

Utility Regulation & Competition Office ('OfReg')

Guide to Applicants for a Maritime ICT (Ship Radio Station) Licence

September 2023

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Ship Radio Licence Guidance Notes

1. Introduction

1.1 These notes are designed to help those applying for a Maritime ICT Licence (Ship Radio Station Licence). The following notes cover the types of equipment that are licensable, specific requirements that the equipment must meet, Accounting Authorities, call signs, Maritime Mobile Service Identities and other licensing information that applicants need to be aware of.

1.2 If the application form is not fully completed it may be returned to you in order to supply the missing details. If you are uncertain about the information required, please contact the Office by telephone on +1 (345) 946-4282, or by email at licensing@ofreg.ky.

1.3 OfReg (or '**the Office**') is responsible for the effective management of the radio spectrum in the Cayman Islands and by all ships and aircraft registered in the Cayman Islands. Regulation is necessary to ensure that those who use radio equipment can do so without causing or suffering from undue interference.

1.4 The regulations governing the use of maritime radio are detailed in the International Radio Regulations, set by the International Telecommunication Union (ITU), the Information & Communications Technology Act and the Utility Regulation & Competition Act as amended. It is an offence to install or use any radio equipment on board a Cayman Islands ship, craft, hovercraft, or any other vessel registered in the Cayman Islands or predominantly moored in Cayman Islands waters without a radio licence. A Ship Radio Licence is required even if the transmitting equipment is not in constant use, or if it is used only for distress purposes.

2. What the licence covers

2.1 The Maritime ICT Licence allows the licensee to install and, if a relevant Maritime Radio Operators' Certificate of Competence and Authority to Operate is held, use any combination of maritime radio equipment listed below on a specified vessel.

- Digital Selective Calling (DSC) equipment associated with the Global Maritime Distress & Safety System (GMDSS);
- MF, HF, VHF equipment;
- Satellite communications equipment (Ship Earth Stations);
- RADAR; Search and Rescue Radar Transponders (SARTs);
- Low powered, on-board maritime UHF communications equipment;
- On-board repeater stations;
- Personal Locator Beacons (PLBs), and Emergency Position Indicating Radio Beacons (EPIRBs).

2.2 The Maritime ICT Licence will be valid for a period of one year (or multiples of one year on application) unless surrendered by the licensee or revoked by the Office. Once a licence has been issued, it is prudent to set a reminder a month prior to the renewal date to ensure that renewals are processed in good time.

2.3 Licensees will be able to use an unlimited number of VHF and UHF hand portables on the vessel identified in the Licence. None of the equipment covered by this licence, including safety equipment such as maritime EPIRBs and PLBs is licensed for use on land. A Licence will be needed even if EPIRBs are the only type of radio equipment carried on board the vessel. VHF/DSC portables are only licensed for use in Cayman Islands territorial waters.

2.4 The equipment is authorised for operation on international maritime frequencies only. Details of the international maritime VHF frequencies are listed Appendix 1. For the equipment to be authorised for use it has to perform in accordance with relevant technical parameters; see Section 3 below.

3. Radio equipment conformance requirements

3.1 Equipment built to Merchant Shipping Standards: Any radio, radar or navigation equipment Type Approved under the European Marine Equipment Directive is acceptable for use on all Cayman Islands vessels. Such equipment bears the Wheel Mark.

3.2 Equipment Conforming to the Requirements of the European Radio Equipment and Telecommunications Terminal Equipment (R&TTE) Directive: Such equipment must bear the CE Mark, the identification number of a Notified Body (where one has been consulted by the manufacturer as part of the conformity assessment procedure), and where appropriate, the Alert Symbol (which signifies that there may be restrictions on how the equipment may be used or that the equipment may not necessarily be put into service in all EU States).

3.3 The equipment must be accompanied by:

a. A copy of the Declaration of Conformance to the requirements of the R&TTE Directive (or a simplified Statement of Compliance and information on where the formal Declaration of Conformance may be found).

b. Information on its intended use, including the countries of the EU in which it is intended the equipment is to be used. Equipment, which additionally meets the requirements of any of the European Standards (ETS or EN) or international standards (IEC) listed over, is recommended.

