Ship Station Licence

Application Form

All fields marked \*\* must be completed.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **SECTION A - VESSEL DETAILS** | | | | | | |
| Name \*\* (1)[[1]](#footnote-1) | | |  | | | |
| Call Sign \*\* (2) | | |  | | | |
| Former Name \*\* (21) (if applicable) | | |  | | | |
| Former Call Sign \*\* (22) (if applicable) | | |  | | | |
| Port of Registration | | |  | | | |
| Individual Classification \*\*(Annex A) (12) | | |  | | | |
| Overall Length | | |  | | | |
| Gross Tonnage \*\* (25) | | |  | | | |
| Type of Ship | | |  | | | |
| IMO or National Register Number \*\* (24) | | |  | | | |
| Capacity for Persons on Board (Passengers and Crew) \*\* (30) | | |  | | | |
| Number of Radio Fitted Lifeboats \*\* (26) | | |  | | | |
| **SECTION B – APPLICANTS DETAILS** | | |  | | | |
| Owner \*\* (20) | | Name |  | | | |
| Address |  | | | |
| Telephone |  | | | |
| Email Address |  | | | |
| Local Contact | | Name |  | | | |
| Organization |  | | | |
| Address |  | | | |
| Telephone |  | | | |
| Email Address |  | | | |
| Emergency Shore Contact \*\* (26) | | Name |  | | | |
| Organization |  | | | |
| Address |  | | | |
| Telephone (27, 28) |  | | | |
| Alternate 24 Hour Telephone (29) |  | | | |
| Email Address |  | | | |
| Bareboat Charter  Bareboat Charter | | Name |  | | | |
| Organization |  | | | |
| Address |  | | | |
| Telephone |  | | | |
| Email Address |  | | | |
| **SECTION C – NUMERICAL IDENTIFICATION NUMBERS** | | | | | | |
| Maritime Mobile Service Identity (MMSI) Number \*\* (4) | | |  | | | |
| **SECTION D – SHIPS COMMUNICATIONS INSTALLATION** | | | | | | |
| Brief Description of Radio Communication Equipment on Board the Vessel[[2]](#footnote-2) (31) | | |  | | | |
| **SECTION E - SERVICES** | | | | | | |
| Nature of Service[[3]](#footnote-3) (13) | | |  | | | |
| Services Available[[4]](#footnote-4) (14) | | |  | | | |
| Service Hours[[5]](#footnote-5) (15) | | |  | | | |
| **SECTION F - ACCOUNTS** | | | | | | |
| * An Accounting Authority must, in general, be nominated to handle the radio traffic accounts of a ship (including traffic generated by Inmarsat terminals that are part of the GMDSS installation) through any coast station or coast earth station without restriction or hindrance. * An Inmarsat service provider may be nominated instead of an Accounting Authority in respect of traffic through Inmarsat terminals that are not part of a GMDSS installation, but such traffic will be limited by the terms of the contract to a certain selection of telecommunication operators, service providers or coast earth stations. Future Inmarsat terminals may not require the nomination of an Accounting Authority in order to qualify as part of the GMDSS installation. * The Licensee must provide details of how radio traffic accounts for R/T or Inmarsat call etc will be paid by providing detail of the recognised billing entities handling the radio traffic accounts for this ship. | | | | | | |
| Accounting Authority (AA) | | AA Identification Code (AAIC) (18) |  | | | |
| Name |  | | | |
| Telephone |  | | | |
| Email |  | | | |
| Address |  | | | |
| Name[[6]](#footnote-6) |  | | | |
| Position5 |  | | | |
| Signature5 |  | | | |
| Date5 |  | | | |
| Inmarsat Service Provider (ISP) | | ISP Code (19) |  | | | |
| Name |  | | | |
| Telephone |  | | | |
| Email |  | | | |
| Address |  | | | |
| Name[[7]](#footnote-7) |  | | | |
| Position6 |  | | | |
| Signature6 |  | | | |
| Date6 |  | | | |
| **SECTION G - EPIRBS** | | | | | | |
| Complete the following details for **all** GMDSS approved EPIRBs carried on board this ship. **Note:** All EPIRBs carried by ships registered in the Falkland Islands must be coded with the MCA serialised protocol. | | | | | | |
| EPIRB 1 | Operating Frequency Band | | 121.5/406 MHz | Y/N | 1.6 GHz | Y/N |
| EPIRB Manufacturer | |  | | | |
| Model Number | |  | | | |
| Serial Number | |  | | | |
| EPIRB Identification Code[[8]](#footnote-8) (23) | |  | | | |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| EPIRB 1 | EPIRB Hex ID Code[[9]](#footnote-9) (32) | | | 121.5/406 MHz | | | Y/N | | 1.6 GHz | | | Y/N |
| EPIRB 2 | Operating Frequency Band | | |  | | | | | | | | |
| EPIRB Manufacturer | | |  | | | | | | | | |
| Model Number | | |  | | | | | | | | |
| Serial Number | | |  | | | | | | | | |
| EPIRB Identification Code7 (18) | | |  | | | | | | | | |
| EPIRB Hex ID Code8 (32) | | |  | | | | | | | | |
| EPIRB 3 | Operating Frequency Band | | | 121.5/406 MHz | | | Y/N | | 1.6 GHz | | | Y/N |
| EPIRB Manufacturer | | |  | | | | | | | | |
| Model Number | | |  | | | | | | | | |
| Serial Number | | |  | | | | | | | | |
| EPIRB Identification Code7 (18) | | |  | | | | | | | | |
| EPIRB Hex ID Code8  (32) | | |  | | | | | | | | |
