reserve source of electrical power shall be ensured.

[*14 August 2018*]

40. Ships shall be fitted with a reserve source of electrical power of radio equipment which ensures distress and safety radiocommunications if the main and emergency source of electric power does not operate. A reserve source of electrical power shall ensure concurrent operation of very high frequency radio equipment and medium frequency and high frequency radio equipment or Inmarsat ship-earth station and additional loads in any weather conditions during the time period which is not less than:

40.1. six hours;

40.2. one hour if an emergency electric power source fully ensures the necessary supply of electric and radio equipment during the time period which is not less than six hours.

[*14 August 2018*]

41. A reserve source (sources) of electrical power shall be independent from the power plant and electric network of the ship.

[*14 August 2018*]

42. If, in addition to very high frequency radio equipment, at least two radio equipment units which can be connected to a reserve source (sources) of electrical power have been installed, it shall be ensured with sufficient capacity in order to supply accordingly during the time periods referred to in Sub-paragraphs 40.1 and 40.2 of this Regulation:

42.1. very high frequency radio equipment and all other radio equipment units which can be concurrently connected to the reserve source of electrical power;

42.2. very high frequency radio equipment and such radio equipment which consumes the largest amount of energy, if only one additional radio equipment can be connected to the reserve source of electrical power concurrently with very high frequency radio equipment.

[*14 August 2018*]

43. A reserve source of electrical power shall be used in order to connect the electric lighting referred to in Sub-paragraph 6.4 of this Regulation.

[*14 August 2018*]

44. If a reserve source of electrical power is a rechargeable accumulator (accumulators):

44.1. the accumulator shall be ensured with an automatic charging equipment which can recharge it up to the minimal capacity within 10 hours;

44.2. the capacity of the accumulator, using an appropriate method, shall be inspected not less than once a year. The inspection shall be performed when the ship is at berth.

[*14 August 2018*]

45. Accumulator batteries which are a reserve source of electrical power shall be placed and connected in a way to ensure:

45.1. high maintenance capacity;

45.2. sufficient lifetime;

45.3. sufficient safety;

45.4. the temperature of accumulator batteries with the limits stipulated by the manufacturer both when charging and without load.

46. If continuous entering of the information specified in this Chapter in radio equipment from the shipborne navigational equipment or other equipment is necessary, then in order to ensure correct operation of radio equipment such resources shall be intended as to ensure the continuity of entering such information in case of damage to the main or emergency electric power source of the ship.

[*14 August 2018*]

**3. Radio Watches**

47. Continuous watch shall be maintained on a ship:

47.1. on the very high frequency channel 16 if the ship has been fitted with very high frequency radio equipment in accordance with the requirements of this Regulation;

47.2. on the very high frequency DSC channel 70 if the ship has been fitted with very high frequency DSC radio equipment in accordance with the requirements of this Regulation;

47.3. on the distress and safety DSC frequency 2187.5 kHz if the ship has been fitted with medium frequency radio equipment in accordance with the requirements of this Regulation;

47.4. on the distress and safety DSC frequencies 2187.5 kHz and 8414.5 kHz, and also on at least one of the distress and safety DSC frequencies 4207.5 kHz, 6312 kHz, 12577 kHz, or 16804.5 kHz according to the time of the day and the geographic location of the ship if the ship has been fitted with high frequency and medium frequency radio equipment in accordance with the requirements of this Regulation. Such watch shall be maintained, using a scanning receiver;

47.5. for the receipt of satellite shore-to-ship distress alerts if the ship has been fitted with Inmarsat ship-earth station in accordance with the requirements of this Regulation.

48. Radio watch for the receipt of radio transmissions of maritime safety information shall be maintained on a ship in a corresponding frequency (frequencies) in which such information is transmitted in the area where the ship is navigating.

[*14 August 2018*]

49. In addition to that referred to in Paragraph 47 of this Regulation, watch shall be maintained on a ship navigating in the port territory according to the provisions of the relevant port.

**4. Maintenance of Radio Equipment**

50. Maintenance of radio equipment of a ship shall be ensured by qualified radio operators.

51. The qualification of the staff shall be certified by a certificate of the Registry of Seamen of the Maritime Administration which has been issued in accordance with the laws and regulations regarding certification of seafarers.

52. The master of the ship shall appoint one of the officers in charge of a navigational watch as the responsible person for the maintenance of radiocommunications in case of emergency.

53. Entries regarding radiocommunications which are of importance for human life and safety at sea shall be made in the GMDSS Radio Logbook of the ship according to the requirements of the Maritime Administration. Entries regarding radiocommunications on ships navigating in internal waters or sea area A1 shall be made in the ship’s logbook.

[*14 August 2018*]

**5. Coding, Registration, and Maintenance of Emergency Position-indicating Radio Beacon**

54. Emergency position-indicating radio beacons which have a type recognition certificate of the international satellite system intended for the detection of distress signals of emergency position-indicating radio beacons and the determination of the site of the accident (COSPAS-SARSAT) shall be installed on Latvian ships. The manufacturer shall indicate the number of the certificate in the technical documentation of the emergency position-indicating radio beacon.

55. The emergency position-indicating radio beacons to be installed or present on Latvian ships shall be coded or re-coded by the certified economic operator, for coding using the protocol of the user with a nine-digit identification code of the ship, coast radio station, or a group of ships (hereinafter – the MMSI number) assigned by *valsts akciju sabiedrība “Elektroniskie sakari”* [State joint-stock company Electronic Communications Office of Latvia].

56. An emergency position-indicating radio beacon shall be re-coded if:

56.1. the ship on which it is located is excluded from the Latvian Ship Register;

56.2. the MMSI number is changed for the ship on which it is located;

56.3. it is installed on another ship.