3.4 Equipment that has been type approved for use as maritime radio equipment by the United States Federal Communications Commission (FCC) and which bears the marking "This device complies with the GMDSS provisions of Part 80 of the FCC Rules."

3.5 Equipment for use with the INMARSAT system that has received Type Acceptance from INMARSAT.

4. Vessel callsigns

4.1 A callsign is allocated to the vessel when first registered with the Maritime Authority of the Cayman Islands (MACI). It uniquely identifies the vessel within the International Maritime Mobile Service. The callsign remains with the vessel for the duration of its life regardless of changes of ownership or even vessel name. However, the callsign is surrendered if the vessel ceases to be classed as a Cayman Islands vessel, is destroyed or is unlicensed for a period of two or more years. Therefore, every effort should be made to ensure that the callsign remains with the vessel.

4.2 Callsigns cannot be transferred between vessels.

5. Maritime Mobile Service Identity (MMSI) numbers

5.1 A Maritime Mobile Service Identity (MMSI) number uniquely identifies a vessel and is issued to vessels fitted with Digital Selective Calling (DSC) and/or Ship Earth Station (SES) equipment. The Cayman Islands administration does **not** issue MMSI numbers to EPIRBs.

5.2 In order to use SES equipment, arrangements must be made with an Inmarsat Point of Service Activation Entity, see Section 10 of these Guidance Notes. An MMSI number is required before the equipment can be commissioned.

5.3 The Office issues MMSIs free of charge as part of a Ship Radio Licence. This will be issued subject to the submission of completed application form, and payment of the correct licence fee. Once the Certificate of British Registration (CoBR) is later received, a full radio license will then be issued.

5.4 The Office notifies the ITU of all vessel MMSI numbers issued by the Cayman Islands.

6. Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs)

6.1 Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs) are self-contained battery-operated radio transmitters, the purpose of which is to facilitate search and rescue operations. EPIRBs and PLBs are intended for marine use only and should not be used on land.

6.2 At one time, there were several types of EPIRB and PLB in use: those that operated on the aeronautical distress frequencies 121.5 MHz and/or 243 MHz and more sophisticated models operating on 406.1 MHz/121.5 MHz and 1.6 GHz. However, the 1.6 GHz service was phased out in December 2006, and the 121.5/243 MHz service ceased in February 2009. Therefore, with immediate effect, vessels sailing beyond VHF range of the coast **must** carry 406.1 MHz EPRIBs.

6.3 The Cayman Islands does not maintain its own dedicated EPIRB registration database, but instead has an agreement to utilize the UK database maintained by the Maritime and Coastguard Agency (MCA) or the United States database maintained by the National Oceanic and Atmospheric Administration (NOAA). Both these agencies require Cayman flagged vessels to program their EPIRBs with the **serialised protocol** appropriate to their respective countries. On no account should EPIRBs be programmed with the Cayman Islands' MMSI number. Although registration with one of these two databases is strongly recommended, the use of other, equally effective, systems may well be accepted by the Office on a case-by-case basis.

6.4 It is vital that all EPIRBs and PLBs are registered with the MCA or NOAA. The details provide the rescue co-ordination centres with information needed to assist in a search and rescue operation. Failure to register an EPIRB will seriously degrade its usefulness to the search and rescue services in the event of an emergency and could even put lives at risk.

6.5 It is the vessel owner's responsibility to register the vessel's EPIRB data with the MCA or NOAA EPIRB Registries, and to notify the Office of the details in Section 4 of the Application Form. After having applied for a Ship Radio Licence, should you acquire, or transfer a 406.1 MHz EPIRB or PLB to another owner and/or vessel, the appropriate EPIRB Registry must be notified. In addition, the Office must be advised in writing.

7. Payment of licence fees

7.1 The licence fee is valid for a period of one year. A separate fee is payable for each vessel being licensed.

7.2 If the Licence is allowed to lapse a fresh application will be required and may be backdated such that the license period remains continuous. Warning: it is an offence to use or install maritime radio equipment other than in accordance with the terms of a Licence issued by the Office.

7.3 Refunds will only be made where there has been an overpayment, duplicate payment or when a licence application has been unsuccessful. Fees may vary from time-to-time and are set by the Office on a cost-recovery basis. Current fees are detailed in Appendix 2.