| EPIRB 4 | Operating Frequency Band | | | 121.5/406 MHz | | | Y/N | | 1.6 GHz | | | Y/N |
| EPIRB Manufacturer | | |  | | | | | | | | |
| Model Number | | |  | | | | | | | | |
| Serial Number | | |  | | | | | | | | |
| EPIRB Identification Code7 (18) | | |  | | | | | | | | |
| EPIRB Hex ID Code8  (32) | | |  | | | | | | | | |
| **SECTION H – SATELLITE EARTH STATIONS (SES)** | | | | | | | | | | | | |
| State the participating system and terminal standard, e.g., Inmarsat Standard A, B or C. Not: Standard C SESs include the EGC receiver. For Other SESs, state the system & terminal type, e.g., Inmarsat M, mini-M, Fleet F or ICO, Globalstar etc. | | | | | | | | | | | | |
| Station Number | | | | 1 | | 2 | | 3 | | | 4 | |
| GMDSS Satellite SESs | System | | |  | |  | |  | | |  | |
| Manufacturer & Model | | |  | |  | |  | | |  | |
| Serial Number | | |  | |  | |  | | |  | |
| Mobile Identification Number | | |  | |  | |  | | |  | |
| Other Satellite SESs | System | | |  | |  | |  | | |  | |
| Manufacturer & Model | | |  | |  | |  | | |  | |
| Serial Number | | |  | |  | |  | | |  | |
| Mobile Identification Number | | |  | |  | |  | | |  | |
|  |  | | |  | |  | |  | | |  | |
| **SECTION I – LONG RANGE IDENTIFICATION TRANSPONDER (LRIT) & SHIP SECURITY ALERT SYSTEMS (SSAS)** | | | | | | | | | | | | |
| Long range Identification Transponder (LRIT) | Manufacturer | | |  | | | | | | | | |
| Model | | |  | | | | | | | | |
| Serial Number | | |  | | | | | | | | |
| Mobile Identification Number (MIN) | | |  | | | | | | | | |
| Authorised Service Provider (ASP) | | |  | | | | | | | | |
| Ship Security Alert System (SSAS) | Manufacturer | | |  | | | | | | | | |
| Model | | |  | | | | | | | | |
| Serial Number | | |  | | | | | | | | |
| Mobile Identification Number (MIN) | | |  | | | | | | | | |
| Authorised Service Provider (ASP) | | |  | | | | | | | | |
| **SECTION J – EQUIPMENT DETAILS** | | | | | | | | | | | | |
| Complete this section for Marine Radio Equipment forming part of the ship radio station that you intend to use only on board the vessel named in Section A. Navigation equipment other than Radar does not need to be declared on this form (e.g. GPS, Decca). | | | | | | | | | | | | |
| **Equipment Type** | | **Frequencies** | | | **Manufacturer & Model** | | | | | **Serial Numbers** | | |
| VHF R/T Only | | 156-163 MHz | | |  | | | | |  | | |
| VHF R/T with DSC | | 156-163 MHz | | |  | | | | |  | | |
| DSC Watch Receiver | | Ch70 | | |  | | | | |  | | |
| VHF portables[[10]](#footnote-10) | | 156-163 MHz | | | 1. | | | | |  | | |
| 156-163 MHz | | | 2. | | | | |  | | |
| 156-163 MHz | | | 3. | | | | |  | | |
| VHF 121.5/123.1 MHz Transceiver | |  | | |  | | | | |  | | |
| NAVTEX Receiver | |  | | |  | | | | |  | | |
| MF Radiotelephony | | 1605-4000 KHz | | |  | | | | |  | | |
| MF R/T with DSC and NBDP | |  | | | 1. | | | | |  | | |
|  | | | 2. | | | | |  | | |
| MF DSC Watch Receiver | | 2187 KHz | | |  | | | | |  | | |
| HF Radiotelephony | | 4000-27,500 KHz | | |  | | | | |  | | |
| MF/HF R/T with DSC and NBDP | |  | | | 1. | | | | |  | | |
|  | | | 2. | | | | |  | | |
| MF/HF DSC Watch Receiver | |  | | |  | | | | |  | | |
| Search and Rescue Transponder[[11]](#footnote-11) | |  | | | 1. | | | | |  | | |
|  | | | 2. | | | | |  | | |
| Radar[[12]](#footnote-12) | |  | | | 1. | | | | |  | | |
| **Equipment Type** | | **Frequencies** | | | **Manufacturer & Model** | | | | | **Serial Numbers** | | |
| Radar | |  | | | 2. | | | | |  | | |
|  | | | 3. | | | | |  | | |
| UHF Portables | |  | | | 1. | | | | |  | | |
|  | | | 2. | | | | |  | | |
| Any Other Equipment[[13]](#footnote-13) | |  | | | 1. | | | | |  | | |
|  | | | 2. | | | | |  | | |
|  | | | 3. | | | | |  | | |
|  | | | 4. | | | | |  | | |
| **SECTION K - DECLARATION** | | | | | | | | | | | | |
| I declare that:All details shown above are correct to the best of my knowledge.That I will abide by the terms of the Licence.I have no objection to information about my radio equipment and MMSI number (if applicable) being disclosed to the International Telecommunication Union and port authorities for Search and Rescue purposes.The Communications Regulator reserves the right to refuse applications which are incomplete. Applicants are reminded that the provisions of the Radio Regulations on the use of radio equipment must be adhered to at all times. | | | | | | | | | | | | |
| Applicants Signature | | |  | | | | | | | | | |
| Full Name (Capitals) | | |  | | | | | | | | | |
| Date | | |  | | | | | | | | | |
| If you are signing on behalf of a Company or organization, please state: | | | | | | | | | | | | |
| Company/Organization Name | | |  | | | | | | | | | |
| Position in Company/Organization | | |  | | | | | | | | | |