57. The emergency position-indicating radio beacons installed on Latvian ships shall be registered with the Maritime Administration.

58. The following data is necessary for the registration of an emergency position-indicating radio beacon:

58.1. the purpose of registration;

58.2. information on the manufacturer;

58.3. information on the user;

58.4. information on the ship;

58.5. a copy of the coding protocol;

58.6. the annual inspection report with a printout of the coded information.

59. An emergency position-indicating radio beacon shall be registered after coding, re-coding, and also if the following is changed:

59.1. information on the user:

59.1.1. the owner;

59.1.2. the address;

59.1.3. the emergency contact telephone number;

59.2. information on the ship:

59.2.1. the name, call sign;

59.2.2. the size of the ship, the colour of the hull;

59.2.3. the permissible number of persons on the ship;

59.2.4. radiocommunications equipment.

60. After registration of an emergency position-indicating radio beacon the Maritime Administration shall issue a registration card (Annex 2) to the user and send its copy to the Maritime Rescue and Coordination Centre of the Latvian Naval Flotilla Coast Guard Service of the National Armed Forces (hereinafter – the MRCC).

61. The MRCC shall, once a year together with the Maritime Administration, compare the information registered in the database of emergency position-indicating radio beacons.

62. Each emergency position-indicating radio beacon which has been installed on a Latvian ship shall be supplied with technical documentation.

63. An emergency position-indicating radio beacon shall be installed in a place where:

63.1. one person can access it and place it in a life-saving appliance;

63.2. vertical ladder is not used for access;

63.3. the buoyant line does not catch on the assembly of the ship when rising to the surface;

64. An emergency position-indicating radio beacon shall bear a sticker with the following information:

64.1. a short instruction for use;

64.2. the programmed 15 hexadecimal character identification code (the MMSI number and technical information on the emergency position-indicating radio beacon which are programmed by the certified economic operator);

64.3. the expiry date of the battery;

64.4. the name of the certified economic operator and the date of the inspection performed.

65. The emergency position-indicating radio beacon shall be tested once a month according to the instruction of the manufacturer and a relevant entry in the GMDSS Radio Logbook shall be made.

66. The ship shall, without delay, inform the nearest maritime search and rescue coordination centre of losing the emergency position-indicating radio beacon.

67. The emergency position-indicating radio beacon shall be activated in a distress situation. If there is no distress situation and activation has occurred by mistake:

67.1. the transmission of the distress alert shall be stopped;

67.2. the nearest maritime search and rescue coordination centre shall be notified regarding the mistake, indicating the name, call sign, and MMSI number of the ship.

68. The emergency position-indicating radio beacon shall be tested once a year by the certified economic operator. The maximum permissible time interval between tests shall be 17 months. The annual test report (Annex 3) shall be filled in after the test. Calibrated measuring equipment shall be used in tests. The frequency of calibration shall be determined by the manufacturer of the measuring equipment.

69. The annual test of an emergency position-indicating radio beacon shall include:

69.1. an inspection of the site of installation and assembly;

69.2. an inspection of existence of the line, its fixture and condition (the line is rolled up and is not linked to the ship or the assembly bracket);

69.3. a visual inspection for detecting defects;

69.4. self-testing;

69.5. identification, inspection of the sticker with the 15 hexadecimal character identification code;

69.6. decoding of the transmitted signal, an inspection of the 15 hexadecimal character identification code and other information of the transmitted signal, an inspection of the conformity of the 15 hexadecimal character identification code and the MMSI number with that indicated on the sticker;

69.7. an inspection of registration documents;

69.8. an inspection of the expiry date of the battery;

69.9. an inspection of the operation and expiry date of the hydrostatic release unit;

69.10. an inspection of the emission on the frequency 406 MHz, using the self-testing method or equipment, in order to avoid the transmission of the distress signal to the satellite system;

69.11. an inspection of the emission on the frequency 121.5 MHz, using the self-testing method or equipment, in order to avoid the activation of the satellite system;

69.12. returning of the emergency position-indicating radio beacon back into assembly bracket, ascertaining that transmission is not occurring;

69.13. an inspection of the presence of the instruction for use on the ship.

70. The certified economic operator shall, once in five years after installation, perform a test of the emergency position-indicating radio beacon according to the programme approved by the manufacturer concurrently with the change of the accumulator battery.

71. The test reports referred to in Paragraphs 69 and 70 of this Regulation shall be retained on board the ship.

**6. Requirements for Navigation Equipment**

72. The requirements referred to in this Chapter shall apply to ships in accordance with Paragraph 4 of Regulation 1 of Chapter V of the SOLAS Convention and they shall apply to:

72.1. ships below 150 gross tonnage;

72.2. ships below 500 gross tonnage not engaged on international voyages;

72.3. fishing vessels.

73. In accordance with Paragraph 4 of Regulation 1 of Chapter V of the SOLAS Convention, the requirements of Regulations 15, 16, 17, 18, 20, 21, 22 (except for fishing vessels), 23, 24, 25, 26, and 27 of Chapter V of the SOLAS Convention shall be applied to the ships referred to in Paragraph 72 of this Regulation.

74. The Maritime Administration may, in accordance with Regulation 3 of Chapter V of the SOLAS Convention, grant exemptions from application of the requirements laid down in this Chapter.

75. The requirements of this Chapter shall be applied to ships navigating in internal waters, including port basins, in so far as reasonable and practicable, taking into account the circumstances of the navigation area.