7.4 All payments must be in either Cayman Islands (KYD) or the US dollar equivalent, and should be made in one of the following ways:

- A cheque drawn on a Cayman Islands' bank. Cheques should be made payable to 'OfReg'.
- Wire transfer to OfReg (please enquire for account details and note that there is an additional US$8 fee for wire transfers).
- Credit Card via the Office's payment system (**MasterCard or Visa only**, neither American Express nor Diners' Card are accepted).
- **Cash is not accepted.**

8. Other licensing information

Registration

8.1 A local vessel that remains predominantly in Cayman Islands waters does not need to be registered with the Maritime Authority of the Cayman Islands (MACI) before an application for a Ship Radio Licence is made. In all other cases, prior registration with the MACI is required. Under normal circumstances, the Office is not able to licence vessels registered in countries other than the Cayman Islands.

8.2 Any and all changes to the Ship Radio Licence details (e.g. change of owner's address, radio equipment) must be notified to the Office in writing using the Licence Application Form. There is no charge for registering amendments other than a change of ownership or vessel name, both of which are considered to be new applications and require a full application and licence fee.

8.3 It is advisable to keep the Ship Radio Licence documents with the radio equipment especially if the vessel is taken abroad. Foreign licensing administrations may confiscate the radio equipment where a valid Ship Radio Licence cannot be produced on demand.

Company applications

8.4 Whilst the Office is able to accept applications where a company is named as the licensee, a named contact must also be specified, and will be the first point of contact with the Office.

9. Maritime Mobile Access and Retrieval System (MARS) database

9.1 The International Telecommunication Union (ITU) requires the Office to collect information about vessels being licensed and what equipment is being used. This information is held on the ITU's Maritime Mobile Access and Retrieval System (MARS) database which is supplied for the use of Port Authorities and Search and Rescue organisations worldwide.

9.2 Much of this information is mandatory and for this reason the application form asks for information such as the tonnage of a vessel, its type and how many people it can carry. The Office is obliged to supply this information to the ITU and so if it is not completed in full on the application form the Office will be unable to issue a licence and the application form will be returned to the applicant.

9.3 There is some additional information which the ITU records on its MARS database and this is collected in Section 5 of the application form. This information is not mandatory and a licence can be issued even if it is not supplied. It is strongly recommended that this information be provided for all vessels which routinely sail in international waters.

10. Inmarsat Point of Service Activation (PSA) entities

10.1 Details of PSAs are available by contacting Inmarsat's Customer Services Department, telephone +44 20 7728 1777 or Fax +44 20 7728 1142.

11. Foreign calls

11.1 In order to make a call using a foreign coast station, the licensee must have first entered into a contract with a Maritime Accounting Authority (MAA) and be able to quote the relevant Accounting Authority Identification Code (AAIC) to the coast station operator. A list of Accounting Authorities recognised by the Cayman Islands is at Appendix 4.

11.2 Coast stations will usually hold a copy of the ITU list of ship stations. This gives details of the MAA that the vessel is using as its agent for billing purposes. In turn, that MAA will invoice the licensee, for any call charges incurred. The ship station details will be sent to the ITU for inclusion in their list of ship stations when applying for or amending a licence.

12. Amateur radio stations on board Cayman Islands registered vessels

12.1 The establishment and use of amateur radio stations on board Cayman Islands registered vessels is permitted under the Amateur Radio Licence, granted by the Office. On board a vessel, the licensee shall:

a. install, use or make changes to the station only with the written permission of the vessel's master;

b. observe radio silence when required by the vessel's master.

12.2 It is important to ensure that radio is used correctly. At sea, lives may depend upon this. Consequently, there are severe penalties for not keeping within the law and these include fines, imprisonment and the forfeiture of anything used in connection with the offence. Those convicted of such offences may, in addition, face the revocation of their licence and the suspension of their authority to operate.

13. Earth Stations in Motion (ESIM) on board Cayman Islands registered vessels

13.1 Maritime Satellite Earth Stations in Motion (ESIM) terminals on Cayman Islands registered passenger ships and cargo ships[1] can be used on the terms indicated below as part of the associated maritime licence without the need for modification to the license.