**SECTION L – COMPLETED FORMS**

|  |
| --- |
| Please return the completed form to: **Falkland Islands Maritime Authority**  **Old Design Office, Ross Road**  **Stanley,**  **Falkland Islands**  **FIQQ 1ZZ**  **Tel: +500 27233**  **Email:** [maritime.authority@sec.gov.fk](mailto:maritime.authority@sec.gov.fk) |

Annex:

1. Individual Ship Classifications.

ANNEX A TO

SHIP RADIO LICENCE APPLICATION FORM

**INDIVIDUAL SHIP CLASSIFICATIONS**

|  |  |  |  |
| --- | --- | --- | --- |
| **Abbreviation** | **Description** | **Abbreviation** | **Description** |
| ACV | Air-cushion vehicle | NET | Pollution and surface clearance vessel |
| AUX | Auxiliary ship | NVP | Naviplane |
| AVI | Despatch vessel | OBO | Ore-bulk-oil carrier |
| BAR | Lighter | OIL | Oil tanker |
| BLK | Bulk carrier | OSC | Oceanographic ship |
| BLN | Whaler | OSV | Ocean-station vessel |
| BLS | Buoy ship | PA | Passenger ship |
| BTA | Factory ship | PAQ | Liner |
| CA | Cargo ship | PBE | Livestock carrier |
| CAB | Coaster | PCH | Barge carrier |
| CBL | Cable ship | PER | Drilling unit |
| CGT | Coast-guard | PH | Fishing vessel |
| CHA | Barge | PHA | Lightship |
| CHR | Trawler | PHR | Lighthouse tender |
| CIM | Cement carrier | PHS | Fishing guard |
| CIT | Tanker | PLE | Platform |
| COA | Collier | PLT | Pilot tender |
| CON | Container ship | PMP | Firefloat |
| COR | Corvette | PMX | Cargo and passenger |
| CRO | Cruiser | PON | Pontoon |
| CTR | Cutter | PTA | Aircraft carrier |
| DES | Destroyer | PTH | Helicopter carrier |
| DIV | Ship used by divers | RAM | Salvage ship |
| DMN | Minesweeper | RAV | Supply vessel |
| DOU | Customs launch | ROC | Rock breaker |
| DRG | Dredger | ROU | RoRo ship |
| DRY | Dry cargo | SAU | Rescue vessel |
| DUN | Ketch | SEC | Stand-by safety vessel |
| ECO | Training ship | SLO | Sloop |
| ESC | Escort ship | SMN | Submarine |
| EXP | Research ship Survey Ship | SRV | Patrol ship |
| FBT | Ferry | THO | Tunny ship |
| FPS | Fast patrol ship | TPG | Liquefied gas carrier |
| FRG | Reefer | TPO | Ore carrier |
| FRM | Weather ship | TPS | Solvent carrier |
| FRT | Frigate | TPT | Transport |
| FRU | Fruit carrier | TPW | Forest-product carrier |
| GEN | General cargo | TRA | Tramp |
| GOL | Schooner | TUG | Pusher |
| GRC | Grain carrier | TVH | Tug |
| GRF | Floating crane | VDO | Vehicle carrier |
| GS | Warship | VDT | Launch |
| HOP | Hospital ship | VLR | Hydrofoil |
| HYD | Hydrographic ship | XXX | Sailing ship |
| ICE | Ice breaker | YAT | Unspecified |
| ICN | Waste incinerator |  |  |
| INS | Inspection ship |  |  |
| LAN | Lobster ship |  |  |
| LOU | Lugger |  |  |
| MOR | Banker |  |  |
| MOU | Mine layer |  |  |
| MTB | Motor boat |  |  |