[*14 August 2018*]

76. The ship-owner shall apply the requirements of this Chapter at the discretion thereof to recreational crafts with a hull length of 12 metres and less. For recreational crafts with a hull length of 24 metres and upwards the navigation equipment shall conform to the requirements laid down for equipment on cargo ships.

[*14 August 2018*]

**6.1. General Requirements**

77. Equipment intended to be installed on a ship shall conform to the laws and regulations regarding equipment on board.

[*14 August 2018*]

78. There shall be a ship’s logbook on board the ship in which sufficiently detailed information on all activities related to navigation and circumstances arisen during the voyage are recorded.

79. Ships fitted with the automatic identification system (AIS) shall maintain it in operation at all times. In exceptional circumstances the automatic identification system may be switched off if the master believes that it is necessary in the interests of the safety or security of the ship.

80. The equipment of automatic identification system installed on the ship shall be subjected to mandatory annual tests conducted by the certified economic operator. The test report shall be retained on board the ship.

**6.2. Cargo and Passenger Ships**

81. Ships of 300 gross tonnage and upwards and passenger ships irrespective of their tonnage shall be fitted with the automatic identification system of Class A.

82. Ships shall be fitted with a receiver of the global navigation satellite system or terrestrial radionavigation system, or other means suitable for use at all times throughout the intended voyage to establish and update the ship’s position by automatic means.

82.1 The ship shall be supplied with official, updated nautical charts and nautical publications (hereinafter – the adequate nautical charts and publications) which are necessary to plan the voyage and during the voyage. If the ship is fitted with the electronic nautical chart display and information system (hereinafter – the ECDIS), back-up arrangements shall be carried.

[*14 August 2018*]

**6.2.1. Ships Constructed before 1 July 2002**

83. Ships below 150 gross tonnage shall be fitted with a steering compass and compass bearing device.

84. In addition to that referred to in Paragraph 83 of this Regulation, ships of 150 gross tonnage and upwards shall be fitted with:

84.1. a properly adjusted standard magnetic compass with a table or curve of residual deviations available, or other means, independent of any power supply, with the possibility to determine the ship’s heading and display the reading at the main steering position;

84.2. pelorus, compass bearing device, or other means, independent of any power supply, for taking bearings over an arc of the horizon of 360°;

84.3. a spare magnetic compass, interchangeable with the standard magnetic compass referred to in Sub-paragraph 84.1 of this Regulation, or equipment performing the functions referred to in Sub-paragraph 84.1 of this Regulation, or a gyro compass;

84.4. the bridge navigational watch alarm system (BNWAS). Also passenger ships irrespective of their tonnage shall be fitted with the abovementioned system.

[*14 August 2018*]

85. Ships of 300 gross tonnage and upwards and passenger ships irrespective of size shall additionally be fitted with a 9 GHz radar equipment to determine and display the range and bearing of radar transponders, surface objects, obstructions, shorelines, and navigational marks to assist in navigation and in collision avoidance.

[*14 August 2018*]

86. All ships irrespective of size shall have means of communication to communicate the heading information to the emergency steering position, if provided.

**6.2.2. Ships Constructed after 1 July 2002**

87. All ships irrespective of size shall have:

87.1. a properly adjusted standard magnetic compass with a table or curve of residual deviations available, or other means, independent of any power supply, with the possibility to determine the ship’s heading and display the reading at the main steering position;

87.2. pelorus, compass bearing device, or other means, independent of any power supply, for taking bearings over an arc of the horizon of 360°;

87.3. the means for correcting magnetic heading and bearings to true;

87.4. the sound reception system enables the officer in charge of a navigational watch to hear the sound signal and to determine its direction if the ship’s bridge is totally enclosed;

87.5. the means of communication to communicate with the emergency steering position, if provided;

87.6. if the gross tonnage of the ships is below 150 and if practicable – a radar reflector or other means to enable detection of the ship by radar equipment at 9 GHz and 3 GHz.

[*14 August 2018*]

88. In addition to that referred to in Paragraph 87 of this Regulation, ships of 150 gross tonnage and upwards and passenger ships irrespective of size shall be fitted with:

88.1. a spare magnetic compass, interchangeable with the standard magnetic compass referred to in Sub-paragraph 87.1 of this Regulation, or equipment performing the functions referred to in Sub-paragraph 87.1 of this Regulation;

88.2. a daylight signalling lamp which ensures the means to communicate by light during day and night using an energy source of electrical power not solely dependent upon the ship’s power supply;

88.3. the bridge navigational watch alarm system (BNWAS) (except for ships navigating only in internal waters).

89. In addition to that referred to in Paragraph 88 of this Regulation, ships from 300 to 500 gross tonnage and passenger ships irrespective of size shall be fitted with:

89.1. an echo-sounding device or other electronic means to measure and display the available depth of water;

89.2. a 9 GHz radar equipment to determine and display the range and bearing of radar transponders, surface objects, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance;

89.3. a radar plotting aid (RPA) to determine the collision risk;

89.4. a speed and distance measuring device to indicate the ship’s speed and distance through the water;

89.5. an adjusted transmitting heading device to transmit ship’s heading information to the equipment referred to in Sub-paragraphs 89.2 and 89.3 of this Regulation.

[*14 August 2018*]

**6.3. Fishing Vessels**

90. Unless it has been provided otherwise, this Chapter shall apply to new and existing fishing vessels of 15 metres in length and more.

91. A fishing vessel of 24 metres in length and more shall be fitted with:

91.1. the standard magnetic compass (except for the case referred to in Paragraph 94 of this Regulation);

91.2. the steering magnetic compass (unless heading information provided by the standard magnetic compass referred to in Sub-paragraph 91.1 of this Regulation is made available and is clearly readable by the helmsman at the main steering position);

91.3. appropriate means of communication between the standard magnetic compass and the ship’s conning position;

91.4. means for taking bearings, as nearly as practicable, over an arc of the horizon of 360º.