13.2 Maritime ESIM terminals are permitted to transmit in the following frequency bands, subject to the technical restrictions specified. Reception of the associated downlink frequencies is also permitted.

Frequency Range (Transmit)	Technical Restrictions
5925 – 6425 MHz	ITU RR Resolution 902 (WRC-03)
14.0 – 14.5 GHz	ITU RR Resolution 902 (WRC-03)
27.5 – 29.5 GHz	ITU RR Resolution 169 (WRC-19)
29.5 – 30.0 GHz	ITU RR Resolution 156 (WRC-15)

13.3 The service is only permitted to operate subject to the following rules:

a. Whilst vessels traverse Cayman Islands territorial waters.

b. Pier to Pier used by Ticketed Passengers and Vessel Crew travelling to or from the Cayman Islands.

c. On-board internet services shall terminate once the vessel has arrived at the port, or when the vessel is moored for disembarkation of passengers.

d. On-board internet service may commence only once the vessel has departed from the port or when all passengers have embarked the vessel and it is ready to depart.

e. The on-board internet service shall not be used to substitute or bypass any ICT service currently operating in the Cayman Islands, other than for on-board internet access.

[1] As defined in the International Convention for the Safety of Life at Sea published by the International Maritime Organisation

14. Instructions for the completion of the Application Form

Section 1 – Vessel Owner's Details

Q1 to 6 The required responses to Questions 1 to 6 are self-explanatory.

Section 2 – Vessel Details

Q7 to 10 The responses to Questions 7 to 10 should match the corresponding information given on the Certificate of Registration issued by the Maritime Authority of the Cayman Islands. If the vessel is not registered and the gross tonnage is not known, enter the length in meters in Question 10.

Q11 If the vessel already has an MMSI number issued by the Office, enter this in response to Question 11a. If you believe you require an MMSI number but do not have one, check the box at Question 11b. See the Notes concerning the issue of MMSI numbers in Section 5 of this Guide. **Please note that MMSI numbers should NOT be programmed into EPIRBs on Cayman flagged vessels.**

Q12 If the vessel has been renamed and the Office has not previously been notified, enter the previous name in response to Question 12.

Q13 & 14 Codes detailing the General and Specific Class of the vessel are required by both the Office and the International Telecommunication Union. Select the appropriate codes from the list at Appendix 3. Note that normally only one Specific Class code is necessary. Provide a second code only if you consider it to be essential.

Examples:	Private/Pleasure Yacht	General: **PL**	Specific: **YAT**
	General Cargo	General: **MM**	Specific: **GEN**

Section 3 – Radio Equipment

In the right-hand column of the table, please enter the quantity of each type of equipment that you use, or intend to use, on your vessel. Only if you indicate that you will be using Digital Selective Calling (DSC) and/or Ship Earth Station (SES) equipment (other than a Mini M) will you be issued with an MMSI number. For further details see Section 5 of this Guide.

Receive only navigation equipment other than radar transponders (e.g. GPS) does not need to be entered in the table.

Section 4 – Search & Rescue and Contact Information

Q15 Enter the maximum number of people (passengers plus crew) that you are likely to carry on board.

Q16 State whether your vessel has any life-rafts/life-boats. If so, state how many.

Q17 If your vessel has a Selcall number, please enter it here.

Q18 If you have an agreement with a Maritime Radio Accounting Authority, please give its Accounting Authority Identification Code (AAIC). See Appendix 4 of this Guide for a list of Accounting Authorities recognised by OfReg for use by Cayman flagged vessels.

Q19 Please provide your 15-character EPIRB/PLB identification code. Your EPIRB should be programmed with the serial number provided by the country with whom you have registered your EPIRB – normally the UK or the US. Your EPIRB should NOT be programmed with your MMSI number or call-sign. See Sections 5 and 6 above.

Q20 You MUST provide details for an emergency contact onshore. You are also asked to provide an alternative 24 hour emergency telephone number. This information is added to the ITU's MARS database (see Section 9 of this Guide) but is only available to search-and-rescue authorities in the event of an emergency.

Section 5 – Additional Information

The Additional Information is collected for inclusion in the ITU's MARS database. Unlike the data provided in previous sections, the provision of this information is NOT mandatory, and failure to supply it will not prevent the Office from issuing a licence.

