

Version	Date	Modification details	Editor
1.0	05.01.2024	First issue for SOLAS 2022 Amendment (105 th). Effective 1.1.2024	Patrik Bussman
1.1	24.04.2024	Addition of interpret. for Reg.7.1.4	Patrik Bussman

National interpretation regarding IMO Publication

International Convention for Safety of Life at Sea (SOLAS 1974) as amended

General notes for interpretations

Whenever this document refers to a recognised organization (RO) or classification society, it means recognised organisation authorised by the Finnish Transport and Communications Agency Traficom.

The RO shall inform Traficom if any communication with IMO, or any agreement with other Governments, is needed.

Unless expressly provided otherwise; exemptions, equivalents and exceptions are to be handled by Traficom.

Footnotes are to be complied with.

Order to be followed to find an interpretation:

1. Interpretations from Traficom are to be followed. If not available,
2. Interpretations in IMO Resolutions and Circulars are to be followed. If not available,
3. Interpretations in IACS UI supported by IMO are to be followed. If not available,
4. Traficom must be consulted with.

SOLAS Chapter IV

Radio communications

Reg. 6	Radio installations
2.5	All portable equipment, such as portable two-way radio apparatuses and search and rescue locating devices should have waterproof marking with ship's name and call sign. ITU-RR art.19 and COMSAR.1/Circ.32/Rev.2 - 4.11.5 & 4.12.4
4	Traficom may exempt passenger ships from the requirement to connect all distress initiating radio communication installations to the distress alarm panel if the required radio device is installed at the conning position next to the panel so that one person can operate both the distress panel and the radio device at the same time. COMSAR.1/Circ.32/Rev.2 - 4.8

Reg. 7	Radio equipment: General
1.4	Traficom interprets that a receiver capable of receiving international NAVTEX service broadcasts should be provided if the ship is engaged on voyages in any area in which an international NAVTEX service is provided. Refer to MSC.1/Circ.1645.

1.5	Traficom interprets that the requirements for location/installation of the float-free EPIRB are fulfilled when: 1. The EPIRB is, with greatest possible probability, float-free and avoid being caught in railings, superstructure, etc., if the ship sinks. 2. The EPIRB is located so that it may be easily released manually and brought to the survival craft by one person. It should therefore not be located either in a radar mast or any other places which can only be reached by vertical ladder. COMSAR.1/Circ.32/Rev.2 - 4.10
6	Traficom accepts CE marked two-way aeronautical VHF radio equipment, complying with the performance standards Res.MSC.80(70) as amended. COMSAR.1/Circ.32/Rev.2 - 4.14

Reg. 13	Sources of energy
2	Every radio installation shall be supplied from at least two independent sources of power, where one of these power sources is the reserve source of energy The changeover between mains, emergency and reserve source of energy shall be done automatically. Traficom interprets that manual switching is not permitted. Guidance given in COMSAR.1/Circ.32/Rev.2 - 7 The guidelines given in COMSAR.1/Circ.32/Rev.2 - 7.3, 7.4 & 7.5 should be used for determining the capacity and installation of the reserve source of energy and batteries.
5	Electrical lightning shall be connected to the reserve source of energy. COMSAR.1/Circ.32/Rev.2 - 3.4.1
6	It is not permitted to provide the main source of electrical power to the GMDSS communication equipment through the battery charger, unless the unit is a combined power supply and charger. COMSAR.1/Circ.32/Rev.2 - 7.1 An indication (meter or meters) of the battery voltage and charge/discharge current should be available on the navigation bridge. COMSAR.1/Circ.32/Rev.2 - 7.7.4 Provisions should be made for an aural alarm and visual indication at the position from which the ship is normally navigated, indicating when the charging voltage or current is outside the limits given by the manufacturer. COMSAR.1/Circ.32/Rev.2 - 7.7.5
8	EPFS - Electronic Position Fixing System connected to the GMDSS equipment, shall be supplied with energy from mains, emergency (if applicable) and reserve source of energy/batteries. COMSAR.1/Circ.32/Rev.2 - 4.15.3 & 4.16.1.2

Reg. 15	Maintenance requirements
	The guidelines given in COMSAR.1/Circ.32/Rev.2 shall normally be used when installing and maintaining radio installations.
3	Adequate information includes documentation and drawings of the radio installation, according to COMSAR.1/Circ.32/Rev.2 - 1.3 & 1.4
4, 6 & 7	Traficom does not permit at-sea electronic maintenance.
9.1	Annual testing of the EPIRB has to be carried out in accordance with MSC.1/Circ.1040/Rev.2 and MSC.1/Circ.1576. Test report from the annual test shall be onboard.

Reg. 16	Radio personnel
	<p>All deck officers at sea areas A1-A4 shall be holders of valid Restricted Operators Certificate (ROC), and in the sea areas A2-A4 at least one deck officer shall be holder of valid General Operators Certificate (GOC). In international traffic holders of ROC and GOC certificates need valid endorsement. Government Decree on the Manning of Ships and Certification of Seafarers 508/2018 8 §.</p>
Reg. 17	Radio records
	<p>A ship radio station shall be provided with a log in which the following are recorded as they occur, together with the time of the occurrence: a) a summary of communications relating to distress, urgency and safety traffic; b) a reference to important service incidents ITU RR Appendix.16</p> <p>All tests performed to the GMDSS radio installations (Inc. SART, AIS-SART and EPIRB), made by personnel onboard should be marked in the radio log.</p> <p>Note: Radio station publications on board Traficom interprets that radio publications onboard can be as follows: - ITU List of Ship Stations and Maritime Mobile Service Identity Assignments List V; - ITU List of Coast Stations and Special Service Stations List IV or Admiralty List of Radio Signals Volume 1 (NP281) - Maritime Radio Stations part 1 and/or 2 depending on the area which the vessel is sailing; - ITU Manual for use by the Maritime Mobile and Maritime Mobile-Satellite Services or Admiralty List of Radio Signals Volume 5 (NP285) - Global Maritime Distress and Safety System (GMDSS). ITU RR Appendix 16</p>