[*14 August 2018*]

92. Each magnetic compass referred to in Paragraph 91 of this Regulation shall be properly adjusted and its table or curve of the residual magnetic deviation shall be available.

93. A ship shall be supplied with a spare magnetic compass, interchangeable with the standard magnetic compass (except for the case when there is the magnetic compass referred to in Sub-paragraph 91.2 of this Regulation or a gyro compass on the fishing vessel).

94. Upon coordinating with the Maritime Administration and taking into account the navigation area of a fishing vessel, the moving away of a fishing vessel from the coast, or the type of the fishing vessel, it shall be permitted not to apply the requirement regarding the necessity of the standard magnetic compass to separate fishing vessels or ship classes if the fishing vessel has been supplied with an appropriate magnetic steering compass.

95. Upon coordinating with the Maritime Administration, fishing vessels of less than 24 metres in length shall be fitted with a steering compass and have means for taking bearings.

96. Fishing vessels of 45 metres in length and more and constructed after 1 September 1984 shall be fitted with a gyro compass which complies with the following requirements:

96.1. the readings of the gyro compass or its repeater shall be clearly visible to the helmsman at the main steering position;

96.2. on fishing vessels of 75 metres in length and more, the gyro compass repeater or repeaters shall be placed for taking bearings, as nearly as practicable, over an arc of the horizon of 360º.

[*14 August 2018*]

97. Fishing vessels of 75 metres in length and more and constructed before 1 September 1984 shall be fitted with a gyro compass which complies with the requirements referred to in Paragraph 96 of this Regulation.

98. Fishing vessels which have an emergency steering position shall be fitted with at least a telephone or other means of communication for communicating heading information to such position. Fishing vessels of 45 m in length and more and constructed on or after 1 February 1992 shall be provided with arrangements for supplying visual compass readings to the emergency steering position.

99. Fishing vessels of 24 metres in length and more shall be supplied with a radar equipment operating on the 9 GHz frequency band. Fishing vessels of 35 metres in length and more but less than 45 metres may be granted an exemption in accordance with the requirements referred to in Paragraph 109 of this Regulation, providing complete compatibility of the equipment on board of the fishing vessel with the radar search and rescue transponder.

[*14 August 2018*]

100. [14 August 2018]

101. Ships which, in accordance with Paragraph 99 of this Regulation, have been fitted with a 9 GHz radar equipment shall be fitted in addition with a radar plotting aid (RPA) to determine the collision risk. Fishing vessels of 75 metres in length and more and constructed on or after 1 September 1984 shall be fitted with an automatic radar plotting aid (ARPA) to determine the collision risk.

[*14 August 2018*]

102. Fishing vessels of 75 metres in length and more and constructed before 25 May 1980 and fishing vessels of 45 metres in length and more and constructed on or after 25 May 1990 shall be fitted with an echo-sounding device.

103. Fishing vessels of less than 45 metres in length shall be provided with the means for determining the depth under the fishing vessel.

104. Fishing vessels of 45 metres in length and more and constructed on or after 1 September 1984 shall be supplied with a device to indicate the speed and the distance travelled.

105. Fishing vessels of 75 metres in length and more and constructed before 1 September 1984 and fishing vessels of 45 metres in length and more and constructed on or after 1 September 1984 shall be fitted with indicators showing the rudder angle and the revolutions per minute of each propeller, but, if a fishing vessel has been fitted with controllable pitch propellers or thrusters, also the pitch of such propellers and their operating mode shall be shown in addition. All indicators shall be placed in one place.

106. Fishing vessels of less than 24 metres in length shall be fitted with a radar reflector.

107. Fishing vessels with an overall length of more than 15 metres shall be fitted with Class A automatic identification system.

108. Ships shall be fitted with a receiver of the global navigation satellite system or terrestrial radionavigation system, or other means suitable for use at all times throughout the intended voyage to establish and update the ship’s position by automatic means.

109. Any type of equipment which is installed on fishing vessels in accordance with this Regulation shall be approved by the Maritime Administration. Equipment which has been installed prior to the adoption of the relevant requirements for the installation of equipment may be exempted from full conformity with such requirements upon coordination with the Maritime Administration.

**6.3.1. Signalling Equipment**

110. Fishing vessels of 45 metres in length and more shall be provided with a daylight signalling lamp which is not solely dependent upon the main source of electric power of the fishing vessel. Power supply from portable batteries shall be provided for. Fishing vessels operating in waters where drift ice may occur shall be supplied with a searchlight which can ensure illuminance of one lux in the distance of 750 metres.

111. Fishing vessels of 45 metres in length and more shall be provided with a full set of signal flags.

**6.3.2. Visibility from the Navigation Bridge**

112. New vessels of 45 metres in length and more shall meet the following requirements:

112.1. the view of the sea surface from the conning position of the fishing vessel shall not be obscured by more than two fishing vessel lengths, or 500 m (whichever is the less), forward of the bow of the fishing vessel to 10° on either side irrespective of the fishing vessel’s draught or trim;

112.2. the blind sector caused by fishing gears or other obstructions outside the navigation bridge in forward direction which obstructs the view of the sea surface from the conning position of a fishing vessel shall not exceed 10º. The total arc of the blind sector shall not exceed 20º. The clear sectors between blind sectors shall be ensured in the arc of at least five degrees. Each blind sector shall not exceed 5º in the specified arc;

112.3. the height of the lower edge of the navigation bridge front windows shall be set as low as possible. The lower edge of windows shall not present an obstruction to the forward view;