1. ## Notes on the Global Maritime Distress & Safety System (GMDSS):

   1. A radio installation conforming to the requirements of the GMDSS is mandatory for:
      1. Any ship, vessel or craft that carries passengers to ports outside the Falkland Islands.
      2. Any cargo ship of 300 gross registered tons and upwards.
      3. Any fishing vessel of 12 metres (39' 4½") in length and upwards.
   2. Ships fitted with a GMDSS radio installation on a mandatory basis must also satisfy the current requirements of the International Convention for the Safety of Life at Sea (SOLAS) as to the composition and maintenance of the GMDSS radio installation.
   3. All ships, vessels or craft fitted with a GMDSS radio installation or a 406 MHz EPIRB, whether on a compulsory or voluntary basis, will be issued with an MMSI number in addition to the usual alphanumeric call-sign.

   [↑](#footnote-ref-1)
2. For Example: Inmarsat A, B, C, M, VHF, digital selective calling (DSC) , etc... [↑](#footnote-ref-2)
3. The nature of service includes the classification as regards the type of international correspondence service maintained by the station. Select one symbol from the following:

   * 1. CO - a station open to official correspondence exclusively;
     2. CP - a station open to public correspondence;
     3. CR - a station open to limited public correspondence;
     4. CV - a station open exclusively to correspondence of a private agency;
     5. OT - a station open exclusively to operational traffic of the service concerned.

   [↑](#footnote-ref-3)
4. The specific services provided by a station open to public correspondence in the maritime mobile service. Select all applicable from the following:

   1. C – radiotelephone calls;
   2. D – radio-telex calls;
   3. O – OBS messages (voluntary observing ship);
   4. P - facsimile communications;
   5. R – radio telegrams.

   [↑](#footnote-ref-4)
5. Hours of service. Select one symbol from the following:

   1. H24 – continuous service throughout the 24 hours;
   2. H16 – 16 hours service throughout the 24 hours;
   3. H8 – 8 hours service throughout the 24 hours;
   4. HJ – day service;
   5. HN – night service.

   [↑](#footnote-ref-5)
6. Please enter the name, position and date of the signature by the Accounting Authority accepting charges for radio traffic. [↑](#footnote-ref-6)
7. Please enter the name, position and date of the signature by the ISP accepting charges for radio traffic. [↑](#footnote-ref-7)
8. Either the Maritime Mobile Service Identity (MMSI) of the ship or a combination of Maritime Identification Digits (MID) + Call sign of the ship. [↑](#footnote-ref-8)
9. The Hex ID is 15 characters long and is made up of hexadecimal numbers (0-9) and letters (A-F) only. The code can normally be found on the label of a 406 MHz distress beacon, although the position of the code on the beacon will vary depending on which model you have. [↑](#footnote-ref-9)
10. 2 sets for cargo ships 300- 500 g.r.t. 3 sets for cargo ships above 500 g.r.t and passenger ships. [↑](#footnote-ref-10)
11. 2 units are required for passenger ships and cargo ships of 500 g.r.t and above. [↑](#footnote-ref-11)
12. Ships of 10,000 g.r.t and above require two independent systems of which one must be a 3 cm. (X-band) radar. [↑](#footnote-ref-12)
13. Please state AIS (Automatic Identification Systems). [↑](#footnote-ref-13)