Q21 If you have a national telex number, please provide it here.

Q22 The nature of service is a code for the type of international correspondence service maintained by the vessel. You may enter a maximum of 2 codes from the following list:

CO – a station open to official correspondence only
CP – a station open to public correspondence
CR – a station open to limited public correspondence
CV – a station open exclusively to correspondence of a private agency
OT – a station open exclusively to operational traffic of the service concerned

Q23 Services available refers to the specific services provided by a station open to public correspondence. The services available are indicated by one or more of the following codes:

C – radiotelephone calls
D – radio telex calls
O – OBS messages (voluntary observing Ship)
P – facsimile communications
R – radio telegrams

Q24 Hours of service refers to the availability of the public correspondence services offered by a vessel. This should be indicated by one of the following codes:

H24 – continuous service throughout the twenty-four hours
H16 – 16-hour service provided by a ship station of the second category
H8 – 8-hour service provided by a ship station of the third category
HX – intermittent service throughout the twenty-four hours, or station having no specific working hours (generally applicable to pleasure craft)
HJ – day service
HN – night service

Section 6 - Declaration

Read and complete the Declaration at Section 6. It is an offence against the Utility Regulation & Competition Act to give false or misleading information in a licence application, or to make a false declaration.

15. Enquiries

15.1 Enquiries about your application should be made to:

OfReg
Po Box 10189
3rd Floor, Monaco Towers II
11 Dr Roy's Drive
George Town
Grand Cayman
Cayman Islands

Tel: 1-(345) 946-4282
Fax: 1-(345) 945-8284

Email:
General Enquiries: info@ofreg.ky
All Ship Licensing Matters: licensing@ofreg.ky

Please use **only** the above email addresses. Addressing email to individual members of staff could result in significant processing delays.

Web Site: www.ofreg.ky

A. International Maritime VHF Frequencies Table

1. The only international maritime VHF frequencies that may be used are shown in the following table which is adapted from the International Telecommunications Union Radio Regulations Appendix S18, including changes adopted by World Radio Conferences.

2. Vessels operating in the territorial waters of the United States of America should note that transmission on the frequencies that are shaded in the table is not permitted within those waters but is allowed on the high seas and in most other countries. This is as a result of the shortage of VHF maritime spectrum in the U.S. compared to most other maritime countries. For further information, see the U.S. Coast Guard web site at www.navcen.uscg.gov/marcomms/.

Channel designators	Notes	Transmitting frequencies (MHz)		Inter ship	Port operation and ship movement		Public correspondence
		Ship stations	Coast stations		Single frequency	Two frequency	
60		156.025	160.625			x	x
01		156.050	160.650			x	x
61		156.075	160.675			x	x
02		156.100	160.700			x	x
62		156.125	160.725			x	x
03		156.150	160.750			x	x
63		156.175	160.775			x	x
04		156.200	160.800			x	x
64		156.225	160.825			x	x
05		156.250	160.850			x	x
65		156.275	160.875			x	x
06	(1)	156.300		x			
66		156.325	160.925			x	x
07		156.350	160.950			x	x
67		156.375	156.375	x	x		
08		156.400		x			
68		156.425	156.425		x		
09		156.450	156.450	x	x		
69		156.475	156.475	x	x		
10		156.500	156.500	x	x		
70		156.525	156.525	Exclusively for Digital Selective Calling for Distress, Safety and Calling			
11		156.550	156.550		x		
71		156.575	156.575		x		
12		156.600	156.600		x		
72		156.625		x			
13	(5)	156. 650	156.650	x	x		
73		156.675	156.675	x	x		
14		156.700	156.700		x		
74		156.725	156.725	x	x		
15	(2)	156.750	156.750		x		
75	(4)	156.775			x		
16		156.800	156.800	Distress, Safety and Calling			
76	(4)	156.825			x		
17	(2)	156.850	156.850	x	x		
77		156.875		x			
18		156.900	156.900		x	x	x
78		156.925	161.525			x	x
19		156.950	161.550			x	x
79		156.975	161.575			x	x