112.4. the height of the upper edge of navigation bridge front windows is set such as to allow a forward view of the horizon for a person with the height of eyes at 1800 mm above navigation bridge deck at the conning position. If the administration recognises that the height of 1800 mm above the navigation bridge deck is unreasonable and impractical, it may be reduced, but not to less than 1600 mm above the navigation bridge deck;

112.5. the horizontal arc of vision from the conning position of a fishing vessel shall be set not less than 225º in forward direction and up to 22.5º abaft the beam on either side of the fishing vessel;

112.6. the horizontal arc of vision from the navigation bridge wings shall be set not less than 225º (at least 45º from the opposite bow side up to 180º to the astern of the same side);

112.7. the horizontal arc of vision from the main steering position shall be set not less than from right ahead to at least 60º on each side of the fishing vessel;

112.8. the fishing vessel’s side shall be visible from the navigation bridge wing.

113. It shall be ensured that the windows of the navigation bridge meet the following requirements:

113.1. framing between windows shall be kept to a minimum and not be installed immediately forward of any work station;

113.2. in order to reduce reflections, the navigation bridge front windows are inclined from the vertical plane top out, at an angle of not less than 10º and not more than 25º;

113.3. the windows are not polarised or tinted;

113.4. at least two front windows of the navigation bridge and – depending on the shape of the navigation bridge – additional windows are with clear view irrespective of the weather conditions.

114. The requirements referred to in Paragraph 113 of this Regulation shall be met on existing fishing vessels, where practicable. Structural changes or additional equipment shall not be required.

115. Measures shall be taken on fishing vessels of non-standard assembly which cannot comply with the requirements of this Sub-chapter in order to achieve such level of visibility as near as practicable to that prescribed.

**6.3.3. Nautical Instruments and Publications of a Fishing Vessel**

116. Fishing vessels shall be supplied with adequate nautical charts and publications which are necessary to plan a voyage and during it.

[*14 August 2018*]

117. ECDIS shall be considered as conforming to the requirements referred to in Paragraph 116 of this Regulation in relation to charts.

[*14 August 2018*]

118. Back-up arrangements shall be carried on a fishing vessel in order to ensure the fulfilment of the requirements referred to in Paragraph 116 of this Regulation if the functions of equipment are fully or partially performed by electronic means.

**6.4. Recreational Crafts**

[*14 August 2018*]

118.1 A recreational craft shall be fitted with at least:

118.11. a magnetic compass;

118.12. adequate nautical charts and publications which are necessary to plan a voyage and during it, and instruments of a deck officer;

118.13. an echo-sounding device or a manual sounder.

[*14 August 2018*]

118.2 Recreational crafts of Categories A and B shall be fitted with a log or another instrument for measuring the distance travelled.

[*14 August 2018*]

118.3 A recreational craft shall be fitted with a passive radar reflector (radio reflector without a source of power).

[*14 August 2018*]

118.4 The requirements laid down in the laws and regulations regarding ship equipment shall be applied to a radar reflector.

[*14 August 2018*]

118.5 Navigation lights, signals, and signs shall be carried in accordance with the requirements of the 1972 Convention on the International Regulations for Preventing Collisions at Sea (COLREG).

[*14 August 2018*]

118.6 Recreational crafts of Categories A, B, C, and D with a hull length of 12 metres and upwards shall be fitted with a sound signal (foghorn). Other recreational crafts may use other means for making an efficient sound instead of the sound signal.

[*14 August 2018*]

118.7 If it is structurally impossible to fulfil the requirements referred to in Paragraph 118.6 of this Regulation, other equivalent equipment shall be used, coordinating it with the Maritime Administration in advance.

[*14 August 2018*]

**7. Closing Provision**

119. Cabinet Regulation No. 144 of 14 February 2006, Regulations Regarding the Safety Requirements for Radio and Navigation Equipment of Latvian Ships (*Latvijas Vēstnesis*, 2006, No. 37; 2012, No. 85), is repealed.

**Informative Reference to the European Union Directives**

The Regulation contains legal norms arising from:

1) Council Directive 93/103/EC of 23 November 1993 concerning the minimum safety and health requirements for work on board fishing vessels (thirteenth individual Directive within the meaning of Article 16(1) of Directive 89/391/EEC);

2) Council Directive 97/70/EC of 11 December 1997 setting up a harmonised safety regime for fishing vessels of 24 metres in length and over;

3) Commission Directive 1999/19/EC of 18 March 1999 amending Council Directive 97/70/EC setting up a harmonised safety regime for fishing vessels of 24 metres in length and over.

Prime Minister Laimdota Straujuma

Acting for the Minister for Transport, Minister for the Interior Rihards Kozlovskis

**Annex 1**

Cabinet Regulation No. 30

12 January 2016

**Survey REPORT of the Ship’s Radio Equipment**

Survey performed in accordance with the requirements of the IMO SOLAS Convention, the ITU Radio Regulations, and Cabinet Regulation No. 30 of 12 January 2016, Regulations Regarding the Use and Maintenance of Ship’s Radio and Navigation Equipment.

|  |  |  |  |
| --- | --- | --- | --- |
| Ship’s name |  | Number in the Latvian Ship Register |  |
| Ship’s type |  | Tonnage |  |
| Year and place of construction |  | Length |  |
| Port of registry |  |  |  |

Valid permit of the ship station licence No. \_\_\_ issued on \_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_ is / is not1) available on the ship.

Valid until

|  |  |  |  |
| --- | --- | --- | --- |
| Call sign |  | MMSI number |  |
| NBDP number |  | Inmarsat \_\_\_\_ number |  |

Sea areas in which the ship is certified to operate:

|  |  |  |  |
| --- | --- | --- | --- |
| □ A1 | □ A1 + A2 | □ A1 + A2 + A3 | □ A1 + A2 + A3 + A4 |

1. General requirements

Condition\*

Radio equipment

Location

|  |  |  |
| --- | --- | --- |
| Protected against exposure to water, temperature, and other unfavourable environmental conditions | | □ |
| Fitted with safe, permanently secured electrical lighting which is also ensured with an appropriate reserve power source | | □ |
| Clearly marked with the call sign of the ship, the identifier of the ship station, and other codes which are used in radiocommunications | | □ |
|  |  | |

\* X – conforms, ⎯ – does not conform, NA – not applicable.

1)Delete as appropriate.

2. Radio equipment

2.1. Very high frequency (VHF) equipment

2.1.1. VHF radiotelephony station Condition\*

Manufacturer

Type Serial number

Performance test result □

2.1.2. VHF DSC equipment

Manufacturer

Type Class Serial number

|  |  |  |
| --- | --- | --- |
| Renewal of position: | □ automatic | □ manual |

Performance test result □

MMSI number correctly programmed in the equipment □

Place from which a distress alert is transmitted

2.1.3. Additional VHF radiotelephony station

Manufacturer

Type Serial number

Performance test result □

\* X – conforms, ⎯ – does not conform, NA – not applicable.

1)Delete as appropriate.

2.2. MF/HF equipment

2.2.1. MF/HF radiotelephony station Condition\*

Manufacturer

Type Serial number

Performance test result □

2.2.2. MF/HF DSC equipment

Manufacturer

Type Class Serial number

|  |  |  |
| --- | --- | --- |
| Renewal of position: | □ automatic | □ manual |

Performance test result □

MMSI number correctly programmed in the equipment □

Place from which a distress alert is transmitted \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

2.3. NAVTEX receiver

Manufacturer

Type Serial number

Surveyed upon assessing the reports received or their copies □

Performance test result □

|  |  |
| --- | --- |
| **Conclusion** | The equipment is/is not1) in appropriate working condition |

|  |  |
| --- | --- |
|  |  |

\* X – conforms, ⎯ – does not conform, NA – not applicable.

1)Delete as appropriate.

2.4. Inmarsat \_\_\_\_ ship-earth station Condition\*

Manufacturer

Type Serial number

|  |  |  |
| --- | --- | --- |
| Renewal of position: | □ automatic | □ manual |

Built-in EGC receiver ensures receipt of MSI messages □

Performance test result □

2.5. Emergency position-indicating radio beacon (EPIRB)

Manufacturer

Type Serial number

Frequencies: 406 MHz 121 MHz

|  |  |  |  |
| --- | --- | --- | --- |
| Place and type of installation ensure automatic activation and free rising to the surface of the radio beacon | | | □ |
| Place of installation |  |  | |
| Identifier of the radio beacon and other information (including the call sign of the ship) are clearly indicated on the body of equipment | | | □ |
| Correct identifier of the radio beacon and other information have been programmed into the radio beacon and conform to the data indicated on the radio beacon | | | □ |
| The lanyard has been secured, is in good condition, and has not been tied to the ship or the mounting bracket of the radio beacon | | | □ |

|  |  |
| --- | --- |
| Survey of operation |  |
| Annual survey | The last annual survey was performed on \_\_\_ \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_  The survey report has/has not been1) appended |
| Shore-based maintenance | The last shore-based maintenance was performed on \_\_\_ \_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_  The survey report has/has not been1) appended |
| Expiry date of the battery |  |
| Expiry date of the hydrostatic release unit (HRU) |  |
| Notes |  |
| **Conclusion** | The equipment is/is not1) in appropriate working condition |

|  |  |
| --- | --- |
|  |  |

\* X – conforms, ⎯ – does not conform, NA – not applicable.

1)Delete as appropriate.

2.6. Radar transponders (SART)

|  |  |  |
| --- | --- | --- |
|  | No. 1 | No. 2 |
| Manufacturer |  |  |
| Type |  |  |
| Serial number |  |  |
| Expiry date of the battery |  |  |
| Performance test result | □ | □ |
| Notes |  |  |
| **Conclusion** | The equipment is / is not1) in appropriate working condition | The equipment is/is not1) in appropriate working condition |

|  |  |
| --- | --- |
|  |  |

1)Delete as appropriate.

2.7. Portable VHF radio stations

|  |  |  |  |
| --- | --- | --- | --- |
|  | No. 1 | No. 2 | No. 3 |
| Manufacturer |  |  |  |
| Type |  |  |  |
| Serial number |  |  |  |
| Expiry date of the primary emergency battery |  |  |  |
| Performance test result  (it is prohibited to use the primary emergency battery for test) | □ | □ | □ |
| Notes |  |  |  |
| **Conclusion** | The equipment is / is not1) in appropriate working condition | The equipment is / is not1) in appropriate working condition | The equipment is/is not1) in appropriate working condition |

|  |  |
| --- | --- |
|  |  |

1)Delete as appropriate.