Appendix A

Channel designators	Notes	Transmitting frequencies (MHz)		Inter ship	Port operation and ship movement		Public correspondence
		Ship stations	Coast stations		Single frequency	Two frequency	
20		157.000	161.600			x	x
80		157.025	161.625			x	x
21		157.050	161.650			x	x
81		157.075	161.675			x	x
22		157.100	161.700			x	x
82		157.125	161.725		x	x	x
23		157.150	161.750			x	x
83		157.175	161.775		x	x	x
24		157.200	161.800			x	x
84		157.225	161.825		x	x	x
25		157.250	161.850			x	x
85		157.275	161.875		x	x	x
26		157.300	161.900			x	x
86		157.325	161.925		x	x	x
27	(7)	157.350	161.950			x	x
1027		157.350	157.350		x		
87		157.375			x		
28	(7)	157.400	162.000			x	x
1028		157.400	157.400		x		
88		157.425			x		
ASM 1	(6)	161.950	161.950				
AIS 1	(3)	161.975					
ASM 2	(6)	162.000	162.000				
AIS 2	(3)	162.025					

Notes:

1. The frequency 156.300 MHz (channel 06) may also be used for communications between ship stations and aircraft stations engaged in co-ordinated search and rescue operations. Ship stations shall avoid harmful interference to such communications on channel 06 as well as to communications between aircraft stations, icebreakers and assisted ships during ice seasons.
2. Channels 15 and 17 may also be used for on-board communications provided the effective radiated power does not exceed 1W.
3. Channels AIS 1 and AIS 2 are used for an automatic ship identification and surveillance systems capable of providing worldwide operation on high seas, unless other frequencies are designated on a regional basis for this purpose.
4. The use of channels 75 and 76 should be restricted to navigation-related communications only and all precautions should be taken to avoid harmful interference to channel 16, e.g. by limiting the output power to 1W or by means of geographical separation.
5. Channel 13 has been designated on a world-wide basis, as a bridge-to-bridge safety communication channel especially where a danger of collision exists. All ships in excess of 20 metres (65 feet) in length are required to guard this channel (in addition to channel 16).
6. ASM 1 and ASM 2 are used for application specific messages (ASM) as described in the most recent version of Recommendation ITU-R M.2092.
7. Channels 27 and 28 are not to be used for new purposes (since January 2019).

B. Licence Fees

1. The fees for a Maritime ICT (Ships Radio) Licence, both on initial application and annual renewal, are based upon gross tonnage as shown in the following table. It is recommended, however, that owners and/or their agents confirm the current fees on OfReg's web site at www.ofreg.ky before submitting payment.

Type	Vessel Characteristics	Fee (US$)[2]	Fee (CI$)
L2	Vessel less than or equal to 300 gross tons	US$91.50	CI$75.00
L3	Vessel greater than 300 tons or less than 1600 gross tons	US$183.00	CI$150.00
L4	Vessel greater than or equal to 1600 gross tons	US$274.50	CI$225.00
L5	Local (Coastal) Vessel with no MMSI (5-year licence)		CI$75.00

2. The above fees came into effect on 1 September 2023. These fee levels are set to ensure that OfReg's licensing department is self-funding, as is required by the Offices's agreement with the Cayman Islands Government.

Amendment and Duplicate Licence Fees

3. Any change to the particulars referenced in the Licence or the Licence Application should be notified immediately to the Office. There is a CI$16.40 (US$20.00) fee for issuing an amended or duplicate Licence.

[2] The Office uses an exchange rate of US$1 to approximately CI$0.82

C. Symbols which Designate Classes of Ships

General Classifications

FV	Ship of a fishing fleet
GV	Official service ship
MM	Merchant ship
NF	River vessel
NS	Naval ship
PL	Pleasure ship
SV	Rescue vessel
XX	Unspecified

Specific Classifications

ACV	Air-cushion vehicle
AVI	Despatch vessel
BAR	Lighter
BLK	Bulk carrier
BLN	Whaler
BLS	Buoy ship
BTA	Factory ship
CA	Cargo ship
CAB	Coaster
CBL	Cable ship
CHA	Barge
CHR	Trawler
CIM	Cement carrier
CIT	Tanker
COA	Collier
CON	Container ship
DIV	Ship used by divers
DOU	Customs launch
DRG	Dredger
DRY	Dry cargo
DUN	Ketch
ECO	Training ship
ESC	Escort ship
EXP	Research or Survey ship
FBT	Ferry
FRG	Reefer
FRM	Weather ship
FRU	Fruit carrier
GEN	General cargo
GOL	Schooner
GRC	Grain carrier
GRF	Floating Crane
HYD	Hydrographic ship
ICE	Ice breaker
ICN	Waste incinerator
INS	Inspection ship
LAN	Lobster ship
LOU	Lugger
MOR	Banker
NET	Pollution and surface clearance vessel