3. Sources of electric power Condition\*

|  |  |  |
| --- | --- | --- |
| 3.1. Primary source of energy: | voltage: \_\_\_\_\_\_\_\_ V | frequency: \_\_\_\_\_\_ Hz |
| 3.2. Emergency source of energy: | voltage: \_\_\_\_\_\_\_\_ V | frequency: \_\_\_\_\_\_ Hz |

Emergency source of energy fully ensures the supply of the appropriate radio equipment □

3.3. Reserve source of electrical power

3.3.1. Accumulator battery

Location

|  |  |  |  |
| --- | --- | --- | --- |
| Manufacturer | |  | |
| Type | |  | |
| Date of manufacture | |  | |
| Nominal capacity (Ah) | |  | |
| Nominal voltage (V) | |  | |
| Capacity of the battery ensures the operation of the radio equipment | | | for 1 hour/3 hours/6 hours1) |
| Date and results of the last survey of capacity | | |  |
| Results of measurements (residual capacity of the battery, relative specific gravity of electrolyte, etc.) | | |  |
| **Conclusion** | The accumulator battery is/is not1) in appropriate working condition | | |

3.3.2. Accumulator battery charger

Location

Manufacturer

|  |  |  |
| --- | --- | --- |
| Type: automatic / manual1) | | Nominal charging current (A): |
| The accumulator battery is recharged within not more than 10 hours: | | Ensures/does not ensure/not surveyed1) |
| **Conclusion** | The accumulator battery charger is/is not1) in appropriate working condition | |

|  |  |
| --- | --- |
|  |  |

\* X – conforms, ⎯ – does not conform, NA – not applicable.

1)Delete as appropriate.

4. Ensuring of the operation of equipment Condition\*

Operation is ensured, using the following methods (in sea areas A1 and A2 – at least one method, in sea areas A3 and A4 – at least two methods):

4.1. Duplication of the equipment □

4.2. Shore-based maintenance □

Contract with an economic operator which ensures the technical maintenance and upkeep possibilities

in the area of operation of the ship on the call-out basis

Name of the economic operator

Contract with an economic operator of shore-based maintenance is / is not1) available on board.

4.3. At-sea maintenance capability □

5. List of the testing and measuring equipment used in the survey

5.1. Equipment for measuring voltage, strength of the current, resistance, and frequency

Type and serial number:

5.2. Equipment for measuring the radiated power and reflection effect of VHF and MF/HF transmitters

Type and serial number:

5.3. Equipment for measuring the modulation of VHF and MF/HF signals

Type and serial number:

5.4. Device for determining the capacity of accumulator battery and the specific gravity of electrolyte

Type and serial number:

5.5. Emergency position-indicating radio beacon (EPIRB) tester

Type and serial number:

5.6. Other testing / measuring equipment

Type and serial number:

|  |  |
| --- | --- |
|  |  |

\* X – conforms, ⎯ – does not conform, NA – not applicable.

1)Delete as appropriate.

**6. Detected non-conformities, notes, comments**

7. Requirements

The Maritime Safety Inspectorate of the Maritime Administration to be informed after the fulfilment of the requirements.

**Finding**

As a result of the survey performed it has been detected that the ship’s radio equipment is in a technically condition and it is permitted / prohibited1) for it to navigate in the area indicated in the certificate of seaworthiness provided that the specified requirements have been fulfilled.

|  |  |  |  |
| --- | --- | --- | --- |
| Term of the next survey |  | | |
| Survey was performed by | | |  |
|  | |  |  |
| (given name, surname) | |  | (signature) |
|  | | | |
| (economic operator, position) | | | |
|  | |  |  |
| (place of performing the survey) | |  | (date) |
| Officials present during the survey: | | |  |
|  | | | |
| (position, given name, surname) | | | |
|  | | | |
|  | | | |

Acting for the Minister for Transport, Minister for the Interior Rihards Kozlovskis

**Annex 2**

Cabinet Regulation No. 30

12 January 2016

406 MHz COSPAS-SARSAT JŪRAS AVĀRIJAS RADIOBOJAS REĢISTRĀCIJAS KARTE

*REGISTRATION CARD FOR 406 MHz EPIRB*

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| **1. Informācija par radiobojas ražotāju**  ***EPIRB information***   |  |  | | --- | --- | | Izgatavotājs  *Manufacturer* |  | | Modelis  *Model* |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | Sērijas numurs  *Serial number* | | |  | | Automātiskā aktivācija  *Automatic activation* | | |  | | Manuālā aktivācija  *Manual activation* |  | | Ražotāja vai pārdevēja adrese  *Address of manufacturer or dealer* | | | | | | |  | | | | | | |  | | | | | | | | | | | | Telefons  *Phone* | |  | | | Fakss  *Fax* | |  | | |   Radiobojas 15 zīmju heksadecimālais identifikācijas kods  *15 digit hexadecimal identification code of EPIRB*   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |

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| **2. Informācija par radiobojas lietotāju**  ***User information***   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | Īpašnieks  *Owner* |  | | | | | | Adrese  *Address* |  | | | | | | Tālrunis  *Phone* |  | Fakss  *Fax* |  |   Kontakttelefoni avārijas gadījumos  *Emergency contact phone*   |  | | --- | |  | |  | |  | |  | |

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| **3. Informācija par kuģi**  ***Information on ship***   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | Kuģa vārds  *Name of ship* | |  | | | | | Gaitas nodrošinājums (atzīmēt ar V)  *Propulsion (tick V)* | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | Izsaukuma signāls  *Call sign* | |  | | Buras  *Sails* |  | | 1 masts  *1 mast* | | |  | 2 masti  *2 masts* | | |  | 3 masti  *3 masts* |  | | MMSI numurs (9 cipari)  *MMSI number (9 digits)* | |  | | Dzinējs  *Engine* | | |  | | Stacionārais  *Built in* | | | |  | Piekaramais  *Outboard* | |  | | LKR numurs  *Registry number* | |  | | Kuģa tips (atzīmēt ar V)  *Type of ship (tick V)* | | | | | | | | | | | | | | | IMO numurs  *IMO number* | |  | | Kravas  *Cargo* | |  | | Pasažieru  *Passenger* | | |  | Ro-ro pasažieru  *Ro-ro passenger* | | | |  | | Kuģa garums  *Lengths* |  | GT |  | Zvejas  *Fishing* | |  | | Atpūtas  *Recreational* | | |  | Cita tipa  *Other* | | | |  |  |  |  | | --- | --- | | Kuģa korpusa krāsa  *Colour of hull* |  | | Pieraksta osta  *Port of registry* |  | | Maksimāli pieļaujamais cilvēku skaits uz kuģa  *Number of persons allowed on board* | | |  |   Kuģa radiosakaru iekārtas (atzīmēt ar V)  *Ship’s radio appliances (tick V)*   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | VHF |  | MF |  | HF |  | DSC |  | Inmarsat A |  | Inmarsat B |  | Inmarsat C |  | Inmarsat M |  | Cita |  |  |  |  |  |  | | --- | --- | --- | --- | | Mobilais tālrunis  *Mobile phone* |  | *Inmarsat* tālruņa Nr.  *No. of INMARSAT phone* |  | |

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| **4. Reģistrācijas adrese**  ***Address of registry***  Latvijas Jūras administrācija, Kuģošanas drošības inspekcija  Trijādības iela 5, Rīga, LV-1048, Latvija  Tālrunis: +371 67062168, +371 67062101  Fakss: +371 67860083 |

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| **5. Atzīme par reģistrāciju**  ***Mark of registry***  Radioboja reģistrēta Latvijas Jūras administrācijas Kuģošanas drošības inspekcijā  *EPIRB has been registered in Maritime Safety Inspectorate of*  *the Maritime Administration of Latvia*   |  |  |  |  |  | | --- | --- | --- | --- | --- | | Datums  *Date* |  | Paraksts  *Signature* |  | Z. v.  *Seal* | |  |  |  |  |  | |

Acting for the Minister for Transport, Minister for the Interior Rihards Kozlovskis

**Annex 3**

Cabinet Regulation No. 30

12 January 2016

**406 MHz avārijas radiobojas (EPIRB) ikgadējās pārbaudes AKTS**

***Annual Testing Certificate of 406 MHz EPIRB***

Pārbaude veikta atbilstoši SOLAS konvencijas IV nodaļas 15. noteikuma 9. punktam un Ministru kabineta 2016. gada 12. janvāra noteikumu Nr. 30 "Kuģu radio un navigācijas aprīkojuma izmantošanas un apkalpošanas noteikumi" prasībām.

*Testing is conducted in accordance with SOLAS Reg. IV/15.9 and requirements laid down in Regulation of the Cabinet of Ministers No*. 30 *"Regulations on Use and Servicing of Ship’s Radio and Navigation Equipment" of 12 January 2016*

**1. Kuģa dati**

*Vessel particulars*

|  |  |  |  |
| --- | --- | --- | --- |
| Kuģa vārds  *Name of vessel* |  | IMO numurs  *IMO No.* |  |
| Izsaukuma signāls  *Call sign* |  | MMSI numurs  *MMSI No.* |  |

**2. EPIRB dati**

*EPIRB particulars*

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Ražotājs un tips  *Manufacturer and type* |  | | | | |
| Sērijas numurs  *Serial No.* |  | | | | |
| Baterijas derīguma termiņš  *Expiry date of battery* |  | | | | |
| Izmērītā 406 MHz frekvence  *Measured value of 406 MHz frequency* |  | | | | |
| Pārraidītais identifikators  *Transmitted identificator* |  | | | | |
| 121,5 MHz nesēja pieejamība  *Availability of 121.5 MHz carrier* | □ | Jā  *Yes* | □ | Nē  *No* |  |
| Izvietojums/stiprinājums atbilst prasībām  *Location/mounted according to requirements* | □ | Jā  *Yes* | □ | Nē  *No* |  |
| Vizuālās pārbaudes rezultāts apmierinošs  *Satisfactory result of visual inspection* | □ | Jā  *Yes* | □ | Nē  *No* |  |
| Iekšējā testa rezultāts apmierinošs  *Satisfactory result of self test* | □ | Jā  *Yes* | □ | Nē  *No* |  |
| Identifikators skaidri norādīts uz korpusa  *EPIRB ID clearly marked on the beacon* | □ | Jā  *Yes* | □ | Nē  *No* |  |
| Pārraidītais heksadecimālais identifikators atbilst uz korpusa norādītajam  *Transmitted 15 Hex ID is identical to marked on the beacon* | □ | Jā  *Yes* | □ | Nē  *No* |  |
| Reģistrācijas dokumenti ir pārbaudīti  *Registration documentation checked* | □ | Jā  *Yes* | □ | Nē  *No* |  |
| Lietošanas instrukcija ir pieejama  *Operating instructions available* | □ | Jā  *Yes* | □ | Nē  *No* |  |

3. Hidrostata mehānisms

*Hydro-static release unit*

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| Ražotājs un tips  *Manufacturer and type* |  |
| Derīguma termiņš  *Expiry date* |  |

4. Pārbaudes dati

*Survey particulars*

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| Pārbaudes vieta (pilsēta, valsts)  *Place of survey (city/country)* |  |
| Pārbaudes datums  *Date of survey* |  |
| Atzītais radio uzņēmums (zīmogs)  *Approved radio company (stamp)* |  |
| Radio pārbaudītāja vārds, uzvārds  *Radio surveyor’s name, surname (capital letters)* |  |
| Radio pārbaudītāja paraksts  *Radio surveyor’s signature* |  |
| Dokumenta numurs  *Document number* |  |
| Nākamās ikgadējās pārbaudes datums  *Next annual test date* |  |

Acting for the Minister for Transport, Minister for the Interior Rihards Kozlovskis