NVP	Naviplane
OBO	Ore-bulk-oil carrier
OIL	Oil tanker
OSC	Oceanographic ship
OSV	Ocean-station vessel
PA	Passenger ship
PAQ	Liner
PBE	Livestock carrier
PCH	Barge carrier
PER	Drilling unit
PH	Fishing vessel
PHA	Lightship
PHR	Lighthouse tender
PLE	Platform
PLT	Pilot tender
PMP	Firefloat
PMX	Cargo and passenger
PON	Pontoon
RAM	Salvage ship
RAV	Supply vessel
ROC	Rock breaker
ROU	RoRo ship
SAU	Rescue vessel
SEC	Stand-by safety vessel
SLO	Sloop
SMN	Submarine
THO	Tunny ship
TPG	Liquefied gas carrier
TPO	Ore carrier
TPS	Solvent carrier
TPT	Transport
TPW	Forest-product carrier
TRA	Tramp
TUG	Pusher or Tug
TVH	Vehicle carrier
VDO	Launch
VDT	Hydrofoil
VLR	Sailing ship
XXX	Unspecified
YAT	Yacht

D. Maritime (Radio) Accounting Authorities Contact Details

The following Accounting Authorities have been recognised by the Office for the provision of INMARSAT accounting services to Cayman-flagged vessels:

AAIC : BE02
Name : Marlink S. A.
Address : 80 Av. Guillaume Herinckxlaan
City/Town : B-1180 Bruxelles
Country : Belgique.
TF : +32 2 371 7111
FAX : +32 2 371 7125
EMAIL : custsrv.coms@saitrh.com

AAIC :CY08
Name :One Net Limited
Address :P.O. Box 59649
City/Town :CY-4011 Limassol
Country :Cyprus.
TF :+00 3 5725 828999
FAX :+00 3 5725 342213
EMAIL :info@onenet.com.cy

AAIC : DP02
Name : SAIT Communications GmbH
Address : Behringstrasse 120
City/Town : D-22763 Hamburg
Country : Germany.
TF : +49 40 88252062
FAX : +49 40 88254199
EMAIL : debeg@saitrh.de

AAIC : FR07
Name : TD COM/TPC
Address : 3 rue des érables, ZAC de la butte Gayen
City/Town : 94440 Santeny
Country : France.
TF : +33 1 45100777
FAX : +33 1 45860660

AAIC : GB01
Name : A-N-D Group Plc
Address : Tanners Bank, North Shields
City/Town : Tyne & Wear NE30 1HJ
Country : United Kingdom.
TF : +44 191 258 1635
FAX : +44 191 296 4484
EMAIL : jayne.heslop@and-group.net

AAIC :GB08
Name :SELEX Communications Limited
Address :Marconi House, New Street
City/Town :Chelmsford Essex CM1 1PL
Country :United Kingdom.
TF :+44 1245 275680
FAX :+44 1245 358776
EMAIL :Marine-airtime@selex-comms.com

AAIC :GB11
Name :NSSL Limited, Airtime Billing Department
Address :6 Wells Place, Gatton Park Business Centre
City/Town :Redhill Surrey RH1 3DR
Country :United Kingdom.
TF :+44 0 1737 648800
FAX :+44 0 1737 648888
EMAIL :customer.centre@satcomsolutions.com

AAIC :GB17
Name :FT Everard & Sons Ltd., c/o Ships Electronic Services Ltd.
Address :Waterside Court, Neptune Close
City/Town :Rochester Kent ME2 4NZ
Country :United Kingdom.
TF :+44 1634 295500
FAX :+44 1634 295536
EMAIL :service@ships-electronics.com

AAIC :GK12
Name :Andgate (International) Ltd.
Address :Suite 52, Victoria House, 26 Main St.
City/Town :Gibraltar
Country : Gibraltar.
TF : +44 191 258 1636
FAX : +44 191 296 4484
EMAIL : neil.scott@a-n-d.co.uk

AAIC : GR01
Address : 8 Egaleo Street
City/Town : 18545 Piraeus
Country : Greece.
TF : +30 210 407 1152,
FAX : +30 210 459 9600,
EMAIL : gr01@otesat-maritel.com

AAIC :GR14
Name :Navarino Telecom S.A.
Address :3 Akti Miaouli Street
City/Town :18535 Piraeus Athens
Country :Greece
TF :+30 210 4111311
FAX :+30 210 4111417
EMAIL :info@navarunotwlecom.com

Appendix D

AAIC : JP02
Name : Japan Radio Co., Ltd. (JRC)
Address : 6-10-1 Nishishinjuku, Shinjuku-ku
City/Town : Tokyo 160-8328
Country : Japan.
TF :+81 3 3348 4164
FAX :+81 3 3348 4168
EMAIL :Jp02@jrc.co.jp

AAIC :JP03
Name :Kyoritu Radio Service Co. Ltd.
Address :Shiba 2-Chome, Daimon Bldg., 3-3, Shiba 2-Chome, Minato-ku
City/Town :Tokyo 105-0014
Country :Japan.
TF :+81 3 56870481
FAX :+81 3 56870388

AAIC :JP07
Name :Marine Radio Service, Ltd.
Address :J-NET Bldg. 7th Floor, 8-11-13, Nishi-Gotanda, Shinagawa-Ku
City/Town :Tokyo 141-0031
Country :Japan.
TF :+81 3 5437 8340
FAX :+81 3 5437 8344
EMAIL :tmrs@hmrs.jp

AAIC :NL01
Name :Xantic BV
Address :P.O. Box 300012
City/Town :2500 GA The Hague
Country :Netherlands.
TF :+31 70 3434543
FAX :+31 70 3434796
EMAIL :service@xantic.net

AAIC :NL02
Name :Stichting Marlink
Address :P.O. Box 30350
City/Town :1303 AJ Almere
Country :Netherlands.

AAIC :RS01
Name :Singapore Telecommunications Limited, SingTel Satellite
Address :Comcentre 26th Floor, 31 Exeter Road
City/Town :Singapore 239732
Country :Singapore.
TF :+65 683 83412
FAX :+65 673 36629
EMAIL :tohkoktee@cingtel.com

AAIC :US03
Name :Radio Holland Communications Inc.
Address :8866 Gulf Freeway, Suite 420
City/Town :Houston Texas 77017
Country :United States.
TF :+1 713 910 3352
FAX :+1 713 946 0403
info@saitrhcomms.com
EMAIL :

AAIC :US07
Name :GMPCS Personal Communications, Inc.
Address :1501 Green Road, Suite A-B
City/Town :Pompano Beach, FL. 33064
Country :USA.
TF :+1 703 584 8671
FAX :+1 703 584 8694
EMAIL :jfk@gmpcs-us.com

E. Contacts for Further Information

UK Government EPIRB Registration

EPIRB Registration Form: https://www.gov.uk/register-406-beacons

Physical Address:

OfReg
3rd Floor, Monaco Towers II
11 Dr Roy's Drive
George Town
Grand Cayman
Cayman Islands

Mailing Address:

OfReg
PO Box 10189
Grand Cayman KY1-1002
Cayman Islands

Tel: 1-(345) 946-4282
Fax: 1-(345) 945-8284
Email:
General Enquiries: info@ofreg.ky
All Ship, Aircraft and Other Licensing Matters: licensing@ofreg.ky

Please use only the above email addresses. Addressing email to individual members of staff could result in significant processing delays.

Web Site: www.ofreg.ky

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Appendix E

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Web Site: www.itu.int
MARS Database: www.itu.int/ITU-R/terrestrial/mars/index.asp
MARS Database Contact: Tel: +41 22 730 5007
Email: brtpr@itu.int

Maritime Authority of the Cayman Islands
Breezy Castle Unit 1
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Cayman Islands

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National Environmental Satellite, Data and Information Service
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